

6/3/2021 Board of Directors Special Meeting Public Comment Submissions

Submissions

| | |
|--|----|
| Tukwila City Council President Kerry Kruller | 3 |
| Sean Albert | 5 |
| Sally Blake | 5 |
| Georgina Kerr | 6 |
| Kelly Garrett | 6 |
| Song O. | 7 |
| Mary Fertakis | 8 |
| Verna Seal | 9 |
| David Shumate | 10 |
| Heidi Watters | 11 |
| Lisa Krober | 12 |
| Marci Burden | 13 |
| Joe Kunzler | 13 |
| Joyce Hengesbach | 14 |
| The Urbanist Executive Director Douglas Trumm | 14 |

Tukwila City Council President Kerry Kruller

Dear Chair Keel and Sound Transit Board:

I am a 30-year resident of Tukwila, a taxpayer and Tukwila City Council President writing to you to express my **support for the current proposal to retain the Boeing Access Road (BAR) Light Rail Station as a Tier 2 project.**

This is an already long-delayed transit infrastructure project. As Transit Board members should recall, a light rail station at the Boeing Access Road was included in the original voter-approved Sound Move in 1996.

Following this approval, the station was then deferred (but never eliminated) by the Sound Transit Board in the mid-2000s.

We all paid taxes to support a system that has disproportionately neglected and bypassed the Allentown neighborhood, with zero benefit to any of its residents for the last 25 years.

Allentown is a location known as a “Transit Desert,” because no busses, light rail, nor commuter rail services it. This is amazing to the casual observer, as freight rail, I-5, and light rail all border it. The King County Metro South bus barn is just to the west of it - currently undergoing a multi million dollar upgrade and expansion with the support of our city. Our Community Center is IN Allentown. Yet the closest bus stop is a mile away! And there is no closer access to light rail, the freeway or commuter rail. We have no transit for the people that live here. That just doesn’t make sense.

Removing the **twice voter--approved** BAR station as part of a realignment effort is a betrayal on the part of the Sound Transit Board - and frankly ignores any measure of social justice or equity - by race/demographic, economic, geographic, etc.

The BAR Station will serve one of the most ethnically-diverse and historically-underserved residential areas in King County, and communities that rank high on Sound Transit's equity scoring rubric (Tukwila, South Seattle, Skyway, and Renton). According to the United States Census, residents in this area are 32% Asian, 16% Black, and 10% Hispanic. In addition, 50% of the residents speak a first language other than English, 62% are Black, Indigenous and People of Color (BIPOC), and 36% were born in another country. Residents of the area also struggle financially, with 17.2% of the City of Tukwila's residents living below the federal poverty line. These communities are still experiencing disproportionate impacts of COVID-19, due in part to the lack of a transit infrastructure that would support their ability to access higher, family-wage jobs within the region. A light rail station at Boeing Access Road will serve a historically-underserved population with much-needed transit options - which we all know will provide essential access to jobs, education, affordable housing and help the community thrive.

In 2015, a coalition of businesses, residents, and community leaders was formed, who persistently lobbied the Sound Transit Board for the inclusion of the BAR Station in Sound Transit 3. The Board agreed at the time that the BAR Station is important and it was included in the proposed funding measure that voters approved. For a second time.

In light of the passage of two bonds that included the BAR Station, are you really going to go against the will of the voters and taxpayers and deny this infrastructure-poor and historically-marginalized community a light rail station for the third time? We deserve access to a system that we continue to pay for and that runs through our entire city without serving a single person in Allentown or those who live here in any neighborhood for that matter, until it reaches the southwest border near the next city - SeaTac. Think about it. The light rail literally bypasses our community.

It is also a fact that, that when completed, the BAR Station will connect the Tukwila Manufacturing Industrial Center (MIC) to the region via light rail. The MIC includes major employers such as Boeing, the Museum of Flight, King County International Airport (Boeing Field), Darigold, Raisbeck Aviation High School, Amazon, the United States Postal Service Distribution Facility, and many other businesses that would benefit from the BAR light rail station. By 2035, the Tukwila MIC is estimated to have nearly 25,000 people working in the center.

Sound Transit staff estimates that the station when completed would have approximately 1,400 daily riders and by 2035 ridership could increase to 3,700 daily riders. And, the BAR Station will be in a vital location to connect our expanding regional transit system with future construction plans.

