
Section 6.0: Transcripts from Public Hearings and Responses

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SOUND TRANSIT
REGIONAL TRANSIT AUTHORITY

Long-Range Plan
Draft Supplemental Environmental Impact Statement
Public Hearing - Redmond

Taken at Redmond Marriott Town Center
7401 - 164th Avenue
Redmond, Washington 98052

DATE: Tuesday, July 8, 2014

REPORTED BY: Olivia Pennella
Washington CCR 3337

1 REDMOND, WASHINGTON; TUESDAY, JULY 8, 2014

2 6:00 p.m.

3 -----

4 MR. BUTLER: Good evening, ladies and gentlemen.

5 Can you hear me, okay? You would probably be able to hear
6 me without the mike, I hope. We'll start with the mike just
7 to make certain. If there is anyone in the other room who
8 would like to come in and participate in this public
9 hearing, you're welcome to do so.

10 I'm Mayor Fred Butler of the City of Issaquah, and
11 I'm also a member of the Sound Transit Board of Directors.
12 I'd like to start by welcoming each of you who took the time
13 this evening to come out on a beautiful Tuesday evening with
14 great weather to talk about Sound Transit's Long-Range Plan.
15 This is a public hearing for our Long-Range Plan's Draft
16 Supplemental Environmental Impact Statement, and this is a
17 comment -- opportunity to comment in person. And I like to
18 thank you for your participation here today.

19 With us is James Irish who is --

20 MR. IRISH: I'm the Deputy Director of our
21 Environmental Department, Sound Transit.

22 MR. BUTLER: -- who's with me up here at the table
23 this evening. The purpose of the Long-Range Plan is to
24 address high-capacity transit as it relates to our region's
25 growing population and transportation needs over the next 30

1 years. This draft document analyses the environmental
2 effects of two alternatives, both of which consist of a
3 number of high-capacity transit corridors.

4 The first alternative is the current Long-Range
5 Plan, and the second alternative is the potential plan
6 modifications. The potential plan modifications are a menu
7 of options that could be added to the Current Plan. The
8 Draft SEIS was published on June 13 of this year for a
9 45-day comment period. Public review and comment will
10 continue through July 28, 2014.

11 After hearing your feedback during the comment
12 period, a final EIS will be prepared and released, likely
13 this fall. Then the Board will work together to adopt an
14 updated Long-Range Plan. The updated Long-Range Plan will
15 be our vision for how the regional high-capacity system
16 should grow in the future. This sets the stage to identify
17 which new projects would be appropriate after the current
18 projects are completed by 2023. Following adoption of an
19 updated Long-Range Plan, the Sound Transit Board may develop
20 a system plan and could be funded through a ballot measure.

21 I'd like to go over briefly the guidelines for the
22 public hearing this evening. If you plan to speak today,
23 please remember to sign in so that we have you identified
24 for the record. Those of you who signed in at the sign-in
25 table, I already have that information. If you would like

1 to add your name, please sign in at the back of the room.
2 And someone's holding up a roster with the form that you
3 could use to sign in on.

4 We will officially end the public hearing when
5 everyone has had an opportunity to speak. I'll call each
6 person up to the microphone. Please state your name and
7 address. Each speaker will have three minutes to talk.
8 Please be mindful of the timer, who's sitting to my left.
9 And I've only got two people signed up to speak.

10 So I'm just going to suggest that -- unless
11 there's a whole lot of folks that sign up after this, I want
12 to make sure that you have enough time to complete and state
13 your information and you have for your comments. So we're
14 going to be a little loose on the timing, unless all of a
15 sudden 50 people come forward and want to speak and then we
16 will get a little stricter in that regard.

17 You're not required to use all of your
18 three minutes if you believe less time is adequate for you
19 to get your ideas across. And when you plan to speak,
20 please approach the podium, adjust the microphone so the
21 court reporter can hear you clearly. Comments taken this
22 evening will be part of the formal record, and responses
23 will be provided in the Final SEIS.

24 As a Board, we will consider these comments as
25 part of the decision-making process. There are other ways

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1 to provide your feedback during the comment period through
 2 July 28. We have comment forms here this evening or you can
 3 write a letter or email. Also, we have an online survey
 4 available on iPads this evening, or you can take it at home.
 5 I almost misread that. I thought you could take the iPad
 6 home. Not the intent.

7 And if you have questions, we encourage you to
 8 talk with our staff at the open house which will continue
 9 during and after the hearing. Again, I thank you for your
 10 participation this evening. And let's get started.

11 I have two people who have signed up to speak so
 12 far. The first, John Worthington. John, if you would
 13 approach the mike. And if you need, you can adjust that and
 14 then if you would introduce yourself and let us know who you
 15 are and provide your contact information and then go from
 16 there.

17 MR. WORTHINGTON: Thank you. I'm John
 18 Worthington. I live in Renton. I'm here to comment on the
 19 future policy changes. And I'm asking for more commuter
 20 rail, especially on the Eastside. We don't have a Sounder
 21 and a lot of people on the I-90 trying to get down to
 22 Seattle. I think that's a must. I think you're pretty well
 23 covered north to south. You go pretty far east -- is a
 24 different story.

25 There's a lot of people trying to get to Seattle

372-1

The Current Plan Alternative (see Figure 2-7 in the Final SEIS) includes potential commuter rail corridor J - Renton to Woodinville along Eastside Rail Corridor which could provide commuter rail service on the Eastside. In addition, a variety of light rail corridors were evaluated in the SEIS to provide HCT service to the Eastside, building off of the East Link Extension project currently under development from Seattle to Bellevue.

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1 on I-90. It's okay to use your car to link with Sound
 2 Transit, and this business about development -- if you want
 3 to develop and the people vote for, that's one thing; but to
 4 sneak in Rainier Valley and then Bel-Red developments after
 5 the vote, I think that's kind of bad policy.

6 So I'm speaking to the policy changes. Put it on
 7 the ballot. People vote for Bel-Red developments, that's
 8 fine. People vote for Rainier Valley developments, that's
 9 fine. But to get the money and then not go to Boeing and
 10 then not go to Microsoft, I think, are critical errors at
 11 this point.

12 So to speak to future investments, I'm asking for
 13 city center links and major employer links rather than these
 14 developments. Again, though, the public votes for it,
 15 that's fine. But to put it on a ballot and not have it in
 16 the ballot -- you got to move it in the thing to use it --
 17 that's disingenuous to the public. And it's happened twice
 18 now. So I'm looking for a new positive on that.

19 And more policy changes -- LEVX should have been
 20 considered. I think the overall stability of the
 21 organization itself is going to be better served by LEVX.
 22 It has fewer maintenance needs. You'll serve more trips
 23 with fewer maintenance and will cost less per mile in the
 24 guideway, so you'll be able to reach more people eventually.

25 And coming from the commercial traffic point of

372-2

Please see the response to common comment 21 - Alternative technologies - General in Section 5.3.4 of Chapter 5 of this Final SEIS.

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1 view, we probably have 50,000 to 60,000 cars a day going to
 2 Boeing and Microsoft. And at this point we kind of failed
 3 to serve them. So I'm looking for a mode shift to try to
 4 target those people, serve them, and make it be okay for
 5 them to link with the system and not have to require them to
 6 move into the system. And I think that that will get more
 7 commuter traffic out of the way of commercial traffic.

8 There isn't a road in our area that just doesn't
 9 have commercial traffic, just sitting there going nowhere.
 10 June 19th -- I just got my hip replaced. I'm a commercial
 11 driver. I stand up here today two weeks and a half from hip
 12 replacement surgery from shifting my left leg to death, so I
 13 think it's very important.

14 I think the cost of goods and services and the
 15 ergonomics are at stake here. I know you got Wright Runstad
 16 and some of these -- Greg Smith and -- waiting to get a
 17 loan -- public money to develop these developments, but they
 18 really don't get enough commuter traffic out of the way.
 19 And I need to see a policy change there. Thank you very
 20 much.

21 MR. BUTLER: John, thank you very, very much. The
 22 next person signed up to speak -- Peyton Stever. Peyton,
 23 welcome.

24 MR. STEVER: Hello. I'm Peyton Stever. I have a
 25 couple of points I want to make. First off, I want to

372-3

The Eastlink Extension of light rail (downtown Seattle to Overlake) was funded as part of Sound Transit 2. The Overlake Transit Center near the Microsoft headquarters is scheduled to be served by Link light rail in 2023.

In the Final SEIS, the alternatives include HCT service to Boeing and Microsoft facilities. The Potential Plan Modifications Alternative includes a light rail extension that would serve Paine Field (see light rail corridor 13 in Figure 2-9 of the Final SEIS). Light rail service to Renton is under consideration as part of the Current Plan Alternative (see corridors B, D and E in Figure 2-7).

372-4

Please see the response to common comment 19 - Reduce congestion on roadways in Section 5.3.4 of Chapter 5 of this Final SEIS.

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1 advocate for a Sand Point Crossing between sort of Magnuson
2 Park and Downtown Kirkland. I think it's at least worth
3 studying at this area.

4 Seattle Subway, an organization I'm involved with,
5 filed a public disclosure for the 1998 Trans-Lake/WSDOT
6 study and found that WSDOT had -- had considered such
7 crossing for further study but had never gotten around to
8 doing it. So I think this would be an excellent spot for
9 connecting sort of a U-District to Kirkland option, perhaps
10 all the way to Redmond, which is one of the options in the
11 Long-Range Plan.

12 Other things I'd like to advocate for -- I would
13 like to advocate for studying the driverless rail
14 technology. We -- I think that driverless technology has
15 proven successful in other areas, and it'd be really
16 positive for Sound Transit to implement. I would like to
17 encourage Sound Transit to prioritize grade-separated
18 options to keep travel times down and improve reliability.

19 I would like to encourage Sound Transit to study
20 some kind of BRT or streetcar between, say, Redmond Town
21 Center and Issaquah Highlands Park-and-Ride and Sammamish.
22 And I think Sammamish is probably the most underserved area
23 in the Eastside -- and subarea -- since they have only the
24 one bus and not very often as far as Sound Transit services.

25 And I would like to encourage them to prioritize

373-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

373-2

Please see the response to common comment 20 - Driverless technology in section 5.3.4 of Chapter 5 of this Final SEIS.

Please see the response to common comment 22 - Provide grade-separated transit in Section 5.3.4 of Chapter 5 of this Final SEIS.

373-3

The Potential Plan Modifications Alternative was modified to include a regional express bus/bus rapid transit corridor from the Issaquah Highlands to Overlake via Sammamish and Redmond. This corridor was studied to the same level of detail as other corridors in the Final SEIS. Please see Figure 2-10 in the Final SEIS for the location of Corridor 31 - Issaquah Highlands to Overlake via Sammamish, Redmond.

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1 the grade-separated rail between Bellevue and Issaquah
 2 Highlands, especially at Bellevue College, where I'm an
 3 alumni. That area desperately needs some kind of rail
 4 transit for quicker commutes between Seattle and other parts
 5 of the Eastside. Thank you.

6 MR. BUTLER: Peyton, thank you very, very much. I
 7 appreciate you coming this evening. And so it looks like
 8 someone else has signed up. And I would call Justin
 9 Bruening. Did I pronounce that correctly?

10 MR. BRUENING: Yes.

11 MR. BUTLER: Justin, welcome.

12 MR. BRUENING: All right. My name is Justin
 13 Bruening. I was actually kind of just going to talk about
 14 the same thing he just did.

15 MR. BUTLER: Oh, good.

16 MR. BRUENING: It's for the Sand Point Crossing.
 17 I see here -- the main things that I'm seeing here that was
 18 pointed out is that this was originally studied for a short
 19 amount of time and -- I'm trying to think. There was
 20 something about like it wasn't studied in great depth,
 21 except there was something -- there was a study done
 22 16 years ago for an option resembling the Sand Point
 23 Crossing called "T4."

24 And they said in a -- with service to two urban
 25 centers, we have good ridership potential. There's just --

373-4

The Current Plan Alternative Corridor C (see Figure 2-7 in the Final SEIS) includes a light rail corridor between Bellevue and Issaquah. In addition, in response to comments on the Draft SEIS, the Potential Plan Modifications Alternative was modified to include an extension of the rail corridor from Issaquah to the Issaquah Highlands. See corridor 18 shown on Figure 2-9 in the Final SEIS.

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1 there's several reasons here that's listed. There's -- it
 2 connects U-Village, Children's Hospital, and Magnuson Park.
 3 It creates a direct connection between Ballard and the
 4 neighborhoods north of the Ship Canal to Microsoft and
 5 Eastside employers.

6 It also points out here why this was better than a
 7 rail crossing along 520, which was because 520 would require
 8 additional pontoons and bridge lanes or even a new rail
 9 bridge across Montlake anyway. And the Sand Point crossing
 10 is a shorter crossing than that -- that distance.

11 I think that's really all in here that I was
 12 really seeing, but I would like it if we could actually do a
 13 more in-depth study of something like that to actually see
 14 if just -- I think if it's a rail-only bridge across, Sand
 15 Point Crossing would be a good idea.

16 MR. BUTLER: Justin, thank you very, very much.
 17 That's all I have signed up to speak. Is there anyone in
 18 the audience that desires to speak this evening? Yes, sir.
 19 If you would approach the microphone and identify yourself.

20 MR. COOPER: Hi. My name is Charles Cooper, and I
 21 wanted to speak in support of the idea of studying the Sand
 22 Point Crossing. I think it creates synergies for a
 23 transportation network to connect multiple neighborhoods in
 24 Seattle with multiple neighborhoods on the Eastside. Not
 25 everyone wants to go from some point to Downtown Seattle or

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Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

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1 Downtown Bellevue. There's many people that want to go to
2 Ballard or UW or Issaquah. And the way to do that is to
3 have multiple connection points in a network.

4 So a rail crossing at Sand Point -- even versus a
5 rail crossing on 520 -- would create greater synergies than
6 any other solution that I've seen so far. So I would like
7 to encourage Sound Transit Board to seriously consider
8 reinvestigating the Sound Transit -- the Sand Point
9 Crossing.