Please honor the will of the voters and taxpayers who have faithfully supported the construction of a BAR Station...TWICE...and do not remove or defer construction for a third time in our community.

With regards,

Kate Kruller

Council President

Tukwila City Council

206,678.7885

Kate.Kruller@TukwilaWA.gov

Please be aware that e-mail communication with City of Tukwila Council Members is a public record and is subject to disclosure upon request. Public documents and records are available to the public as provided under the Washington State Public Records Act (Chapter 42.56 RCW).

Sean Albert

Dear Chair Keel and Sound Transit Board,
I'm writing as a 15 plus year resident of North Tukwila in regards to the Boeing Access Road light rail infill station and Sound Transit's impending "Realignment".

My family purchased our house in North Tukwila in 2006 with the promise of a station opening on the system in 2009, right in our neighborhood. North Tukwila is an extremely diverse and underserved working class community, and we live everyday with all the impacts of the elevated light rail tracks running past our houses, with NONE of the advantages of the public transportation system. In fact bus routes along the train route have been canceled all around the system to avoid duplication. But we don't have a train stop!

The voters have spoken loud and clear more than once, including on the recently approved ST3... BAR station is an important infill station for my community, a station that was promised many years ago, and a much needed investment in the future of our region. Further delay or potentially canceling the BAR station is unacceptable and an egregious display of social injustice for our ethnically and culturally diverse population. According to the United States Census, residents in this area are 32% Asian, 16% Black, and 10% Hispanic. In addition, 50% of the residents speak a first language other than English, 62% are Black, Indigenous and People of Color (BIPOC), and 36% were born in another country. Residents of the area also struggle financially, with 17.2% of the City of Tukwila's residents living below the federal poverty line.

Please keep the South Boeing Access Road light rail station on schedule and on track to be completed in 2031!

Thank you,

Sean Albert
North Tukwila Resident

Sally Blake

Dear Sound Transit Board of Directors,

As a resident of North Tukwila, I'm writing to provide feedback on the impending "Realignment" issue at hand. I ask that you continue to support the long-delayed construction and completion of the South Boeing Access Road light rail station.

Our underserved neighborhood has all the negative impacts of an elevated light rail train running near our homes, without any of the advantages of access to a station, not to mention deleted parallel bus lines. The voters have spoken loud and clear on ST3, and the BAR station is an important infill station on the original segment of the system. A station in our neighborhood that was promised many years ago, and a much needed investment in the future of our region. Further delay or potentially canceling the BAR station is unacceptable and an egregious display of social injustice for our ethnically and culturally diverse population.

Please keep the South Boeing Access Road light rail station on schedule and on track to be completed in 2031!

Thank you,

North Tukwila Resident

Sally H. Blake

Georgina Kerr

Dear Sound Transit Board of Directors,

As a resident of North Tukwila, I'm writing to provide feedback on the impending "Realignment" issue at hand. I ask that you continue to support the long-delayed construction and completion of the South Boeing Access Road light rail station.

Our underserved neighborhood has all the negative impacts of an elevated light rail train running near our homes, without any of the advantages of access to a station, not to mention deleted parallel bus lines. The voters have spoken loud and clear on ST3, and the BAR station is an important infill station on the original segment of the system. A station in our neighborhood that was promised many years ago, and a much needed investment in the future of our region. Further delay or potentially canceling the BAR station is unacceptable and an egregious display of social injustice for our ethnically and culturally diverse population.

Georgina Kerr

Kelly Garrett

Dear Sound Transit Board of Directors,

I'm writing to provide feedback on the impending "Realignment" issue at hand. I ask that you continue to support the long-delayed construction and completion of the South Boeing Access Road light rail station.

In 2013, we bought our home in North Tukwila, having recently moved from downtown Seattle we were completely surprised to find the lack of transportation options. With only one car used to commute I had to walk 20 minutes with my child to get to the nearest bus stop. This was a huge deterrent to continue enjoying the Woodland Park Zoo, Children's Museum and Seattle Aquarium memberships we had previously enjoyed while living downtown. A light rail station I could walk to would allow me to take my children downtown without needing to deal with late buses, traffic and parking. As my children grow and get ready to attend university a light rail station would also allow them to commute to work and attend universities in the Seattle area. This proposed light rail station

has a direct impact on my family and community by increasing our property values and as well as our quality of life.