10 MR. BUTLER: Thank you very, very much. Is there
11 anyone else in the audience desiring to speak this evening?
12 Yes, sir.

13 MR. LIEDTKE: Good evening, Mr. Mayor. My name is
14 Matt Liedtke. I'm from Bellevue. I appreciated looking at
15 your designs in the back. I think it's a lot -- a lot
16 positive and hard work going into that. Unfortunately,
17 don't -- didn't put that much time in preparing, and I got
18 in here last minute.

19 What I would like to talk to you about is moving
20 forward fiscally in this planned alternative project. Now,
21 what I understand is you would not be seeking additional
22 money for this for a number of years, but in that time I
23 think you should spend a minute to look at the ways of
24 acquiring the money.

25 In the spring voters looked at -- voted on Metro

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376-1

Expansion and operation of Sound Transit service was not included in the 2012 ballot measure to provide King County Metro additional operating funds. Local taxes collected within the Sound transit district that support Sound Transit are set as allowed by state law and voter approval. They include retail sales and use, motor vehicle excise, and car rental tax increments. Fare levels are set to provide a minimum farebox recovery ratio set in Sound transit's financial plan and ranging between 20 and 40 percent, depending on mode of service. Sound Transit is continually reviewing fare and service levels to provide the best balance of ridership benefits to operating costs. After adopting a Long-Range Plan Update, the Sound Transit Board will consider when to present a ballot measure to best capture the attention and participation of engaged voters within the district.

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1 -- whether to increase that ridership or provide additional
 2 money to that, and it failed. I believe a symptom of this
 3 or a cause of it was because there wasn't perception among
 4 the public that Metro and the council members were studying
 5 the -- were willing to compromise on issues such as reducing
 6 the fare, reducing non-peak hours, reducing times which are
 7 not used very much.

8 And so my recommendation going forward is seeking
 9 more money for your projects just to make sure that you're
 10 willing to compromise on touchy issues such as raising fares
 11 and making sure that we acquire money -- that you're doing
 12 so with the interests of everyone involved. Thank you.

13 MR. BUTLER: Thank you, Matt. Is there anyone
 14 else desiring to comment this evening? Anyone else desiring
 15 to comment? Third and final call? Anyone else desiring to
 16 comment?

17 With that, then, apparently everyone who has --
 18 has wanted to comment has had an opportunity. I want to
 19 thank you again for coming. The folks around the displays
 20 in the other room will be here and can answer any additional
 21 questions you might have. We are adjourned.

22 MR. IRISH: Just one real quick -- for those of
 23 you who spoke, we forgot to get your addresses; so if you
 24 could just bring those down. If you want to be notified of
 25 more information on the project, we'll get that for you.

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1 Thank you.

2 MR. BUTLER: I'll take full responsibility for
3 that, James.

4 (Proceedings concluded at 6:22 p.m.)

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C E R T I F I C A T E

I, Olivia Pennella, Washington Certified Court Reporter, do hereby certify that the foregoing proceedings were stenographically reported by me and that this transcript was prepared by me and is a true, complete, and accurate transcription of same to the best of my ability.

Dated the 10th day of July, 2014.

\S\OLIVIA PENNELLA

Washington Certified Court Reporter No. 3337
License expires June 4, 2015.

July 10, 2014

Sound Transit Long-Range
Plan
Draft SEIS Public Hearings

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TRANSCRIPT OF
PUBLIC HEARING

Taken at
401 S. Jackson Street
Seattle, Washington

REPORTED BY: Thad Byrd, CCR

REPORTED ON: July 10, 2014

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Regional Transit Long-Range Plan Update
Final Supplemental Environmental Impact Statement

November 2014
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1 SEATTLE, WASHINGTON; THURSDAY, JULY 10, 2014

2 12:32 p.m.

3 -- oo 0 oo --

4

5 MS. ERTL: Good afternoon, everybody. Thank
6 you so much for coming. My name is Karin Ertl. I'm a
7 senior environmental planner with Sound Transit's Office
8 of Environmental Affairs and Sustainability. Next to me
9 is James Irish, who is the deputy director of the same
10 office.

11 We want to thank you for coming out today and for
12 your participation. We realize it's a beautiful day out
13 there, so we appreciate the fact you took time out of
14 your day today to attend our hearing.

15 As you probably know, the purpose of our hearing is
16 to hear comments, your comments on the Draft Supplemental
17 Environmental Impact Statement for the Regional Transit
18 Long-Range Plan update.

19 Just to make things shorter, you'll hear us often
20 call the document the Draft SEIS. It's just not as big
21 of a mouthful.

22 I want to emphasize that your input is very
23 important to us, and I encourage everybody to give your
24 comments to us here today either verbally, during the
25 hearing or in a comment sheet and whatnot. We'll talk

1 about that in a minute.

2 With us here today, I also want to acknowledge that
3 we do have one of our Sound Transit Board members here,
4 Paul Roberts. He's out I guess in the great room over
5 there, but feel free to talk to him after this hearing.

6 Before we get started, I wanted to give a brief
7 overview of the plan in process. The purpose of the
8 Long-Range Plan update is to address high-capacity
9 transit as it relates to our region's growing population
10 and the transportation needs that go along with that kind
11 of growth.

12 The Draft SEIS analyzes the environmental effects of
13 two alternatives. Hopefully, if you've had a chance to
14 look at the boards, you've seen what those two
15 alternatives are.

16 The first is the current plan alternative, and the
17 second we call the potential plan modifications
18 alternative, which basically is a menu of corridor
19 options that the board chooses to add to the current
20 plan. Those don't replace the current plan.

21 The Draft SEIS was published on June 13th of this
22 year, and we're holding a 45-day comment period, which
23 ends on July 28th, so we ask that you get your comments
24 in by that date, July 28th.

25 After we get your feedback, a final SEIS will then

1 be prepared and released. We expect that to be out in
2 the fall of this year, so keep that in mind. Then the
3 Sound Transit Board will work together to adopt an
4 updated long-range plan, hopefully by the end of this
5 year.

6 The updated long-range plan will be our vision for
7 how regional transit should grow in the future, how our
8 system of transit should grow in the future. This then
9 sets the stage for identifying new projects to build
10 after current projects are completed in 2023.

11 Following adoption of an updated long-range plan,
12 the Sound Transit Board may also develop a system plan
13 that could be funded through a ballot measure put forth
14 to you to vote on and the public in general.

15 I'd like to go over a few of the guidelines for the
16 hearing here itself. If you do plan to speak today,
17 please remember to sign in.

18 We have four people who have signed in today. If
19 you didn't get a chance, but do want to speak, you can
20 see Erin in the back there holding up a sheet. You can
21 sign in with her right now.

22 If we have time, we'll also just have folks get up
23 as they so desire if we have some others who want to
24 speak. We'll officially end this public hearing when
25 everybody has had a chance to speak who so desires.

1 How this is going to work is I'll call each person
2 up to the microphone. For the record, please state your
3 full name and your address so that we have that.

4 Each speaker will have three minutes to speak, and
5 we have a timer person up here. If you see the yellow,
6 that means you have a minute left, and the red card means
7 your time is done.

8 Now, you're not required to use all three minutes,
9 but, of course, we hope that you do. When you come to
10 the podium, please adjust it so that the microphone can
11 pick up your voice and the court reporter can hear you
12 clearly. That way we can get a transcript of everything
13 that you say.

14 Before we would begin, I'd like to explain that
15 comments taken today will be a part of the formal record
16 for the final SEIS, and we will respond to those
17 comments.

18 The Sound Transit Board will consider these comments
19 as part of the decision-making process when they're
20 updating the long-range plan and when we do the system
21 plan.

22 Now, there's other ways to provide your feedback
23 during the comment period. There's comment forms out
24 there. You can fill them out here today and put them in
25 the box. You can also take them home with you, fold them

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1 in half and mail them in. You can also send us e-mail
 2 comments, letters, and the addresses are all in the
 3 information outside.

4 We also have an online survey that's available that
 5 you can take either at your home computer or we have an
 6 iPad out in the great room, and you can actually take it
 7 here if you would like.

8 If you have any questions, we encourage you to talk
 9 to our staff that is here today out by the boards.
 10 There's a lot of information, so we've got a lot of folks
 11 out there that can answer all your questions.

12 Again, I thank you for your participation, and we
 13 can go ahead and get started. The first person on our
 14 sign-in sheet is John Kropf.

15 MR. KROPP: I would like to ask if anybody's
 16 seen TCRP No. 35, 1999. It's 35 pages long. That tells
 17 you how to go to another transit system if you don't like
 18 the one you're doing, like your car.

19 We have 20 miles an hour for Sound Transit's average
 20 speed. A car's average speed, a taxi is 60 on the
 21 freeway. It's no contest. It picks you up where you
 22 want to be.

23 Trip time is very much slower on your Sound Transit
 24 system. Hours a day, you're not always 24 hours a day.
 25 Taxis are 24 hours a day.

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576-1

For purposes of the Long-Range Plan update, a taxi system is not considered a potential high-capacity transit mode and is therefore not addressed in the Final SEIS.

576-1

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1 On time, you're always good at being on time.

2 That's good. Taxis are pretty close to being on time if

3 they work with the Google system.

4 Headway, that could be seven and a half minutes, 15

5 minutes, 30 minutes, 60 minutes. You have traffic stops

6 in your car. That's about it.

7 In the case of a modern transportation system that

8 I've been working on since the late '90s, it's going into

9 Israel currently. Its speed is from basically a minimum

10 of 30 the way I look at it, double the highway speed up

11 to 150 miles an hour.

12 This is not new. We did our graduation exercise in

13 2008. In the meantime, if you want to deal with an

14 immediate improvement, you would go to an automated taxi.

15 If you add the total time from the time you leave

16 your kitchen door to the time you get to work, that

17 should be the time that you use.

18 I see no way that your train system at 20 miles an

19 hour average can handle it. A single stop takes three

20 minutes because you have to deaccelerate and accelerate.

21 During that time, you can put three 600 on that, an

22 automated taxi with 10 passenger like they have when you

23 go to the airport. How many use that? I use it all the

24 time. Thank you.

25 MS. ERTL: Thank you, sir. The next person

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1 on the list is John Coney.

2 MR. CONEY: Thank you. I'm John Coney. I'm
3 a resident of Queen Anne, and I'm co-president of the
4 Uptown Alliance. This is the organization for the Uptown
5 Urban Center, sometimes known as lower Queen Anne.

6 We are now in our 11th year of service to this urban
7 center, which is adjacent to South Lake Union Urban
8 Center. Our group is working with the city to develop an
9 urban design framework for Uptown Urban Center with a
10 maximum of public participation.

11 Uptown Alliance actively supports mass transit and
12 the SEIS alternative element. Here are some values that
13 Uptown Alliance is basing our urban design framework
14 activities upon: Creating a walkable, bikable and
15 livable urban center, ensuring mass transit services for
16 uptown residents, workers and Seattle Center visitors,
17 reduce single occupancy vehicle traffic, implement
18 pedestrian and bike safety measures, create a diverse
19 income population, which this urban center does not have
20 at this moment, create sufficient future residential and
21 job density and construction to fulfill the population in
22 economic growth builds for the common urban center.

23 At this point, in combination with the South Lake
24 Union Urban Center, which is directly adjacent, Uptown
25 will absorb and SLU will absorb 20 percent of Seattle's

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1 growth by 2030.

2 We encourage Sound Transit to develop light rail
3 service on the downtown to Ballard corridor F extension
4 level and include a below grade station in the heart of
5 uptown.

6 This is a neighborhood that is defined in the
7 adopted Uptown neighborhood design guidelines, and the
8 station there would basically center on the
9 Republican-First Avenue North intersection.

10 We also extend a standing invitation for Sound
11 Transit to make a presentation to our membership
12 regarding the light rail transit alternatives currently
13 under consideration for the downtown Ballard extension.

14 We have extended this invitation before, and we have
15 yet to have a presentation. It's been two years, so we
16 would invite Sound Transit staff to do that for us.
17 We'll bring an audience to you.

18 Just as an addendum, I would like to support the
19 Ballard spur corridor, which has been mentioned by the
20 Seattle Subway organization, and that is an east-west
21 route that would lead across Lake Union to Kirkland.

22 Thank you for this opportunity to give input, and
23 you can count on Uptown Alliance to be supportive of
24 Sound Transit's mass transit when it finishes.

25 MS. ERTL: Thank you so much, Mr. Coney. The

577-1

The exact location and profile of stations for any of the corridors would be determined during project-level reviews for those projects that are implemented as part of a future system plan.

577-2

In response to this invitation, a member of Sound Transit's Office of Planning and Development gave a presentation to the Uptown Alliance in September 2014.

577-3

Please see the response to common comment 4 - "Ballard Spur" ("A4" alignment) in Section 5.3.1 of Chapter 5 of this Final SEIS.

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1 next speaker is Jonathan Hopkins.

2 MR. HOPKINS: Good afternoon. I'm John
3 Hopkins. I live downtown, and I also have friends -- we
4 do some stuff at Seattle Subway.

5 First off, I just wanted to thank and commend Sound
6 Transit for the excellence of the different areas that --
7 the corridors that Sound Transit studied, and the quality
8 of the products that have resulted from that.

9 Seattle Subway and myself support the grade separate
10 option, the one he just named that's so popular as well
11 as many others, including UW to Ballard, fully grade
12 separated, but advise it should include Wallingford as
13 another urban village.

14 Ballard to downtown is a grade separate option
15 through Fremont and Queen Anne. Also, 76 percent of
16 respondents said that they preferred that.

17 Downtown to West Seattle and the downtown to Burien
18 and Renton options, again, are grade separated by
19 high-quality transit to the places that really need it.

20 The only kind of asterisk to our support is that we
21 encourage a study of a Sand Point or Magnuson Park to
22 Kirkland option crosslink of Lake Washington that would
23 tie into the Ballard spur mentioned, so it would
24 ultimately give transportation all the way from Ballard
25 across the lake to Kirkland, Bellevue and Microsoft's

578-1

Please see the response to common comment 22 - Provide grade-separated transit in Section 5.3.4 of Chapter 5 of this Final SEIS.

578-2

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

578-1

578-2

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1 campus.

2 Most of our discussions have resulted in supporting
3 a concept of getting to downtown Kirkland, and then
4 having a junction in Bellevue so people can transfer to
5 Microsoft's campus or carry onto any future extension
6 that goes to Issaquah, so you'd have two lines that cross
7 in Bellevue.

8 Ultimately, we strongly support doing that study.
9 It's already been studied once by the State Department of
10 Transportation.

11 If we look at their study, it would support actually
12 looking at this further since going across 520 is a more
13 redundant route and also would tend to require an
14 auxiliary bridge to be built anyway.

15 Let's do it in the most direct route possible for a
16 better quality transportation system for our region.
17 Thank you very much, and I hope you guys have a great
18 day.

19 MS. ERTL: Thanks so much. We have two more
20 here. William Scott Hutton.

21 MR. HUTTON. What I wanted to address was --
22 I'll call it specifically Plan B, citing an unfortunate
23 example that happened in Soto when that station was shut
24 down due to the officer involved shooting I believe it
25 was.

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23 example that happened in Soto when that station was shut
24 down due to the officer involved shooting I believe it
25 was.

579-1

Emergency service planning is an important operational aspect at Sound Transit. When an incident occurs it's often under dynamic situations and Sound Transit staff identifies the best solution for maintaining a safe environment for our passengers. However, if an incident involves an investigation the lead agency conducting the investigation determines when operational clearance may occur. This can understandably hinder operational flexibility including single-tracking. Your comment has been shared with Sound Transit staff, and we will continue to identify opportunities for enhancing our emergency preparedness strategies while maintaining customer service and safety for the riding public as our top priorities.

579-1

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1 My concern there was that the entire rail operation
2 suddenly lost a gap. We did our best to make up for it
3 with buses and service transportation, but it takes too
4 much out of the city of Seattle because there are simply
5 no alternates and no capacity at this point in time.

6 Trying to be respectful obviously to the dead and
7 everything, I want to cite an example I know personally
8 from the city of Los Angeles where they had a suicide
9 unfortunately in one of their downtown subway stations.
10 Someone jumped in front of a train.

11 Now, that meant they shut down that track, but they
12 continued to operate trains using crossovers, running
13 them through the station.

14 Actually, some emergency personnel were able to take
15 the train to the station, get off in a controlled way and
16 try to do whatever it was necessary to be done. The only
17 way I know that there was a body on the track was they
18 just happened to mention it by accident.

19 One thing to take care of in these future plans are
20 really what I call Plan B, when something goes wrong
21 either on the streets or on the tracks.

22 The strongest concern I have is between your
23 organization and Metro with the downtown tunnel. As I
24 understand it, and with good reason, you're trying to
25 minimize bus usage down there, but please keep those bus

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1 connections available specifically for Plan B when rail
2 is shut down or some emergency situation happens.

3 Losing any right-of-way, be it rail, bus or highway
4 is strongly impactful on Seattle's downtown, and I think
5 will be impactful on other areas in the city and in the
6 region. Thank you.

7 MS. ERTL: Thank you. The next speaker is
8 Earnest Thompson.

9 MR. THOMPSON: Hi, Earnest Thompson, and just
10 a couple questions. First of all, was there ever any
11 plans to put the light rail system right down the middle
12 of the freeways like I-5? Was that ever an option at any
13 time?

14 MR. IRISH: So you know, we don't normally
15 have a Q and A at this type of a hearing. We appreciate
16 you giving us your comments. We respond to those in a
17 document, but in some cases we have looked at putting
18 light rail in the freeway.

19 In fact, the Lynnwood project right now is looking
20 at going from Northgate to Lynnwood as an option, so it
21 is something we look at at times if it's viable.

22 MR. THOMPSON: The reason I bring that up is
23 I've lived a good part of my life in Japan and Europe and
24 never had a car, never needed one, lived with mass
25 transit all the time.

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1 STATE OF WASHINGTON)
2) ss.
3 COUNTY OF KING)

I, the undersigned Washington Certified Court
Reporter, do hereby certify:

That the foregoing proceedings held on the date indicated on the caption sheet were reported stenographically by me and thereafter reduced to typewriting under my direction;

I further certify that the transcription is true and correct to the best of my ability.

Signed this day of
 , 2014.

Washington Certified Court Reporter
CCR No. 2052

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SOUND TRANSIT

REGIONAL TRANSIT AUTHORITY

Sound Transit Long-Range Plan

Draft Supplemental Environmental Impact Statement

Transcript of Public Hearing - Tacoma

Taken at 1500 Broadway

Tacoma, Washington

DATE: Thursday, July 10, 2014

REPORTED BY: Brenda Steinman, CCR No. 2717

1 TACOMA, WASHINGTON; THURSDAY, JULY 10, 2014

2 6:00 P.M.

3 oo-oo-oo

4 DAVE ENSLOW: Good evening. Welcome to our
5 hearing this afternoon.

6 I'm Dave Enslow; I'm the Mayor of Sumner and
7 member of the Sound Transit Board. In fact I'm the
8 longest serving member of the Sound Transit Board, so
9 I've got to make this big perspective about it.

10 When I started this out, there wasn't a
11 train running or a bus running, and everybody said,
12 "You're going to get a train down here?" They
13 wouldn't believe it. They just said, "No, no, no."
14 Everybody talked about transit will never happen.
15 Well, it's happened; light rail is in, train is in,
16 and now we're ready to move on and do some more
17 things. So happy times.

18 We don't have any other board members here?

19 No.

20 We are here tonight to hear comments on the
21 Draft Supplemental EIS for the Sound Transit
22 Long-Range Plan update. The purpose of this
23 Long-Range Plan is to address high capacity transit as
24 it relates to our region's growing population and
25 transportation needs over the next 30 years.

1 This draft document analyzes the
2 environmental effects of two alternatives, both of
3 which consist of a number of high-capacity transit
4 corridors. The first alternative is the current
5 Long-Range Plan, and the second alternative is the
6 potential plan modifications. The potential plan
7 modifications are a menu of options that could be
8 added to the Current Plan.

9 The Draft SEIS, Supplemental Environmental
10 Impact Statement, was published on June 13, 2014, for
11 a 45-day public comment period. Public review and
12 comment will continue through July 28, 2014. After
13 hearing your feedback during this comment period, a
14 final EIS will be prepared and released, likely this
15 Fall.

16 Then, the Board will work together to adopt
17 an updated Long-Range Plan.

18 The updated Long-Range Plan will be our
19 vision for how the regional high-capacity system
20 should grow in the future. This sets the stage to
21 identify which new projects would be appropriate after
22 the current projects are complete by 2023.

23 Following adoption of an updated Long-Range
24 Plan, the Sound Transit Board may develop a system
25 plan that could be funded through a ballot measure.

1 Comments taken today will be part of the
2 formal record and responses will be provided in the
3 Final SEIS. As a Board, we will consider these
4 comments as part of the decision-making process.

5 There are other ways to provide your
6 feedback during this comment period through July 28;
7 we have comment forms here this evening or you can
8 write a letter or email.

9 Also, we have an online survey available on
10 iPads this evening, or you can take it at home.

11 If you have questions, we encourage you to
12 talk with our staff at the open house which will
13 continue during and after the hearing.

14 Again, I want to thank you for your
15 participation for being here. On a night that you
16 could have been other places, you came here to invest
17 in your community, and thank you very much for doing
18 that.

19 I would like to go over a few guidelines for
20 the public hearing.

21 If you do plan to speak today, please
22 remember to sign in so we have you for the record.

23 Is there anybody that wants to speak that
24 hasn't signed in? Raise your hand. You signed in,
25 okay. Anybody that wants to speak who didn't sign in?

1 Those of you who signed in at the sign-in
2 table I have already. If you would like to add your
3 name, please sign in at the back of the room.

4 We will officially end this public hearing
5 when everyone has had a chance to speak.

6 I'll call each person up to the microphone.

7 Please state your name and address.

8 Each speaker will have three minutes to
9 talk.

10 Please be mindful of the timer. Where is
11 the timer? Right there. Okay. Thank you.

12 They will hold up a yellow card when you
13 have a minute left -- there it is -- and a red card
14 when your time is done.

15 You are not required to use all three
16 minutes.

17 When you plan to speak, please approach the
18 podium, adjust the microphone so the court reporter
19 can hear you clearly.

20 That's it, so we're ready to go. Thank you
21 for listening to this.

22 We'll start out with Ms. Betsy P. Elgar.
23 Will you pronounce your last name, please.

24 BETSY ELGAR: E-L-G-A-R, Elgar.

25 DAVE ENSLOW: Elgar, okay.

1 BETSY ELGAR: But here they pronounce it
2 Elgar. Back in the Philippines, Elgar.

3 DAVE ENSLOW: Okay. Thank you very much and
4 welcome.

5 BETSY ELGAR: No problem.
6 Good evening, Sound Transit Ladies and
7 Gentlemen.

8 I remember a News Tribune that I exhibited
9 that was dated April 23, 2009, and Jeannie Garner said
10 it's a joke, but no, it isn't a joke. It says ride
11 free for one year. Because of the economy and
12 recession I believe two years free rides.

13 And it says this Sound Transit will go to
14 Hawaii. And I remember six months here, it hasn't
15 started yet, because they didn't listen to me, from
16 the Board of Commission of the Pierce Transit.

17 It has been past months, this Sound Transit
18 will have been to California for six months already
19 then to Hawaii, then shipped to the Philippines.

20 I have ran for office. My employer
21 identification number was in the hand of Tina Lee
22 without a contract. So I'm requesting for you all to
23 terminate the buses. I had contribute \$33 million
24 social service block grants, plus \$60 million welfare
25 to work initiative. So all this money were used in

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1 2010.

2 Not just these amounts, but more than these.

3 And they share the Native Americans without my
4 permission. Illegal immigrants and legal immigrants
5 are not entitled to any of these programs.

6 Thank you, sir, for listening.

7 DAVE ENSLOW: Thank you for coming and
8 speaking.

9 Next speaker is Jeff Cox.

10 JEFF COX: Hello there, Mayor Enslow,
11 members of the staff of the Sound Transit.

12 My name is Jeff Cox; I live in northeast
13 Tacoma. Actually I live on almost the boundary line
14 of King County and Pierce County. And I'm not here in
15 any official capacity, I'm just here on my own behalf,
16 as the Mayor has met me in other capacities.

17 But I'll be brief. I want to encourage the
18 board to -- I can't mint money, but if you could, I
19 would strongly encourage you to find a way to complete
20 the extensions to the city of Tacoma, and I think
21 probably for reasons you've already contemplated.

22 For those of us who follow real estate
23 prices, city of Seattle is booming right now, could
24 hardly be a hotter market, and it's a good time to own
25 multifamily housing out there, as a lot of people are

378-1

The Current Plan Alternative includes an extension of light rail service from Federal Way to Tacoma (Corridor A), which would complete the line from downtown Seattle to downtown Tacoma. This extension of light rail service could be implemented if included in a future system plan.

378-1

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1 well aware.

2 It's also -- there is some degree of
3 evidence, I think, that Seattle is starting to follow
4 San Francisco. And I imagine at some point in time
5 that's entered into your planning process.

6 But, you know, San Francisco, New York,
7 places of this nature, what ends up happening is you
8 have an extremely expensive downtown and core, which
9 is what King County appears to be becoming, and then
10 affordable housing extends outwards. And I think it's
11 going to extend down towards Tacoma. And there is a
12 considerable housing supply down here, and a
13 relatively affordable housing supply for people who
14 have families that eventually are going to be working
15 in King County.

16 We all hope there will be job expansion in
17 Pierce County, don't get me wrong, but I think a lot
18 of us are aware that a number of people that are
19 becoming our neighbors are going to be working in King
20 County someplace. So that's just off the top there.

21 I think there will be a lot of economic
22 reasons to push for this extension to Tacoma, to the
23 extent you can do so. And I understand it's not part
24 of this current plan.

25 But with regard to the other aspects, more

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1 specific aspects of the plan, I've looked through your
 2 online materials. I see that one of the options
 3 between Federal Way and heading north on the light
 4 rail program is whether to have it hug I-5 or hug
 5 Highway 99.

6 I for one would favor the 272nd -- the hug
 7 99, mainly for the reason that the people -- arguably
 8 one big gap in this system right now is where I live.
 9 And it's really -- there is not much bus service
 10 there, in part because of the jurisdictional
 11 boundaries Pierce and King, so neither really has a
 12 big commitment to this area.

13 But there is a large housing community --
 14 large community here that, frankly, needs to use Sound
 15 Transit. If they're going to use Sound Transit, it's
 16 going to be because drive to park and then take it to
 17 Seattle or take it south.

18 So I would strongly encourage -- I think 99
 19 is a more convenient location for these people, but
 20 that's just an observation.

21 I would encourage you to coordinate with the
 22 local governments, to the greatest extent possible.
 23 And I only mention that it is rumored that Pierce
 24 County is contemplating moving some of their
 25 facilities here inside the City of Tacoma. I think

378-2

Sound Transit will continue working with local governments and other transit providers to develop and implement measures to effectively integrate transit services in the region. This includes coordination with the City of Tacoma and Pierce County Transit on strategies to provide transit services in the Tacoma area.

378-2

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1 there's no secret that's under examination right now.

2 And making transportation available to
3 people who have to get into other local government
4 services, I think is really helpful for both parties,
5 Sound Transit as well as local government, as well as
6 major employers. And --

7 DAVE ENSLOW: You are timed out.

8 JEFF COX: Sorry about that.

9 DAVE ENSLOW: Go ahead.

10 JEFF COX: Just to only add that to the
11 extent long-term parking of the nature that they have
12 at LAX and Van Nuys could be accommodated in some way
13 with your parking facilities, I think that would be
14 very beneficial. Thank you.