The voters have spoken loud and clear on ST3, and the BAR station is an important infill station on the original segment of the system. A station in our neighborhood that was promised many years ago, and a much needed investment in the future of our region. Further delay or potentially canceling the BAR station is unacceptable and an egregious display of social injustice for our ethnically and culturally diverse population.

Please keep the South Boeing Access Road light rail station on schedule and on track to be completed in 2031!

Thank you,

Kelly Garrett
North Tukwila Resident

Song O.

Dear Sound Transit Board of Directors,

As a resident of North Tukwila, I'm writing to provide feedback on the impending "Realignment" issue at hand. I ask that you continue to support the long-delayed construction and completion of the South Boeing Access Road light rail station.

Our underserved neighborhood has all the negative impacts of an elevated light rail train running near our homes, without any of the advantages of access to a station, not to mention deleted parallel bus lines. The voters have spoken loud and clear on ST3, and the BAR station is an important infill station on the original segment of the system. A station in our neighborhood that was promised many years ago, and a much needed investment in the future of our region. Further delay or potentially canceling the BAR station is unacceptable and an egregious display of social injustice for our ethnically and culturally diverse population.

Please keep the South Boeing Access Road light rail station on schedule and on track to be completed in 2031!

Thank you,
Song O.

North Tukwila Resident

Mary Fertakis

Dear Chair Keel and Sound Transit Board:

I am a 30-year resident of the North Tukwila neighborhood of Allentown and am writing to you today to express my **support for the current proposal to retain the Boeing Access Road (BAR) Light Rail Station as a Tier 2 project.** This is an already long-delayed transit infrastructure project. As Board members should recall, a light rail station at the Boeing Access Road was included in the original voter-approved Sound Move in 1996. After this approval, the station was then deferred (but never eliminated) by the Sound Transit Board in the mid-2000s. I have been paying taxes to support a system that has disproportionately impacted my neighborhood, with zero benefit to any of the residents for the last 25 years. I can see and hear the trains from my house, but if I want to use the existing system, I would have to walk a mile to just get to the closest bus stop, and it will then take another 30-45 minutes to reach either of the two closest stations (154th & International Blvd. or Rainier Beach). It is a 10-minute drive to either location. If one of the main points of a regional transit system is to improve access to alternative modes of transportation in a way that encourages people to use them (for a number of very good reasons that I support), then removing the **twice voter--approved** BAR station as part of a realignment effort is a major "fail" on the part of the Sound Transit Board. The BAR Station will serve one of the most ethnically-diverse and historically-underserved residential areas in King County, and communities that rank high on Sound Transit's equity scoring rubric (Tukwila, South Seattle, Skyway, and Renton). According to the United States Census, residents in this area are 32% Asian, 16% Black, and 10% Hispanic. In addition, 50% of the residents speak a first language other than English, 62% are Black, Indigenous and People of Color (BIPOC), and 36% were born in another country. Residents of the area also struggle financially, with 17.2% of the City of Tukwila's residents living below the federal poverty line. These communities are still experiencing disproportionate impacts of COVID-19, due in part to the lack of a transit infrastructure that would support their ability to access higher, family-wage jobs within the region. A light rail station at Boeing Access Road will serve a historically-underserved population with much-needed transit options. In 2015, I was part of the coalition of businesses, residents, and community leaders who persistently lobbied the Sound Transit Board for the inclusion of the BAR Station in Sound Transit 3. The Board agreed at the time that the BAR Station is important and it was included in the proposed funding measure that voters approved. For a second time. In light of the passage of two bonds that included the BAR Station, are

you really going to go against the will of the voters and taxpayers and deny this infrastructure-poor and historically-marginalized community a light rail station for the third time?