15 DAVE ENSLOW: It's been very nice to meet
16 you. Be glad to talk more about it after the hearing.

17 Next speaker is Kris Brannon. Welcome.

18 KRIS BRANNON: Thank you very much. Once
19 again, thanks for allowing me to have a chance to
20 speak. Thanks for serving on the commission. Thanks
21 all the employees in the back from Sound Transit. And
22 almost as many members of the public showed up.

23 I'd like to say, first of all, I think Sound
24 Transit has a lot of good things going for it. One of
25 the things I like to do is take Sound Transit up to

378-3

Park-and-ride lots are intended for commuter use to encourage transit ridership. Sound Transit's park-and-ride facilities do not have excess capacity to accommodate long-term parking. Many private parking facilities are available for long-term use, especially near Sea-Tac airport.

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1 the stadium, and for \$3.50 I can take the bus up there
 2 and it's, you know, very quick trip, very casual, very
 3 nice, and on the way back -- so it's the best seven
 4 bucks you could spend. You don't have to worry about
 5 parking, all that stuff. So there are some good
 6 things going on.

7 I'd also like to appreciate Sound Transit
 8 staff, Aaron and Eric, for answering a tough question
 9 that I had questioned them about. I appreciate that.

10 I think one of the things that when Sound
 11 Transit started it was -- it's supposed to be a
 12 community over the Puget Sound region, and ultimately
 13 I think Sound Transit doesn't want to advocate for
 14 sprawl.

15 Now, one of the things that gets me about
 16 the way we're extending the light rail system is this
 17 is the ultimate sprawl. Instead of going down the I-5
 18 corridor straight where all the people are -- we're
 19 the third, sometimes second biggest city, if Spokane
 20 doesn't keep annexing, in the state is you are
 21 spreading out to the east side before.

22 And it just seems like in 1996, if my math
 23 is correct, when we voted on the original, the first
 24 Sound Transit vote, if you had told that Tacoma voter
 25 in 1996 that in 2023, over almost 30 years later, not

379-1

As discussed in Section 1.4 of the SEIS, one of the objectives of Sound Transit's Long-Range Plan is to provide reliable, convenient, and safe public transportation services to regional growth centers. Regional growth centers are designated by the Puget Sound Regional Council, the Metropolitan Planning Organization for the region. These regional growth centers are distributed throughout the Sound Transit district boundary (see Figure 1-1 in the Final SEIS), including areas in eastern King County. High-capacity transit to these centers supports local development of compact, mixed-use communities that help limit urban sprawl.

379-2

The Sound Transit Board could consider making changes to subarea boundaries and policies for future system plans. Currently, subarea equity is defined as utilizing local tax revenues for transportation programs and services that benefit the residents and businesses of a subarea generally in proportion to the level of revenues contributed by that subarea. Subareas may fund projects outside their geographic boundary only when the project benefits the residents and businesses of the funding subarea.

379-1

379-2

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1 the greatest math whiz, that light rail would not
 2 extend to Tacoma, I don't know if we would have voted
 3 for it.

4 It seems like the priorities -- it's very
 5 frustrating that it seems like it's expanding
 6 northward and eastward before it expands southward.

7 A lot of times in this county, and I know
 8 you know this probably as the Mayor of Sumner, it
 9 seems like this county gets it -- does that mean I
 10 have a minute -- we get a rap for being, you know,
 11 kind of maligned by the state. Everything goes
 12 through Seattle and then it goes northward. And then
 13 we're in Tacoma and Pierce County and it just doesn't
 14 seem like we get our fair share. That's just a
 15 feeling I have.

16 It seems like now they're using the excuse
 17 that Federal Way isn't getting enough tax revenue, so
 18 that's why the two places can't meet.

19 One other thing I have -- two more issues I
 20 have really quick. On your Facebook page you have
 21 almost 5,000 followers, on your Twitter page you have
 22 1,300 -- almost 14,000 followers. I've asked at
 23 several meetings why, when you ask for public comment,
 24 why don't you do it through a medium where you have
 25 20,000 people that could quickly respond to you. Why

379-3

As part of the Long-Range Plan Update Supplemental EIS process, Sound Transit accepted comments through many media, including letters, testimony at public meetings, and the internet. Sound Transit uses a range of outreach methods to ensure that a broad portion of the population has access to the process.

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1 do you have it here at a meeting where there is more
 2 staff than there are citizens here today. There is 20
 3 citizens, there is 20 staff. And this is part of the
 4 reason why I think Tacoma is going to get the short
 5 shift again. You have 20 people here advocating, and
 6 that's not going to be enough to change the balance of
 7 the system.

8 And in closing, on your Facebook page
 9 yesterday you were bragging -- not you, the Sound
 10 Transit was bragging about that 3.5-mile extension
 11 from U Dub to Northgate, and it's talking about how
 12 it's going to dig the tunnels and unearth all this
 13 stuff. And it's going to be a difficult dig.

14 Whereas it seems like from Federal Way to
 15 Tacoma would be a lot easier, like along the Tide
 16 Flats or I-5. And it's about 3.5 miles. I'm
 17 wondering why are they so gung-ho on doing that, when
 18 it's only going to be used basically for eight days a
 19 year going to the stadium.

20 Thank you very much.

21 DAVE ENSLOW: Thank you. This night is
 22 about listening to you folks, but I'd be glad to chat
 23 about any of these topics afterwards --

24 KRIS BRANNON: Thank you.

25 DAVE ENSLOW: -- on a more give and take

379-4

A Link light rail extension from Federal Way to Tacoma is included in the Current Plan Alternative, and could be included in a future system plan. For projects that are implemented as part of a future system plan, more detailed analysis of elements such as alignments would occur as part of future project development.

Funding for the Northgate Link Extension was approved by voters as part of Sound Transit 2. Forecasts indicate that by the year 2030, approximately 25,000 riders will board light rail trains daily at the University of Washington Station. These riders will include students, faculty, and visitors at the University as well as residents in the campus area and those attending major events such as football games.

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1 basis.

2 Next speaker, Rich McDanel. Did I get your
3 name right?

4 RICH McDANELD: Yes, sir, you did.

5 I won't be very long. This gentleman took
6 part of what I was saying -- or I wanted to say.

7 But it seems like Tacoma gets screwed out of
8 everything when it comes to RTA tax and road tax and
9 everything else, and we're basing everything around
10 King County.

11 He's right, we're the second largest city in
12 western Washington. We should get the same as Seattle
13 gets.

14 I'm real big on connecting the rails, just
15 like this gentleman was, the light rail, all the way
16 to the airport. Everybody travels to the airport from
17 Olympia, from Bellingham. I mean it's one central
18 place in the state -- or western Washington, everybody
19 goes to. When they get to the airport, then from
20 there you can go to Seattle, you can go to Bellevue,
21 you can go to everywhere.

22 But the buses in the morning are full,
23 they're packed. The parking lot doesn't hold. People
24 got to park on the streets or down by the Tacoma Dome
25 or down the other side of L square to find parking.

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1 So we're showing that -- I used to work a
2 mid-shift in SeaTac. I couldn't get on a bus because
3 I had to drive because I couldn't find a place to
4 park. So we need more parking for the people taking
5 the buses now.

6 If we had a light rail system, it would
7 probably ease up on where you can catch the light rail
8 over how much parking use in one area.

9 I just feel that every year we get screwed
10 out of this. I originally voted yes on this whole
11 thing. I think it was 2008 when they wanted to add
12 more community -- more commute to King County. And
13 I'm pretty sure I read where they wanted to connect
14 King County and Pierce County at the airport on the
15 light rail originally, and that's why I voted for it.

16 So that's all I've got to say. Thank you.

17 DAVE ENSLOW: Thank you very much.

18 Next speaker, Errol D. Alexander.

19 ERROL ALEXANDER: I'm going to abstain
20 because Andrew and Susan answered my question. Thank
21 you.

22 DAVE ENSLOW: If you do it now it will get
23 on the record.

24 ERROL ALEXANDER: Well, Errol Alexander of
25 Arrowhead Institute. That's all I have to say about

380-1

Please see the response to common comment 16 - Increase parking availability at HCT stations in section 5.3.4 of Chapter 5 of this Final SEIS.

380-1

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1 that.

2 DAVE ENSLOW: Thank you very much.

3 Next speaker, Felicia McDanel.

4 FELICIA McDANELD: Yep, that's my husband.

5 DAVE ENSLOW: I should have known that.

6 FELICIA McDANELD: I claim him.

7 So it's kind of hard to follow such eloquent
8 speakers, and they've said almost everything I wanted
9 to say.

10 I live in Tacoma right by the mall. I work
11 at SeaTac Airport. For more than nine years now I've
12 been getting up at an awful, awful hour catching the
13 574 to the airport. The bus is always full. And not
14 just of travelers; they're TSA, they're people like me
15 who work for the airlines, there is one girl that I
16 know works at Starbucks, there is a guy that works at
17 the car rental place.

18 Tacoma is being so underserved and
19 undervalued in the whole transit system. I absolutely
20 100 percent agree with him. Instead of going out, we
21 need to be going straight up and down and getting
22 Tacoma on par with the rest of this plan before we
23 start serving these other out areas.

24 Because most of the people, from my
25 understanding, most of the people who live in Renton

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1 and Bellevue have far more access to cars and
 2 abilities to drive where they need to go, whereas a
 3 lot of people who live in Tacoma don't want to put
 4 17 miles on their car each way every day going back
 5 and forth to work.

6 You know, I know my dad commuted for 30
 7 years to King Street Station to work for Amtrak. And
 8 if he had had the option to take the 594 back in 19 --
 9 I won't tell you how old I am -- I think he probably
 10 would have loved that.

11 But I just, with all the passion I can
 12 express myself, we've got to get Tacoma on par with
 13 the rest of this program because, I mean have you guys
 14 done any studies on your ridership on the 574?
 15 Because I think if you look at how many people use
 16 Orca cards or the passes that they get through their
 17 companies, you would be amazed that the majority of
 18 the people riding are us, people who live in Tacoma
 19 and work there, because we can't afford to live in
 20 King County, but that's who your riders are.

21 Thank you for making earlier buses for those
 22 of us who work at O dark 30, but we need more service
 23 and more reliable service to Tacoma, to the airport.

24 Thank you.

25 DAVE ENSLOW: Thank you very much.

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382-1

A light rail transit extension to downtown is included in the Current Plan Alternative. This corridor would provide direct service between downtown Seattle and downtown Tacoma. In addition, as indicated in Appendix A of the Final SEIS, the Current Plan Alternative also includes "Increase ST Express route 574 frequency" as a representative project.

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1 Next speaker is Elizabeth Burris.

2 ELIZABETH BURRIS: My name is Elizabeth
3 Burris. I am a downtown resident and I'm also the
4 chair of the New Tacoma Neighborhood Council, which is
5 the council that encompasses the area of downtown
6 Tacoma and the Tide Flats and part of Hill Top and
7 Stadium Way.

8 I'm not actually talking per se for the
9 council, but I am going to say some things that I'm
10 sure that the majority of the council members would
11 agree on.

12 Number one, I'd just like to say, yes, we
13 feel extremely underserved by Sound Transit with the
14 light rail. Really. However we can do this as a
15 community to make this a priority from the link to go
16 to SeaTac, you know, I'm more than happy to help as
17 far as a community person.

18 I'm going to echo a lot of other folks'
19 sentiments. I believe that is really an economic
20 disenfranchisement, as far as what the future plans
21 are as far as light rail.

22 And I think really, truly, yes, you should
23 look at the statistics, you should look at the 574. I
24 mean I take that, too, when I go to the airport, and
25 it's always crazy, crazy crowded.

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1 My other point would be is also from the
2 south, from here in the wasteland or the hinterland,
3 or whatever you want to call us, when you come from
4 the south there is not a direct way to go from here
5 over to the east side. I mean it is just horrible.

6 My husband in the past had worked for Safeco
7 out there in Redmond, and, you know, that's a horrible
8 commute for anybody that is from the south going over
9 to the east.

10 We have a lot of folks here that work for
11 Boeing, you know. So I guess I'd just say I do
12 believe that main line north to south needs to be
13 priority, and then some way access from north to south
14 and then over to east.

15 Again, if there is any way that I can help.
16 And I've got to say the folks in Sound Transit have
17 been great. The outreach has been good. But we've
18 got to get some power behind this and say this is what
19 we want, and not just lay back and say, "Oh, yeah,
20 okay, that's what's going on."

21 Because I really feel that way about what
22 happened with the deal with the expansion of a link
23 for us. It was like, "Well, that's just not going to
24 happen, the expansion from link to the airport, but
25 we'll give you a few miles to go up to Hill Top."

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1 Thank you.

2 DAVE ENSLOW: Thank you very much.

3 Next speaker is Jori Atkins.

4 JORI ATKINS: Hi.

5 DAVE ENSLOW: Welcome.

6 JORI ATKINS: I'm Jori Atkins and I live on

7 Puyallup Avenue in Tacoma, so I'm kind of downtownish

8 in the Dome district. We took the link here as far as

9 we could and walked the rest of the way. So not far.

10 I took the online survey and I felt that

11 looking at all the stuff, the same thing you are

12 feeling tonight, and that is that I am surprised that

13 transit is enabling sprawl by extending east. And I

14 don't mean east out of Seattle, I'm talking more

15 Pierce County.

16 Tonight when I looked at the boards next

17 door and I saw the one that was showing what the

18 public would like to see happen, it showed the link

19 going on the east side, going up the east side; I

20 guess that kind of made me decide I needed to say

21 something.

22 I feel that we, again, need to be staying in

23 a corridor. This is what growth management is about,

24 we should be following this.

25 Puget Sound Regional Council -- I mean this

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1 is all about setting up a corridor. This is something
 2 I've been working on for a long time in different
 3 ways. And I think that it's something that transit
 4 really should be working toward.

5 In Pierce County it was the east, the
 6 county, that voted down our Pierce Transit. The City
 7 of Tacoma actually voted for it. And that indicates
 8 to me where transit is needed and where transit is
 9 wanted and where transit should be, and that is in
 10 your urban centers.

11 Thank you.

12 DAVE ENSLOW: Thank you very much.

13 Next speaker is Chris Karnes.

14 CHRIS KARNES: Hi.

15 DAVE ENSLOW: Welcome.

16 CHRIS KARNES: Chris Karnes. I serve on
 17 Pierce Transit's Community Transportation Advisory
 18 Group and I blog at tacomatransit.com.

19 I guess my comments are I'd like to take a
 20 more systemic vision or system view of the entire
 21 transit system. Where I see certain bottlenecks in
 22 the system in Pierce County is at Tacoma Dome Station
 23 where parking is at 99 percent capacity all the time.
 24 It's free, but it's at capacity. Which means that
 25 really if you try to add any additional service to

385-1

The Dupont to downtown Tacoma, and downtown Tacoma to Tacoma Community College rail corridors studied in the Final SEIS (light rail corridors 6 and 15, respectively) could provide additional access for users of Sounder Commuter Rail who may otherwise be required to drive to the station.

In addition, Appendix A of the Final SEIS includes several representative projects as part of the Current Plan Alternative that focus on improving multi-modal access to HCT stations. These are projects that could be implemented along the corridors that comprise the Current Plan Alternative regardless of whether service is already in operation. The list represents the types of projects or support facilities that could be implemented in the future if funding is available.

Finally, Sound Transit is working with its local partner agencies to develop and implement proposals to integrate transit service (e.g., local feeder bus service) in concert with light rail expansion, to ensure that service is delivered as efficiently and effectively as possible to the public.

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Tacoma Dome Station, you have to find a way of actually making it accessible from the rest of the city.

The reason why I voted for Sound Transit, too, was for the extension of Tacoma link. And what I was expecting with an extension of Tacoma link, the last time around, was to actually really sort of set a vision for reaching Tacoma Community College.

And that has been -- the long-range planning papers from 2005 all indicated that we were heading west to TCC, because there was a potential there for 15,000 riders a day. I think that's really what should continue to be the goal for westward extension of Tacoma link, and that can feed into the regional system at the Tacoma Dome Station hub. I think that's really what we should be doing.

I agree that we need to get light rail from SeaTac Airport to Tacoma Dome Station. But at the same time we should also be thinking about connecting the two regional growth centers in Tacoma with light rail, so downtown Tacoma and the Tacoma Mall regional growth center.

I'm not sure if that's been looked at. It's always been considered sort of assumed that we would have a terminus at, you know, just sort of a long-term

385-2

In response to comments on the Draft SEIS, a downtown Tacoma to Tacoma Community College light rail corridor has been added to the Potential Plan Modifications Alternative and studied to the same level of detail as other corridors in the Final SEIS. Please see Figure 2-9 in the Final SEIS for the location of corridor 15.

385-3

The Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes light rail corridor 6 - DuPont to downtown Tacoma via Lakewood, Tacoma Mall. This corridor would provide a connection between the Tacoma Dome and the Tacoma Mall. The Sound Transit Board would first have to modify the current Long-Range Plan in order to implement light rail in this corridor. The Long-Range Plan will be updated after issuance of the Final SEIS. In turn, the updated plan will support Sound Transit Board decisions about future high-capacity transit investments.

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1 terminus for light rail at Tacoma Dome Station. But
2 if we could make that final connection between Tacoma
3 Dome and the Tacoma Mall, there might actually be a
4 lot of -- we could maybe find a lot of operational
5 savings in that regard.

6 I mean I guess I could -- some of the
7 alternatives that have come out on some of the boards
8 for the extension of Tacoma link, like to the Ruston
9 Ferry Terminal, are kind of strange, but I think we
10 should continue to move forward with a westward
11 extension.

12 One other idea that I thought was really
13 kind of off was the potential for doing commuter rail
14 to Frederickson. I look at the ridership studies for
15 that and it's like 300 passengers a day. We could
16 probably run some sort of commuter bus, but commuter
17 rail is a heavy, heavy capital investment.

18 Thank you very much.

19 DAVE ENSLOW: Thank you. Thank you for
20 coming.

21 Next speaker is Russ Blount. Welcome.

22 RUSS BLOUNT: Thank you. I'm one of the
23 staff members referred to earlier. I'm the Public
24 Works Director for Fife, and I know as a city on the
25 way it will have multiple opportunities to speak, but

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1 terminus for light rail at Tacoma Dome Station. But
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 3 Dome and the Tacoma Mall, there might actually be a
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 5 savings in that regard.

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 10 should continue to move forward with a westward
 11 extension.

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 13 kind of off was the potential for doing commuter rail
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19 DAVE ENSLOW: Thank you. Thank you for
 20 coming.

21 Next speaker is Russ Blount. Welcome.

22 RUSS BLOUNT: Thank you. I'm one of the
 23 staff members referred to earlier. I'm the Public
 24 Works Director for Fife, and I know as a city on the
 25 way it will have multiple opportunities to speak, but

386-1

As discussed in Section 2.3.2 of the Final SEIS, extension of rail from Federal Way through Fife to the Tacoma Dome was evaluated as part of the Current Plan Alternative in the SEIS as corridor A.

386-1

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1 did want to support the citizens that spoke in terms
2 of the main corridor, the main spine of the system.

3 Certainly in Fife it has been key to our
4 vision that since the founding of Sound Transit it was
5 to come through Fife, connecting from Seattle to
6 Tacoma, and we absolutely support that, need it to
7 achieve vision.

8 One of the things about sprawl is that
9 transit so beats it, but that if areas develop in the
10 absence of transit redevelopment is hard. And Fife is
11 already starting to see redevelopment, but it's sort
12 of non-transit redevelopment. So we may lose a whole
13 additional generation of development in the city
14 that's not really focused on transit if we don't get
15 it.

16 So, again, second, third, fourth, confirm
17 the citizens' desire to see the primary focus on the
18 primary spine.

19 Thank you.

20 DAVE ENSLOW: Thank you very much.

21 There is somebody else. My next speaker,
22 and this will be the last one unless there is anybody
23 else who wants to sign up, is Vincent Stewart.

24 VINCENT STEWART: Thank you. First of all,
25 maybe I should qualify myself. I used to work for

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1 DOT, and now I'm a consultant, but I'm also a citizen.

2 I live in Lakewood.

3 And as far as I'm concerned, just

4 personally, it would make the most sense if you move

5 the light rail, I know it's going to SeaTac, if you

6 bring it from SeaTac down into Tacoma and then out to

7 DuPont -- because DuPont has no service at this point,

8 they don't even have a train.

9 What that will do, because I've driven I-5

10 in the morning, and if we can get those people out of

11 those cars, and a lot of these people are coming from

12 Thurston County and farther, if they could take a

13 train or light rail and get to Seattle, or Kent, or

14 wherever, that would alleviate a lot of our problem on

15 the freeway. That's the first thing.

16 The other thing is I heard some people talk

17 about going west to TCC and so forth, which is a good

18 idea, but we still have areas out towards Eatonville.

19 I've been out on Meridian at 8:00 o'clock in the

20 morning and saw the conga line that comes from Graham

21 that goes out to 512. And they also need -- I think

22 if you're going to make a regional plan, they need

23 services. That area is also growing in leaps and

24 bounds at this point.

25 Whatever studies that say how much ridership

387-1

Eatonville is currently located outside of current Sound Transit district boundaries.

Therefore, Sound Transit HCT service to Eatonville would not be possible unless current district boundaries were expanded or interlocal agreements with other financing parties were approved to extend service outside the Sound Transit district boundary. Section 2.5 in the Final SEIS explains how annexation or extension of Sound Transit services outside of the district may occur.

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1 they think would be, you are probably going to have to
2 do another study. Because those houses -- when I
3 started real estate in the '90s, there aren't houses
4 out there. When I was growing up, if you went past
5 about 144th it was pasture. Now there are shopping
6 centers, houses, and it's continuing to grow.

7 Maybe you should get out that far ahead of
8 time before the price of land goes up and the cost
9 goes up, you know, kind of beat the rush.

10 We might consider, when you do the plan,
11 that it's not only going to be riders in Pierce
12 County, although at this point we're kind of
13 underserved, but it will also be riders from Thurston
14 County who will come in, maybe park in DuPont, and not
15 have to go past JBLM, and we can alleviate that
16 problem too.

17 Thank you.

18 DAVE ENSLOW: Thank you. Thank you very
19 much for coming.

20 There is more. Great. You guys have great
21 ideas here.

22 Brett Santhuff.

23 BRETT SANTHUFF: Brett Santhuff. I'm a
24 Tacoma resident, live up on Sixth Avenue.

25 I wanted to first say, you know, how much I

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1 love our Tacoma Streetcar, and I look forward to the
 2 extension of that, and how I support in the current
 3 plan alternatives the extension of the link light rail
 4 all the way to Tacoma. I think that should be a very
 5 high priority.

6 Among the other current alternatives, I
 7 think we need to be focusing on areas of high
 8 population, and for me that would be the Ballard area
 9 and the corridor Seattle to Ballard and Ballard to
 10 U Dub. So I hope we really look at focusing there.

11 For the potential alternatives that are
 12 shown for expanding the vision of areas of study, I
 13 think that the West Seattle corridor has a lot of
 14 promise and should be looked at again, because of the
 15 high population density and the real difficulty of
 16 commuting in that area.

17 Now, being a bit more centric on Tacoma and
 18 looking at the potential there, I think that your
 19 report needs to be clear in its distinction between
 20 streetcar and light rail. When you are looking at the
 21 maps and you are talking about light rail extensions
 22 through Tacoma, it's not easy to understand if you're
 23 looking at the Seattle system coming through and
 24 heading out to Ruston or if that's the current
 25 streetcar system that you're looking to expand. And

388-1

The Downtown Seattle to Ballard and Ballard to UW corridors are included in the Current Plan Alternative as potential rail extension corridors F and G, respectively.

388-2

Please see the response to common comment 6 - General West Seattle in Section 5.3.1 of Chapter 5 of this Final SEIS.

388-3

Typical differences between streetcar and at-grade light rail are discussed in Section 2.1.3 of the Final SEIS. Detailed alignment, track, vehicle and station location decisions would be evaluated during future project-level reviews. The FSEIS has been updated to indicate which corridors in the Potential Plan Modifications alternative near the City of Tacoma are presumed to connect with Tacoma Link versus Central Link (the existing Link Light Rail System in Seattle, which under the Current Plan Alternative could be extended to Tacoma).

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1 there is a real difference in what those two systems
2 mean in moving through the city.

3 I do think that the Tacoma Streetcar should
4 be kind of a web throughout the city. But the Seattle
5 light rail extension has a role to play in this city
6 as well. And the goal should be not just the end of
7 the Tacoma Dome, but try to make it out to the Tacoma
8 Mall or to Lakewood or some other destination that
9 makes sense within the city.

10 One further item. I think the Sounder
11 should look to extend all the way to Olympia. Don't
12 stop at DuPont. That's actually going to create more
13 problems than solutions.

14 Thank you.

15 DAVE ENSLOW: Thank you very much.

16 Jane Moore. Welcome.

17 JANE MOORE: Thank you. I'm Jane Moore and
18 a resident of downtown Tacoma.

19 I would like to echo what several people
20 have said. I think the most important thing in
21 long-range planning is to extend the light rail from
22 the airport to Tacoma. So that needs to come above
23 everything else.

24 After that we need to look at Tacoma and
25 Pierce County as providing those areas with the same

388-4

The Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes light rail corridor 6 - DuPont to downtown Tacoma via Lakewood, Tacoma Mall. This corridor would provide a connection between the Tacoma Dome, the Tacoma Mall, and destinations as far south as DuPont. The Sound Transit Board would first have to modify the current Long-Range Plan in order to implement light rail in this corridor. The Long-Range Plan will be updated after issuance of the Final SEIS. In turn, the updated plan will support Sound Transit Board decisions about future high-capacity transit investments.

388-5

Figure 1-1 of the Long-Range Plan SEIS shows the Sound Transit District boundary, which defines the agency's service area as established by state law. Olympia is located outside of the current Sound Transit District boundary. Sound Transit must follow legislatively mandated steps before annexing areas into the Sound Transit District or extending services beyond the current district boundary. Extensions of service can occur without changing or annexing the district boundary. The Final SEIS summarizes the process and requirements in Sections 2.5.1 and 2.5.2.

The Long-Range Plan Update SEIS does acknowledge that some areas outside the district boundary could be considered reasonable locations for extending high-capacity transit service. As noted in Section 2.5 of the Final SEIS, Olympia is one of the locations listed as a reasonable location for extending HCT service outside of the PSRC urban growth area both with an existing rail corridor near the Sound Transit District.

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1 service that other areas of the Sound Transit region
 2 get, so that there is access to everybody in Tacoma
 3 and Pierce County.

4 But as you do that, we need to look at where
 5 growth is planned, not where we think it's going to
 6 go. The Puget Sound Regional Council has a very
 7 extensive plan with urban growth centers, and light
 8 rail should connect urban growth centers where the
 9 jobs and population growth is expected to center over
 10 the next 40 years, and not pick some spot that
 11 somebody likes because it looks like it might be good
 12 or because houses might develop there.

13 We don't want to encourage sprawl through
 14 public transit, but encourage more people to use it.
 15 So it needs to be planned in the same way that
 16 population growth and employment growth is planned so
 17 that it connects jobs and where people live and
 18 doesn't encourage sprawl.

19 Thank you.

20 DAVE ENSLOW: Thank you very much.

21 Anybody else? We have time. Anybody that
 22 has anything on their mind?

23 Well, if there is nobody else, it looks like
 24 this isn't, I will thank you all for coming tonight,
 25 invite you to look more at the boards.