While my primary concern is our lack of access to a system that we continue to pay for and that runs through our entire neighborhood without serving a single person who lives here, it is also a fact that, when completed, the BAR Station will connect the Tukwila Manufacturing Industrial Center (MIC) to the region via light rail. The MIC includes major employers such as Boeing, the Museum of Flight, King County International Airport (Boeing Field), Darigold, Raisbeck Aviation High School, Amazon, the United States Postal Service Distribution Facility, and many other businesses that would benefit from the BAR light rail station. By 2035, the Tukwila MIC is estimated to have nearly 25,000 people working in the center. Sound Transit staff estimates that the station when completed would have approximately 1,400 daily riders and by 2035 ridership could increase to 3,700 daily riders. And, the BAR Station will be in a vital location to connect our expanding regional transit system with future construction plans.

Please honor the will of the voters and taxpayers who have supported the construction of a BAR Station...TWICE...and do not remove or defer construction for a third time in my community.

Sincerely,

Mary Fertakis, M.Ed.

Allentown (Tukwila) Resident

206.941.6053

[Verna Seal](#)

Dear Sound Transit Board of Directors,

As a resident of North Tukwila, I'm writing to provide feedback on the impending "Realignment" issue at hand. I ask that you continue to support the long-delayed construction and completion of the South Boeing Access Road light rail station.

Our underserved neighborhood has all the negative impacts of an elevated light rail train running near our homes, without any of the advantages of access to a station, not to mention deleted parallel bus lines. The voters have spoken loud and clear on ST3, and the BAR station is an important infill station on the original segment of the system. A station in our neighborhood that was promised many years ago, and a much needed investment in the future of our region. Further delay or potentially canceling the BAR station is unacceptable and an egregious display of social injustice for our ethnically and culturally diverse population.

Please keep the South Boeing Access Road light rail station on schedule and on track to be completed in 2031!

Thank you,

Verna Seal

David Shumate

Dear Sound Transit Board of Directors,

As a resident of North Tukwila, I'm writing to provide feedback on the impending "Realignment" issue at hand.

I ask that you continue to support the long-delayed construction and completion of the South Boeing Access Road light rail station.

Our underserved neighborhood has all the negative impacts of an elevated light rail train running near our homes, without any of the advantages of access to a station, not to mention deleted parallel bus lines.

The voters have spoken loud and clear on ST3, ST2 and ST MOVE,; the BAR station is an important station on the original segment of the system. This station in our neighborhood was promised to be operational by 2009.

Further delay or potentially canceling the BAR station is unacceptable and an egregious display of social injustice for our ethnically and culturally diverse population.

Please keep the South Boeing Access Road light rail station on schedule and on track to be completed before 2031!

Thank you,

David Shumate
11534 E Marginal Way S
Tukwila, WA 98168



Heidi Watters

Dear Sound Transit Board of Directors,

My family of four has lived in North Tukwila since 2004, we chose this location in large part because of its promise to have lite rail access. In addition it was affordable, we cram into 720sf which is still a blessing one cannot find in many areas. I know I am not alone in trying to afford to live in this area. I am very concerned about the "Realignment" issue at hand. Please continue to support the long-delayed construction and completion of the South Boeing Access Road light rail station that has already been approved by voters.

Maintaining the BAR station is an essential social and environmental justice action for our ethnically and culturally diverse population already facing multiple challenges. Having employment-access to jobs Downtown, having

the option to live without the expense of a car and enjoying proper neighborhood development-rather than neglect-is crucial.

Our underserved neighborhood has all the negative impacts of an elevated light rail train running near our homes, without any of the advantages of access to service. Many families in the southend already suffer from poor air quality, noise, unaffordable housing and industry.

Please keep the Boeing Access Road Link Station on track and on schedule.

Thank you,

Heidi Watters
(on behalf of my family of four)
North Tukwila Resident

Lisa Krober

Dear Sound Transit Board of Directors,

As a resident of North Tukwila, I'm writing to provide feedback on the impending "Realignment" issue at hand. I ask that you continue to support the long-delayed construction and completion of the South Boeing Access Road light rail station.

Our underserved neighborhood has all the negative impacts of an elevated light rail train running near our homes, without any of the advantages of access to a station, not to mention deleted parallel bus lines. The voters have spoken loud and clear on ST3, and the BAR station is an important infill station on the original segment of the system. A station in our neighborhood that was promised many years ago, and a much needed investment in the future of our region. Further delay or potentially canceling the BAR station is unacceptable and an egregious display of social injustice for our ethnically and culturally diverse population.