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389-1

The primary plans at the regional metropolitan level are PSRC's *VISION 2040* (PSRC 2009) and *Transportation 2040* (PSRC 2014). These plans share land use, growth management, and transportation policies that call for an effective regional transit system to link the regional urban growth and employment centers where much of the region's future growth will be focused. As noted in Section 1.4 of the Final SEIS, one of Sound Transit's objectives for the Long-Range Plan is to provide reliable, convenient, and safe public transportation services to regional growth centers. Regional growth centers are designated by PSRC and those centers located within Sound Transit's district boundary are shown in Figure 1-1 of the Final SEIS.

County and city comprehensive plan policies throughout the region reinforce the need for HCT investments to support new and continued population and employment growth, as well as to provide for vibrant urban communities that offer alternatives to travel via the automobile. As reflected in Appendix F of the SEIS, Sound Transit's Long-Range Plan Update will help support these plans.

Page 30

1 In fact, let me just take a minute and
2 editorialize just for a second.

3 I heard a lot of people tonight saying that
4 there is kind of unequal treatment in Tacoma, and I
5 happen to think that in some cases that is certainly
6 true.

7 In Sound Transit there is something called
8 subarea equity, and that means that the money that's
9 raised in Pierce County gets spent in Pierce County.
10 So we in Pierce County are getting the ability to
11 spend our money as opposed to shipping it all to
12 Seattle and using it up there.

13 Is the service in here as robust as it is in
14 Seattle? No. But the money that's been raised in
15 Pierce County has always been spent here and will
16 continue to be as long as subarea equity stays in
17 place.

18 With that, I thank you all for coming. I'll
19 be around a while if there is any questions I can
20 answer. Please go next door and show yourself that
21 information.

22 Thank you for coming. This meeting is
23 adjourned.

24 (Proceedings adjourned at 6:40 p.m.)

25

C E R T I F I C A T E

STATE OF WASHINGTON)

) ss.

COUNTY OF KING)

I, the undersigned officer of the Court and Washington Certified Court Reporter, hereby certify that the foregoing proceeding was taken stenographically before me and transcribed under my direction;

That the transcript of the proceeding is a full, true, and correct transcript of the testimony, including questions and answer made and taken at the time of the foregoing proceeding;

That I am neither attorney for nor a relative or employee of any of the parties to the action; further than I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially interested in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand this day: July 16, 2014,

Brenda Steinman
Certified Court Reporter #2717

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SOUND TRANSIT
REGIONAL TRANSIT AUTHORITY

Long-Range Plan
Draft Supplemental Environmental Impact Statement
Public Hearing - Seattle

Taken at Museum of History and Industry
860 Terry Avenue North
Seattle, Washington 98109

DATE: Tuesday, July 15, 2014

REPORTED BY: Olivia Pennella
Washington CCR 3337

1 SEATTLE, WASHINGTON; TUESDAY, JULY 15, 2014

2 6:02 p.m.

3 -----

4 MS. ERTL: Is everybody in that wants to come in?

5 MS. TAYLOR: I think so, yeah.

6 MR. O'BRIEN: Is my microphone on? I can talk
7 loud in this room. You guys can hear me okay? All right.
8 Why don't we just jump in? And if we can get the
9 microphones working for the podium, that might be good. But
10 we'll survive without it. All right. I got my script.

11 Good evening, ladies and gentleman. I'm Mike
12 O'Brien, a board member -- Sound Transit. I want to start
13 by welcoming each of you this evening to the public hearing
14 for our Long-Range Plan's Draft Supplemental Environmental
15 Impact Statement comment period, and thank you for your
16 participation today.

17 We're here tonight to hear comments on the Draft
18 EIS -- Draft Supplemental EIS -- DSEIS for short -- for the
19 Sound Transit Long-Range Plan update. The purpose of this
20 Long-Range Plan is to address high-capacity transit as it
21 relates to our region's growing population and
22 transportation needs over the next 30 years.

23 This draft document analyzes the environmental
24 effects of two alternatives, both of which consist of a
25 number of high-capacity transit corridors. The first

1 alternative is the current Long-Range Plan, and the second
2 alternative is the potential plan modifications. The
3 potential plan modifications are a menu of options that can
4 be added to the Current Plan.

5 Is it going (indicating microphone)?

6 MS. TAYLOR: Yeah, I think I figured it out.

7 Okay.

8 MR. O'BRIEN: The Draft SEIS was published on
9 June 13, 2014 -- so that was what? about a month ago? -- for
10 a 45-day public comment period. Public review and comment
11 will continue through July 28th. After hearing your
12 feedback during that comment period, a final EIS will be
13 prepared, likely this fall.

14 At that point the Board will work together to
15 adopt an updated Long-Range Plan. This updated Long-Range
16 Plan will be our vision for how the regional high-capacity
17 system should grow in the future and sets the stage to
18 identify which new projects will be appropriate after the
19 current projects are complete by 2023.

20 Following adoption of an updated Long-Range Plan,
21 the Sound Transit Board may develop a system plan that could
22 be funded through a ballot measure. So there are a series
23 of steps in this whole process, and we are at -- I don't
24 know what number step this would be? But we are one of the
25 steps along the way.

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Page 4

1 Let's go over a few of the guidelines for today's
2 public hearing. If you plan to speak today, please remember
3 to sign in so we have you -- your information for the
4 record. Those of you who signed in at the sign-in table --
5 I don't have a list. Has nobody signed in?

6 MS. TAYLOR: No.

7 MR. O'BRIEN: Nobody's signed in. Okay. So since
8 nobody has signed in, if anyone in the room is interested in
9 speaking? Okay. There we go. Brave soul.

10 So because you have raised your hand, I will now
11 read the guidelines for which you will be subject. Each
12 person will have three minutes to talk. There's a
13 timekeeper? There's a timekeeper. You will be signaled.
14 We can keep this fairly casual, folks.

15 So why don't you step up and share what's on your
16 mind?

17 MR. McFARLAND: My name is Ross McFarland. I'm a
18 resident of Wallingford -- potential future resident of
19 Ballard. Really, my only comment is just, I think, for
20 potential high-capacity corridors.

21 The Sand Point to Kirkland corridor is not in this
22 plan. And I just think it would be a good corridor to study
23 because, one, the 520 route -- it doesn't really serve as
24 many core locations that could attract as much ridership.

25 So I feel one that went through U-Village across

581-1

Please see the response to common comment 9 - Sand Point Crossing in Section 5.3.2 of Chapter 5 of this Final SEIS.

581-1

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581-1

1 Sand Point and over to Downtown Kirkland would track more
2 riders and also just be a better ride overall for the
3 system.

4 MR. O'BRIEN: Great. Thank you. Does anyone else
5 like to comment? I mean, I'm excited to get back out into
6 the sun today, but you guys are speeding that up faster than
7 I anticipated. Okay. I know there's a few more people
8 here, so we'll keep going.

9 MR. LEAHY: So I figured since I'm here, I'm going
10 to speak. My name is Peter Leahy. I'm a West Seattle
11 resident, and I really just came to encourage Sound Transit
12 Board to prioritize rail service for West Seattle.

13 It is a very fast-growing neighborhood and
14 currently has very limited transportation capacity. There's
15 really only one way in or out. Our bus service is already
16 at capacity, and there's really not room for another bus
17 corridor. So I just want to put in my vote for putting some
18 more study into a light rail for West Seattle. Thanks.

19 MR. O'BRIEN: Okay. Thank you. Had a chance to
20 visit your neck of the woods this weekend and ride the Water
21 Taxi. It was full. They left people on the dock, which --
22 it's only running once an hour -- left some people kind of
23 upset, but --

24 MR. LEAHY: It's still a nice ride.

25 MR. O'BRIEN: Come forward.

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Page 5

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 23 upset, but --

24 MR. LEAHY: It's still a nice ride.

25 MR. O'BRIEN: Come forward.

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582-1

The Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) includes a potential light rail corridor between downtown Seattle and West Seattle (corridor 2) and a high-capacity transit corridor between Sea-Tac Airport and downtown Seattle via West Seattle (corridor 23). Because these corridors are part of the Potential Plan Modifications Alternative, the Sound Transit Board would first have to modify the current Long-Range Plan in order to implement them. The Long-Range Plan will be updated after issuance of the Final SEIS. In turn, the updated plan will support Sound Transit Board decisions about future high-capacity transit investments.

July 15, 2014

Page 6

1 MS. RAWAL: Hi. I'm Meghana Rawal, and I
 2 currently live in the U-District. And I travel a lot to
 3 both Redmond and Shoreline. And with respect to going
 4 across the bridge or even going north and south, what I
 5 find -- I don't have a car, but I have friends that use the
 6 Park-and-Rides. And the Park-and-Rides actually get full
 7 really quickly.

8 So I was wondering if you guys have some sort of
 9 plan to add higher capacity Park-and-Rides like the one at
 10 Eastgate? That's a really nice, big Park-and-Ride and even
 11 that gets really full. A lot of people complain about not
 12 having enough parking space to be able to use -- actually
 13 use the, you know, buses and Sound Transit.

14 And the second thing is, as a student traveling up
 15 to Shoreline, um -- there's probably going to be more and
 16 more people, more and more students living further and
 17 further up north because rents are going really high in the
 18 U-District.

19 So I have a lot of friends that live in Northgate
 20 or up north in Shoreline, um -- and so having -- being able
 21 to commute between the U-District to Shoreline on either
 22 side of I-5 would probably be really helpful.

23 And I think more students would probably move
 24 further north if that were available. They're already
 25 moving north. It's just the buses are not enough, you know.

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583-1

Please see the response to common comment 16 - Increase parking availability at HCT stations in section 5.3.4 of Chapter 5 of this Final SEIS.

583-1

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1 Sometimes I have to skip a bus. I live really close to
2 campus, and I have to skip a bus or two just to get to
3 campus because they are so full. So -- that's it.

4 MR. O'BRIEN: Thanks for sharing. We will --
5 7 years -- light rail to Northgate, if I have the math right
6 there?

7 AUDIENCE MEMBER: 2021.

8 MR. O'BRIEN: So we're excited for that, and I
9 appreciate -- I have buses pass me by too, and that is not a
10 fun experience.

11 You'll be next.

12 MS. PENTA: Hello to everyone. Annie Penta. I
13 don't ride the bus. I usually think I'm going places that I
14 couldn't get a ride to and one of the things I feel pretty
15 convinced that -- is that I can't go.

16 I live in Shoreline. I can't comfortably go east
17 and west to get rides. I mean, I would have to go south to
18 Northgate and then go north again. It's almost like what
19 Meghana said. It's kind of not efficient for just your not
20 heavy user person that it keeps me from using the system.

21 MR. O'BRIEN: So there aren't the connections
22 between where you are and where you're trying to get to?

23 MS. PENTA: That's right. If I wanted to do one
24 of these rides, it would go really quickly for me. Getting
25 from my house to that place is a little bit more than I

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1 would comfortably walk, so then I need to ride to that
 2 place. And it ends up not being good for me to take my car
 3 there, and so I don't do it. Okay. Thanks.

4 MR. O'BRIEN: Thank you.

5 MR. DANNENBERG: I'm Andy Dannenberg, and I live
 6 here in the University. And I get around primarily by
 7 bicycle, which has been great in the city. Um, just want to
 8 encourage you -- maybe you could answer how that -- to the
 9 extent the bicycle capacity's being looked at in all of your
 10 plans and communication with the bicycle groups that could
 11 do that.

12 I have used bikes on light rail and buses and
 13 things and generally works well. Sometimes they fill up.
 14 So to what extent are you looking at those capacity issues
 15 as you make plans?

16 MR. O'BRIEN: So you're specifically asking like
 17 the on-train and on-bus capacity?

18 MR. DANNENBERG: Yeah. Are you looking at those
 19 as you make plans as to what the capacity needs are?

20 MR. O'BRIEN: That's a good question.

21 MR. DANNENBERG: And getting input from the bike
 22 community that could probably tell you where they're having
 23 trouble?

24 MR. O'BRIEN: Sure. And I don't have an answer to
 25 that at the moment. I don't know if there's anyone from

585-1

Given the broad scale of analysis for this SEIS, an assessment of on-train and on-bus capacity was not completed. Bicycle storage on buses and trains is beyond the scope of this SEIS. However, Sound Transit has a Bicycle Policy that includes policy language on bicycle storage on buses and trains. For more information on bicycle access on trains and buses, please also visit Sound Transit's "contact us" page at www.soundtransit.org/contact-us for a list of contact options so we may best respond to this particular issue. Or alternatively please direct your comment to main@soundtransit.org.

585-1

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1 Sound Transit that wants to answer that? If not, we'll
2 consider those comments as part of the --

3 MR. DANNENBERG: Okay. Okay.

4 MR. O'BRIEN: -- continuous process. I see some
5 hands going up. Great. Anyone else? So anyone who spoke
6 already would like to have a second chance? All right,
7 folks.

8 Oh, great.

9 MS. GALASSINI: My name is Louisa Galassini. I
10 live in Capitol Hill, and I came in support of east-west
11 routes through Wallingford and Ballard. Right now it takes
12 about 25 minutes by bus for me to get to the U-District and
13 probably be about 45 or 50 to get to Ballard. So looking at
14 those east-west connections would be really great. Yeah.

15 MR. O'BRIEN: Sounds great. I like those too.

16 Like an auction here. I can keep doing, "Going
17 once, going twice."

18 MR. RISSMAN: Now or never, I guess, right? I'm
19 Brent Rissman. I moved to Seattle a couple of years ago. I
20 live in Ballard. And one thing I noticed is that when I
21 moved here, everybody said that there's -- there's these --
22 there's Ballard. There's Fremont. There's these
23 neighborhoods that everybody sort of has as their own and
24 they take so close to heart.

25 And, I guess, I found maybe I'm that way too now

586-1

The Current Plan Alternative includes an east-west rail corridor from Ballard to the U-District. Please see Figure 2-7 of the Final SEIS for the location of this corridor.

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July 15, 2014

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1 that I'm in Ballard. But, I guess, I'm here to speak for
2 Ballard and also the east-west from Ballard to UW. I know
3 that's huge and just to say that -- that the growth that's
4 occurring in Ballard is -- is -- is very much worth looking
5 into, especially for a rail system because so many people I
6 know live there -- want to go everywhere. So I think, you
7 know, just to put a word in for Ballard, Fremont, that whole
8 thing.

9 MR. O'BRIEN: Sounds good.

10 MR. RISSMAN: Thanks.

11 MR. O'BRIEN: We're going to get through all of
12 you, eventually, so -- does anyone else --

13 All right. Well, see if I have anything else on
14 here. End of hearing. Clarify if everyone has a chance to
15 testify. I've done that. With that we'll go ahead --

16 MS. ERTL: And there's also ways to comment.

17 MR. O'BRIEN: Oh, yes. Thank you. So we have
18 through July 28th. Comment forms are here. You can write a
19 letter or email. There's an online survey available. You
20 can access them on iPads in the other room if you haven't
21 seen those.

22 If you have any questions, I encourage you to talk
23 to any of the folks that have badges like this on today.
24 And thank you for participating in this. I think there's
25 two more public hearings -- Federal Way and Everett -- but

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587-1

The Current Plan Alternative includes an east-west rail corridor from Ballard to the U-District. Please see Figure 2-7 in the Final SEIS for the location of this corridor.

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C E R T I F I C A T E

I, Olivia Pennella, Washington Certified Court Reporter, do hereby certify that the foregoing proceedings were stenographically reported by me and that this transcript was prepared by me and is a true, complete, and accurate transcription of same to the best of my ability.

Dated the 16th day of July, 2014.

\S\OLIVIA PENNELLA

Washington Certified Court Reporter No. 3337
License expires June 4, 2015.

Page 1

SOUND TRANSIT

REGIONAL TRANSIT AUTHORITY

Sound Transit Long-Range Plan

Draft Supplemental Environmental Impact Statement

Transcript of Public Hearing - Federal Way

Taken at 31455 28th Avenue South

Federal Way, Washington

DATE: Wednesday, July 16, 2014

REPORTED BY: Brenda Steinman, CCR No. 2717

1 TACOMA, WASHINGTON; WEDNESDAY, JULY 16, 2014

2 6:00 P.M.

3 oo-00-00

4 DAVE UPTHEGROVE: Good evening. Thank you
5 all for being here this evening.

6 My name is Dave Upthegrove. I serve on the
7 King County Council, just north of here, but I also
8 serve on the Sound Transit Board of Directors. And
9 there is something crazy about us that on a sunny
10 night like this we are in a school discussing
11 long-range transit planning. So thank you for being
12 here.

13 Tonight is the public hearing for the
14 Long-Range Plan's Supplemental Environmental Impact
15 Statement comment period. And we have a number of
16 other elected officials tonight I'd like to recognize.

17 We have the mayor of Federal Way, Jim
18 Ferrell, is here, as well as Deputy Mayor Jean
19 Burbidge, and Councilmember Susan Honda and Martin
20 Moore. Thank you for coming out on a warm night.

21 We are here tonight to hear comments on the
22 Draft Supplemental Environmental Impact Statement for
23 the Sound Transit Regional Transit Long-Range Plan
24 update.

25 I'm reading here so I get all the magic

1 words in.

2 The purpose of this Long-Range Plan is to
3 address high capacity transit needs of the future
4 based on our popular growth and our transportation
5 needs.

6 This draft document analyzes the
7 environmental effects of two alternatives, both of
8 which consist of a number of high-capacity transit
9 corridors. One alternative is the current Long-Range
10 Plan, and the second alternative is the potential plan
11 modifications. And those are a menu of options that
12 we can add to our Current Plan. So really we're
13 looking at if we grow in the future what's it going to
14 look like.

15 The Draft Supplemental Environmental Impact
16 Statement was published on June 13, 2014, for a 45-day
17 public comment period. Public review and comment will
18 continue through July 28, 2014, twelve days away.
19 After hearing your feedback during this comment
20 period, a final Environmental Impact Statement will be
21 prepared and released, likely in the Fall.

22 That's when the Sound Transit Board then
23 will work together to adopt an updated Long-Range
24 Plan. Then the updated Long-Range Plan becomes the
25 vision for how the regional high-capacity system

1 should grow in the future. And it sets the stage to
2 identify which projects would be appropriate after the
3 current ones are done in 2023; which is sneaking up on
4 us, only nine years away.

5 Following the adoption of an updated
6 Long-Range Plan, the Sound Transit Board may develop a
7 system plan that could be funded through a ballot
8 measure.

9 If you are following all that, you're doing
10 better than I am.

11 A couple guidelines for the public hearing
12 tonight.

13 If you would like to speak, make sure you've
14 signed up. Jeremy, in the back, has a clipboard. If
15 you haven't signed up, he can sign you up there if you
16 want to add your name.

17 We will end the public hearing officially
18 when everyone has had a chance to speak.

19 I'll invite folks up to the microphone.

20 Include your name and address for the
21 record.

22 Speakers will have three minutes.

23 Please be mindful of the timer. I'm not too
24 worried about time tonight. The yellow card will be
25 when you have a minute left, and red card means time

1 to summarize and wrap things up.

2 You don't have to use all three minutes
3 though.

4 We would like to ask, so everyone can hear,
5 that you come up, we have the microphone right here,
6 that way others in the room can hear as well, and the
7 court reporter can hear you clearly.

8 Comments taken today are part of the formal
9 record and responses will be provided in the Final
10 Environmental Impact Statement. Then the Board
11 considers these comments as part of the
12 decision-making process.

13 Very importantly, this is not the only way
14 you can offer your thoughts. You also can send
15 emails, write letters. Apparently we're so high-tech
16 now we have iPads over here, you can log in and
17 provide comments as well. And there is comment forms
18 here, too. Any time you want to communicate before
19 the 28th is fine.

20 Also, there is staff here available to
21 answer questions about the open house, and we'd
22 encourage you to talk to people to get questions
23 answered.

24 So that's all the formalities out of the
25 way.

July 16, 2014

Page 6

1 Thank you for your patience. Let's get
 2 started. It may be a quick evening as we currently
 3 have two folks signed up to testify.

4 H. David Kaplan. Welcome.

5 DAVID KAPLAN: Thank you.

6 H. David Kaplan. 30240 27th Avenue South in
 7 Federal Way.

8 In reading your Federal Way link extension,
 9 there is a phrase here that says develop a
 10 shovel-ready plan to reach the Federal Way Transit
 11 Center near South 320th Street when additional funding
 12 is secured.

13 That's very vague and contradictory.
 14 Because the way I read it is you can do a route
 15 selection and alignment, do property acquisition,
 16 design, permitting, then get all your construction
 17 ready, and then go out and get money.

18 But what money are you using to do all that?
 19 Or the adverse is you get your funding first
 20 and then you do all these steps.

21 Either one sounds like another 20 years
 22 before anything is ever going to come to Federal Way.

23 But I think you need to clarify what the
 24 shovel-ready plan means in that are you going to get
 25 your funding first to get the plan put together, or

588-1

The Federal Way Link Extension (FWLE) is proposed to expand the regional light rail system from the Angle Lake Station at South 200th Street in SeaTac (currently under construction) to the Federal Way Transit Center. A project-level EIS is currently being prepared for the entire FWLE project and the Draft EIS is scheduled for publication in late 2014 or early 2015. The project would include stations (from north to south) at Kent/Des Moines, South 272nd St and at the Federal Way Transit Center. The Sound Transit 2 program authorized construction of the project to the South 272nd Station, however, because of the recession, Sound Transit currently only has funding to build the FWLE project to the Kent/Des Moines station. This first segment of the project is scheduled to open in 2023. To construct the rest of the project south of the Kent/Des Moines Station additional funding would need to be found and this could be through a future system program, federal grants, or other means.

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1 are you going to do everything and then wait for
2 funding? So that's my dilemma.

3 Thank you.

4 DAVE UPTHEGROVE: Thank you.

5 Margaret Nelson. Welcome. Good evening.

6 MARGARET NELSON: Thank you.

7 I'm Margaret Nelson, 32904 Fourth Avenue
8 Southwest, Federal Way.

9 I've got just a few comments.

10 When you do your planning, Federal Way has
11 been put on the back burner for too long. And I am
12 concerned about two things. I am concerned that you
13 use the I-5 corridor rather than Highway 99 as
14 location for your light rail.

15 I am also concerned that you coordinate with
16 the City of Federal Way when placing a station at
17 320th. Do not put it on Highway 99, put it over by
18 the I-5 corridor. This will make it easier to connect
19 with the supposed light rail from Tacoma to Federal
20 Way. It will make the route go smoother and it will
21 be less disruptive to our city, our businesses, and to
22 our being able to plan to put things in our downtown.

23 Thank you very much.

24 DAVE UPTHEGROVE: Thank you both for
25 well-spoken informative comments.

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1 Is there anyone else who didn't sign up that
2 wanted to make -- oh, here we go. Come on up.
3 Welcome.

4 MARK SAGER: Thank you very much.

5 Mark Sager. 2101 South 324th Street,
6 Federal Way. This is a large piece of property just
7 adjacent to the Commons, known as Belmor, and we are
8 strongly in support of the rapid transit coming to
9 Federal Way.

10 If there is anything in the world we can do
11 to assist, we would do it, including donating land to
12 bring a transit station to Federal Way. Our property
13 is adjacent to the I-5. We believe the I-5 corridor
14 is the appropriate place to bring transit, the right
15 choice, and we're willing to participate and help in
16 any way we can.

17 Thank you.

18 DAVE UPTHEGROVE: Thank you.

19 Is there anyone else that wanted the
20 opportunity that did not have it?

21 Again, there are staff here from Sound
22 Transit who are experts who can answer questions.
23 There are comment forms. You have twelve days if you
24 want to review the information, look through it, go
25 home and send an email through, that is fine.

1 This community, I ought to note, is ably
2 represented in the Sound Transit Board by your King
3 County Council Member Pete von Reichbauer, who
4 represents this community. So I encourage you to
5 communicate with individual board members, including
6 your local representative as well.

7 I'm also, as one of the board members, happy
8 to take and pass along comments. I'm easy to find on
9 Facebook, but you have to put up with pictures of my
10 cats.

11 But with that, thank you again for taking
12 the time to come tonight. Hopefully you get your
13 questions answered, have a chance to weigh in.

14 This is an important decision. We want to
15 make sure that the future of our public transportation
16 system is something that works for the community and
17 works for the most number of people, and we can't do
18 that without your input.

19 With that, have a good evening.

20 (Proceedings adjourned at 6:11 p.m.)
21
22
23
24
25

C E R T I F I C A T E

STATE OF WASHINGTON)

) ss.

COUNTY OF KING)

I, the undersigned officer of the Court and Washington Certified Court Reporter, hereby certify that the foregoing proceeding was taken stenographically before me and transcribed under my direction;

That the transcript of the proceeding is a full, true, and correct transcript of the testimony, including questions and answer made and taken at the time of the foregoing proceeding;

That I am neither attorney for nor a relative or employee of any of the parties to the action; further than I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially interested in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand this day: July 17, 2014.

Brenda Steinman
Certified Court Reporter #2717

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SOUND TRANSIT
REGIONAL TRANSIT AUTHORITY

Sound Transit Long-Range Plan
Draft Supplemental Environmental Impact Statement
Transcript of Public Hearing - Everett

Taken at
Everett Station
3201 Smith Avenue
Everett, Washington

DATE: July 17, 2014
REPORTED BY: Christina Atencio, CCR #2749

1 Everett, Washington; Thursday, July 17, 2014

2 6:00 p.m.

3 -----

4 PAUL ROBERTS: Good evening, everyone. I would like
5 to welcome you all here to a public hearing on the Sound
6 Transit Long-Range Plan. I'm Paul Roberts. I'm a member of
7 the Sound Transit Board, and I will be the presiding
8 officer. That's kind of an exhalted term. I'll just be
9 really facilitating the hearing tonight.

10 I want to thank you all for being here on a lovely
11 evening. I would like to start by welcoming a few of our
12 guests this evening. I think they may still be here. Chris
13 Cook and Linda Grafer from the City of Mukilteo City Council
14 were here earlier. I don't see them in the room. I also
15 know that Jill McKinnie from Congressman Larsen's office was
16 here earlier. So I want to thank them for being here and
17 thank all of you for taking this time out of your day and
18 evening.

19 So I don't think we have any other Sound Transit
20 Board Members here. But we, as board members, have been
21 trying to attend the hearings throughout, and there's been a
22 number of them throughout the district. I think last night
23 was Federal Way and the day before that was in Seattle and
24 so on.

25 So we're here tonight to hear comments on the Draft

1 Supplemental EIS for the Sound Transit Regional Transit
2 Long-Range Plan update. The purpose of this Long-Range Plan
3 is to address high-capacity transit as it relates to our
4 region's growing population and employment and the needs
5 over the next 30 years. Many of you, I think, are familiar
6 with the Sound Transit Development that's now on its way to
7 Lynnwood by 2023. This Long-Range Plan is for the next
8 stage.

9 So I do see Jill McKinnie coming in. Jill, I just
10 wanted to recognize you and thank you on behalf of
11 Congressman Larsen for being here.

12 The draft document analyzes the environmental
13 effects of two alternatives, both of which consist of a
14 number of high-capacity transit corridors. The first
15 alternative is the current Long-Range Plan, and the second
16 alternative is the potential plan modifications. The
17 potential plan modifications are a menu of options that
18 could be added to the Current Plan.

19 There's lots of storyboards if you had a chance to
20 see. And I see several of you with the documents -- or at
21 least the summary document of the Environmental Impact
22 Statement. I appreciate your having that, and I know
23 there's some out there. So if you need to run out and get
24 more, we can accommodate that, I'm sure.