Please keep the South Boeing Access Road light rail station on schedule and on track to be completed in 2031!

Thank you,

Lisa Krober
Perennial Gardens
Cell 206.841.9581
E-mail: perennial.gardens@comcast.net

Marci Burden

Dear Board of Sound Transit,

I hope that you will take the long view on the benefits of better mass transit to our region. I'm sure that budget deficit issues are very real right now, but please consider the long term benefits to the population by not delaying transit projects. Productivity will increase, climate change risks will be reduced through decreased emissions – think of the co-benefits to our health & well-being by having cleaner air, better mental health through shorter, more convenient commutes and less traffic – our health care costs will go down! Please don't significantly delay transit projects due to short term budget issues – think of the long-term benefits to completing those projects on schedule. As a personal example, my 45 minute (on a good day, 2 hours on a bad day) short commute from the Broadview neighborhood to the UW will now be 20 minutes at most, thanks to the Northgate light rail extension. Imagine how many more people will benefit like that with extended transit throughout the region and what an overall benefit that will be to quality of life. When people see the benefits of transit, and it actually works for them, they will use it and your revenue will go up enough to cover your debts. But a knee-capped transit system will get ignored, people won't use it, you won't make the revenue, and then this cycle will continue on and on and Seattle will continue to have terrible traffic, quality of life will go down, people will leave, etc. Please don't delay on transit!

Thank you for your time,

Marci Burden

Broadview, Seattle resident, UW employee, regular (non-pandemic times) transit user from the Northgate transit center

Joe Kunzler

Dear Sound Transit;

WHAT THE HELL IS THIS YOU'RE GOING TO DELAY ST3 UNTIL THE 2040s?

Let's get something straight here: What the hell was the point of ST3 and the hard fighting in 2015, 2016, 2017 and 2018 to get, win and protect ST3 if you're going to hand the game away now? Did my buddy Heidi Wills sacrifice so much in 2019 for you to give Tim Eyman a victory now?

I agree with Seattle Subway 100%: "Where's a SYSTEM ACCELERATION committee to dive into all the options available to get this back on track?" WHERE?

You know what I think: **I'm with Boardmember Badassuchi and her plan. Period. LET'S GO!**

That said: If this plan to push pause for 5-10 years goes thru, well then that's weak Boardmembers giving in. This is what Beyond Stupid stunts like having a semi-secret group meeting to lobby the state legislature to raid the little transits' WSDOT regional mobility grant fund gets you - that and so much more, because an Autumn of Accountability is coming. This is the rot that a lack of fan engagement and whining about "ethics" when some of you like Dave Somers appeased Alex

Tsimerman gets you - that and one of the few books about Sound Transit out there. This is the living hell from said rot that happens. This is a rot of not standing up and fighting back, of not standing up for transit.

Oh and you remember when Mike Lindblom called it accurately that public comment was becoming a "weekly poopshow"? Now enjoy this:

Instead of a dive, the last meeting was a mess, as board and staff watched .ppt presentations until 3:58 p.m. and then forfeited 23 minutes or so venting about flaws in meeting process. The [@westseattleblog](#) rightly tweeted how such behavior is common in local governments.

Nice. Really nice, I watched it live. I just thank G*d we got Claudia Badassuchi down there. Just imagine if we also had Heidi Wills..... the ceiling would be in damn Elliott Bay already and we'd have a SYSTEM ACCELERATION committee! The state legislature did not hear from enough fans and frankly a certain green & white news outlet's sniping at Rep. Pollet - among others - is *not* helping.

Finally, I say "Go Sound Transit" because I support the projects and the organization. I suggest you find some passion and fight back instead of give in.
GO SOUND TRANSIT!

Thoughtfully;

Joe A. Kunzler

growlernoise@gmail.com

Joyce Hengesbach

*** The entirety of this comment was submitted as a letter, which is attached to the end of this document.

The Urbanist Executive Director Douglas Trumm

*** The letter referred to in this comment is attached to the end of this document.

Hello boardmembers,

Please do not rush decisions to delay or water down transit lines. If costs must be cut, start with parking, which isn't a core function of a transit agency. We hope to see plans to deliver transit sooner rather than manage decline and delay. Attached is The Urbanist's full letter making our case.

Thank you for your consideration,