25 The Draft SEIS, as we call it -- the Supplemental

1 Environmental Impact Statement is what that stands for --
2 was published on June 13 of this year and that began a
3 45-day comment period for public review and comment of which
4 this meeting tonight is a part of that process. And the
5 comment period will continue through July 28th. So it's
6 coming to a close.

7 And after the hearing, your feedback during this
8 comment period and the Final EIS will be prepared and
9 released, likely this fall. So the board will then work
10 together to adopt an updated Long-Range Plan, and the
11 updated plan will be our vision for how the regional
12 high-capacity system should grow in the future. And it will
13 set the stage to identify which new projects would be
14 appropriate to follow on those which will be completed by
15 2023.

16 So in our neck of the woods we get to Lynnwood by
17 2023. And then the extension beyond Lynnwood is really that
18 part of the Long-Range Plan that we're here to talk about
19 this evening. And for that matter, if you're here to talk
20 about any other aspect of the system, that's fine too. But
21 most of us in the Everett area and the northern part of
22 Snohomish County -- or at least the northern part of the
23 Sound Transit District, which ends at Everett's boundaries
24 to the north -- most people here I know are wanting to know
25 more about the northern part of the district.

1 So I would like to go over a few guidelines for the
2 public hearing. If you do plan to speak today, please
3 remember to sign in. And I do have a sign-up sheet with
4 four names. So that's all I have. But if there's others
5 who do want to sign in, we can accommodate you. And we
6 appreciate what you have to say.

7 Those of you who have signed in, I already have you.
8 So we will officially end this public hearing when everyone
9 has had a chance to speak.

10 I will call each person up to the microphone here,
11 and please state your name and address. Each speaker will
12 have three minutes to talk.

13 And let me just take a moment to say this isn't the
14 only opportunity you have to provide us information. So
15 there were comment sheets. I think many of you saw the pink
16 or salmon colored comment sheets. I think they're still out
17 there; so that's one way. Emailing Sound Transit or
18 writing, anything that you give us -- just about any means
19 you wish to express between now and the 28th, the comment
20 deadline, will be considered for the record as a part of the
21 comment on the SEIS.

22 Please be mindful of the timer. So there's Sarah
23 with the colored timer cards. They will hold up the yellow
24 card when you have a minute left and the red card when your
25 time is done. You're not required to use all three minutes,

1 but we are here to hear what you have to say. We're in
2 listening mode tonight, so we want to hear what you have to
3 say.

4 I know we have a number of staff people. I cannot
5 name them all. But I want to thank them all for spending
6 their evening with us as well. They're also here to answer
7 your questions. So if you've got questions or want to get
8 anything clarified or just get a little more information,
9 they're here, they're wearing name tags, as I am, and they
10 can help get that information to you or help get information
11 to you if we can't answer your questions tonight.

12 When you do come to speak to us, please approach the
13 podium, adjust the microphone so it works for you. We have
14 a court reporter here with us tonight to record what you
15 say. Comments taken today will be part of a formal record.
16 And responses to the comments will be provided in the Final
17 Supplemental Environmental Impact Statement.

18 As a board, we will consider these comments as a
19 part of the decision making process. I've been a board
20 member of Sound Transit for a number of years now. And I
21 will tell you we get very good comment summaries on all of
22 the project reviews, and we pay attention to those comment
23 summaries.

24 And not surprisingly those of us from the
25 communities that are commenting pay particular attention to

1 those comments. So we really are trying to hear what's
2 going on in the community and how best to provide these
3 services in a way that really works for each community.

4 There are other ways to provide your feedback, as I
5 mentioned. And, again, the comment deadline is July 28th.
6 Also, we have an online survey available on iPads this
7 evening or you can take it home -- not the iPad, but the
8 survey.

9 If you have questions, we encourage you to talk to
10 staff. And, again, I want to thank you all for taking the
11 time to be here tonight, and we will move right along to the
12 hearing itself.

13 So we have four people signed up. The first person
14 -- and we may have others by now. The first person that I
15 have signed up is Rock Peterson.

16 ROCK PETERSON: I'm Rock Peterson from Brien Ford in
17 Everett on Evergreen Way. And I'm here to voice a concern
18 over the possible use of Evergreen Way for the rail work.

19 We believe that the CT bus that's been in operation
20 now for about three or four years, the bus system, is pretty
21 effective. It stops in front of our place or it goes by it
22 quite often and -- about every 20 minutes, I think -- or it
23 might even be 10, I think, now.

24 UNIDENTIFIED SPEAKER: It's a Swift.

25 UNIDENTIFIED SPEAKER: Between Aurora Village and

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1 here.

2 ROCK PETERSON: Yes. And I think it does a pretty
3 good job of moving people from Everett down to there. I
4 realize -- and I'm not against at all bringing rail to
5 Everett or to the college or wherever it goes.

6 But I believe that if it's located on Evergreen Way,
7 that it will severely impact all business on Evergreen Way
8 -- not only during the construction but also during the
9 construction phase of it.

10 But in the auto business your front line is sort of
11 your selling point where how all the nice, bright shiny cars
12 hopefully attract people once and a while. And without that
13 or with that being blocked by rails or even if it was
14 elevated, we believe it would be a severe impact on our
15 business.

16 We actually think that if it went down Evergreen
17 Way, that we would have to move. And, of course, where?
18 There's really not that many places in Everett you could go.
19 So my biggest concern is not that it's coming to Everett;
20 just where. And I hope it's not Evergreen Way. Thank you.

21 PAUL ROBERTS: Thank you. Now, the next person who
22 is signed up -- I apologize, but I'm not sure I can read the
23 name. But the address is 8600 18th Avenue West in Everett,
24 so if that's your address.

25 SISTER MOHAMMED: Yes.

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Please see the response to common comment 8 - Business impacts along Evergreen Way in Section 5.3.1 of Chapter 5 of this Final SEIS.

591-1

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1 PAUL ROBERTS: Please come to the podium. I

2 apologize, sister. I just couldn't read your name, so my
3 apologies.

4 SISTER MOHAMMED: With the name of God, the
5 merciful, my name is Sister Mohammed at CentrepoinTE Greens
6 in Everett. And I wanted to attempt to answer the question
7 on one of the reader boards that ask "what can the bus
8 system do from this point?"

9 And I'm concerned about the bike trails that are
10 extremely dangerous and so far away from the bus stops. And
11 there's dacoity or robbery on those trails, and there just
12 hasn't been enough interest in expanding the bus routes near
13 the hikers' and the bikers' favorite places to go that are
14 now, according to the media and what I've seen over 14 years
15 in Everett, just unsafe.

16 PAUL ROBERTS: Thank you. Next I have Della Scott.
17 Welcome.

18 DELLA SCOTT: Well, my concern is about the 510 and
19 512 routes between Seattle and Everett, and those were
20 changed last fall. And I realize they were to accommodate
21 commuters that have regular work hours on weekdays. And my
22 main complaint is before that, they would swing through
23 downtown Everett, Wetmore and Wall and through downtown
24 Everett. Now they only do that very early in the morning
25 and late at night on weeknights.

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592-1

Although safety on trails is not the subject of this SEIS, creating and maintaining a safe environment for its transit riders is a priority for Sound Transit. Specific features to enhance safety are considered during project-level planning and design phases. If you have a concern regarding safety near a specific Sound Transit bus stop, please visit Sound Transit's "contact us" page at www.soundtransit.org/contact-us for a list of contact options so we may best respond to you for your particular issue. Or alternatively please direct your comment to main@soundtransit.org.

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23 downtown Everett, Wetmore and Wall and through downtown
24 Everett. Now they only do that very early in the morning
25 and late at night on weeknights.

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Sound Transit modified route 512 in 2013 in coordination with Community Transit and Everett Transit to provide more efficient service between Seattle and Everett, to eliminate duplicated service, increase capacity on overcrowded routes and reduce serves on low-performing routes. As a regional service provider, Sound Transit's priority is to provide regional connections supported by local transit providers feeding to and from stations.

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1 So if you come home on the bus from Seattle on the
2 512 and arrive in Everett late at night on Saturday or
3 Sunday after the Everett Transit buses have stopped and the
4 Swift has stopped, then if you're a woman like me, you have
5 to walk either from 34th and Broadway or from Everett
6 Station to downtown Everett. And there aren't very many
7 places in Everett I'm afraid to walk at night, but Broadway
8 is one of them.

9 So I just would like it to go back to what it used
10 to be, at least some routes -- I mean some buses.

11 PAUL ROBERTS: Thank you.

12 DELLA SCOTT: Thank you.

13 PAUL ROBERTS: Next is Edward Koltonowski

14 EDWARD KOLTONOWSKI: Edward Koltonowski, 2514 51st
15 Street in Everett. And one of the things I'd really like to
16 -- as soon as possible -- to look at the event services. It
17 drives me nuts that I cannot take a Sounder train to most
18 Sounder games in Seattle because it's only 1:00 on a
19 Saturday or Sunday, otherwise there's no service for them.
20 And that I'd love to see that that is event services --
21 whether it be through commuter rail or is expanded and
22 certainly looked at in this next phase.

23 I think we have to look at Paine Field as a central
24 employment. That area has to be looked at in detail with
25 any alignment. I mean It's coming to Everett. That's where

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Please see the response to common comment 12 - Sounder service in Section 5.3.3 of Chapter 5 of this Final SEIS.

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2 512 and arrive in Everett late at night on Saturday or
3 Sunday after the Everett Transit buses have stopped and the
4 Swift has stopped, then if you're a woman like me, you have
5 to walk either from 34th and Broadway or from Everett
6 Station to downtown Everett. And there aren't very many
7 places in Everett I'm afraid to walk at night, but Broadway
8 is one of them.

9 So I just would like it to go back to what it used
10 to be, at least some routes -- I mean some buses.

11 PAUL ROBERTS: Thank you.

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1 most of the employment is, and it has to have two-way
2 service so it's not a reverse commute because that is
3 actually the commute. So it needs to be considered, whether
4 it be with rail or some effective BLT route. And I think as
5 soon as possible. We voted for this originally a long time
6 ago -- whatever the routes we need to get it moving
7 effectively so the people can see it, and they want to use
8 it.

9 Make sure that on our north that we don't just turn
10 our north stations into park and rides in Everett. We need
11 to service, you know, the community college there or the
12 expanded four-year services there, but that that doesn't
13 just -- we need to ensure that it doesn't just become a park
14 and ride for non-ST payers, like Marysville and Lake
15 Stevens. There needs to be something, either some -- they
16 need to be included in the area, in the tax paying area for
17 the services that there are impacts onto our city or, you
18 know, and ensure that it's not a payment portion there.

19 And then any alignment, I agree, should not impact
20 existing roadway. We paid capacity for roadways. Taking
21 away capacity from roadways by putting light rail down the
22 middle there or taking away certain existing capacity must
23 be compensated as well. That's my comments. Thank you.

24 PAUL ROBERTS: Thank you.

25 UNIDENTIFIED SPEAKER: Excuse me, sir. What about

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1 going to the Mariners home games?

2 EDWARD KOLTONOWSKI: Any of the games, I agree.

3 UNIDENTIFIED SPEAKER: Seahawks and Sounders.

4 PAUL ROBERTS: Do we have anyone else signed up? Is
5 there anyone else that would like to address us tonight on
6 the Long-Range Plan? Yes, sir.

7 J.T. DRAY: My name is J.T. Dray, and I live in
8 Everett. I am exclusively a bus rider. My thought is that
9 I sort of channel Mary Margaret Haugen tonight.

10 However, we have Community Transit and we have
11 Everett Transit in this area. And I look at those boards
12 down there, and I think Sound Transit is in some ways
13 duplicating the services; and in other ways not interfacing
14 with the services with those other two bus companies. And I
15 certainly don't think that we should be spending \$3 billion
16 until such time as we've got a handle on getting all the
17 transit agencies to cooperate in this area. Thank you.

18 PAUL ROBERTS: Thank you. Is there anyone else that
19 would like to address us tonight? Yes, sir. Please come up
20 and state your name and address.

21 BOB CREAMER: Bob Creamer, Baker Avenue in Everett.
22 One of the things I think really is important, I notice that
23 the population growth in Everett is 74 percent. And I
24 vastly think that the job employment is moving north up into
25 this area. And I think that you guys should really be

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As part of an effort to enhance integration of transit services in the region, Sound Transit, King County Metro, and other transit providers in the region are currently evaluating ways to achieve greater system efficiencies and cost savings across all systems. These integration efforts are currently under way and will continue into the future.

595-1

1 concerning that we need to look at how you're going to get
2 people from where they live to their jobs and back.

3 And I think that's being very short-sided because we
4 do have here at the Everett Station we have Skagit coming
5 in; we have Community Transit; we have Everett Transit. And
6 we have a lot of people that are living north that are not
7 going to be beneficial from this thing because you guys are
8 not moving fast enough to bring all that up here to Everett.

9 I really think that, in my own personal opinion,
10 that Paine Field is a good opportunity. But I think we can
11 do that by having the light rail stop at the park and ride
12 just in South Everett in the train station here because this
13 is a great spot, and you could basically interface with
14 Community Transit and Everett Transit to get those people
15 from that light rail over.

16 But we need to start looking at how we're going to
17 bring people from the north down into working in this area
18 and from people in this area working down south. So I think
19 we need to really be pushing this faster, harder and find
20 alternative ways of getting this done and really look at
21 where the best beneficial for population growth and for job
22 growth.

23 PAUL ROBERTS: Thank you. Is there anyone else that
24 wishes to address us tonight? Yes, sir.

25 MORGAN MAY: Morgan May, 1801 Oakes Avenue in

1 the board sometime later this year.

2 So with that, I would thank all of you for spending
3 this part of a lovely evening with us, and now you can go
4 back and spend the rest of this lovely evening doing
5 something else. But thanks very much for coming.

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