

8/5/2021 Board of Directors Special Meeting Public Comment Submissions

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Craig Batson

To our esteemed transit leader,

I see that this Thursday there will be a vote to determine the future of ST3 and it's timeline. I ask you to please consider the fastest timeline for the construction of the light rail and expanded bus routes. Transit is the lifeblood of a community and the quicker that we connect our region with fast, reliable, safe, and carbon reduced transit the better our people will be served. Not only are there massive economic benefits but we need to remember that Global Warming is real and transit is the number one personal emitter of co2. We're already seeing the effects of our emissions now and need to move fast to reduce our emissions. Please consider this photo I took while making your timeline vote.

Do you remember this? Without transit action this is our future.

Please do us all a favor and go for the fastest and strongest transit route.

Sincerely,

Craig Batson

22865 27th Ave S Des Moines WA 98198

360.480.5498

Lifelong Proud Washingtonian

Reid Branson

I stand with the ST3 Now coalition to urge you to rethink the Chair's plan to delay ST3 timelines by several years. The Board must explore other options before considering such drastic delays, with many transit projects set back by six years or more and promised RapidRide C/D improvements by a whopping 21 years. Councilmember Balducci's common sense hybrid plan fits the bill for both affordability and the minimum in delays. I strongly urge you to adopt this plan.

Thank you,

Reid Branson

Seattle

Brian Zumeta

Hello:

I am writing to provide my comment ahead of the ST Board meeting, where I understand you'll be discussing the realignment plan and amendments.

I wanted to let you know that I fully support any measures needed to keep delivery of ST3 on time, and within the scope of what voters approved when the package was originally passed. If this means cutting out every singly parking structure, eliminating consideration of unnecessarily expensive tunnels to neighborhoods like West Seattle/Ballard, vetting fewer alternatives alignments, or taking less public

input so the actual project can get going, I'm all for it. I'd also support a Seattle funded measure to ensure projects in the city in particular remain funded, timely, and high quality.

Thanks for all of your work to ensure the region is served by high quality, high capacity transit. The region and voters need and overwhelmingly support it.

Best,

Brian Zumeta
Seattle, WA 98118

Joshua Rosenau

As a King County voter and transit rider eager to begin using an under-construction light rail station, I urge you to adopt a realignment plan that keeps ST3 construction as close to on-time delivery of mass transit service as possible. Please do not prioritize parking infrastructure over train and bus infrastructure. Please adopt the hybrid approach that preserves the schedule as much as possible, and gives Sound Transit the ability to make the best use of new state and federal funding as it becomes available.

Thank you,
Josh Rosenau
Lake Forest Park, WA

Wendy Roullier

To Whom It May Concern:

While I understand costs increase as time goes on and due to the COVID-19 Pandemic, work was delayed... additional projects that *were not* included in the original ST3 scope of work should not be prioritized ahead of projects that *were* part of the original ST3 scope of work. If additional projects are requested and/or recommended, they should be reviewed and funded through other sources and/or handled after the initial scope of work items are completed. Please do not let special interest/voices dictate the way a project moves and/or changes... stay focused on what was included in the ST3 package and require those that want additions to come up with their own funding and project scope of work.

Thank you for considering my feedback!

~Wendy Roullier
Snohomish County, WA

Greg Smith

I am writing to support the hybrid realignment plan. Land is only going to get more expensive. Keep building. Go back to the voters if you have to but do not delay.
And look at why it takes so much longer and costs so much more in in US to build than elsewhere.
Thank you,
Greg Smith

Matt Smith

The traffic situation is horrible in Seattle need to speed up light rail expansion.

I support t3 and all light rail projects speed it up making it easier to drive in Seattle

Rachel Ludwick

Dear city and county leaders on the Sound Transit Board,

It was only a few weeks ago that we were all enduring 108 F or hotter temperatures, a "once in a millennium" event that is likely to be coming far more frequently, due to climate change. Over a hundred people died in Washington due to that heatwave. The Walla Walla sweet onion crop thankfully had an early harvest, but the rest of it is dead. The fruit orchard company that my family has been getting fruit from the last few years lost a a majority of their cherries and blueberries. The impacts of climate change are happening now and people are experiencing them directly.

In Puget Sound we have a unique ability to reduce the harm from climate change by reducing emissions from transportation (the majority of our emissions are from transportation, mostly private vehicles) as rapidly as we can. We can't reduce emissions without mass transit. We can't reduce our emissions rapidly if ST projects are delayed. All of you have contacts with the state legislature and the governor and should be pushing as hard as you can to make sure ST projects are not delayed (ideally they would be accelerated, if we cared about not having more people die).

Your realignment choices today must not close the door on accelerating ST delivery of mass transit lines and stations and must not delay them.

Rachael Ludwick

Seattle, soon to be within 500 feet of Judkins Park station and very excited about it

Kimberly Kinchen

I am a low-income transit-dependent resident of Seattle who also uses and e-bike and walking for transportation.

The cost of climate impacts to our region will dwarf the cost of escalating the build out of ST 3 projects. I urge the board to adopt an alignment proposal that speeds up the build out of ST 3 projects.

The board also needs to put any additional parking facilities on indefinite hold. These cost far too much in financial as well as climate terms -- funds that could be used to enhance or speed up other ST 3 projects.

Andrew Hu

Hello, I'm a huge supporter of public transit, especially Link and Stride BRT.

It's been hard to convince people to believe in light rail when it keeps getting delayed. My family and I were looking forward to the Stride BRT, but they were confused when they heard it was also getting delayed. What is so expensive about getting a new bus route?

I'm sure you all also read the Seattle Times article about why building light rail has been slow. Announcing the realignment schedules is an opportunity to pleasantly surprise the public by not delaying projects very much.
-Andrew Hu

Christopher Moran

Dear Board Members,

Please approve additional funding for the continued construction of the light rail. This project has overwhelming support from Seattle citizens and will be a cornerstone of economic and even cultural development for western Washington. Even those who are not riders will see a distinct improvement to commute times and quality of life in the region. Any time this comes up for a vote to the public the answer is a resounding YES! So let's make it happen.

Thanks for your time and consideration.

Sincerely,
Chris Moran

Jacob Wolf

Dear Sound Transit Board:

I am writing in opposition to the proposed realignment and revised timelines for ST3. I oppose them for the following reasons:

1. The proposed delays break promises to voters.
2. Realignment is premature. The budget gap has already been reduced by half due to improved economic conditions. The Board should revisit this discussion next year, when the long term economic picture should be clearer.

3. It is reasonable to expect that Sound Transit will be able to find funding from more federal, state, and local opportunities, such as the upcoming federal infrastructure bill. Additional funding opportunities should be pursued and exhausted before any significant ST3 project delays are implemented.

Thank you for your consideration,

Jacob Wolf
Seattle, WA 98122

[John Parsons](#)

Hello,

I'm writing to express my support for transit expansion, including a new package along the lines of Sound Transit 3.

As a Ballard resident, I'm particularly concerned about delaying light rail expansion there, especially considering how supportive my neighborhood has been of expanding light rail in previous years.

Thank you for your time.

Kind regards,
John Parsons

[Bill CruikShank](#)

Dear Board Members,

Please adopt a realignment plan that prevents further delays in the delivery of voter-approved transit projects in your August 5th meeting. We can't afford to delay transit projects in any capacity. Sound Transit 3 is incredibly important for our current and future livelihood and any delays will have grave impacts during our ever growing climate emergency. Please do whatever possible to prevent delays and challenge yourselves to find ways to, in fact, speed up the timeline.

Thank you,
Bill

[Chris Karnes](#)

Chair Keel and Sound Transit Board-

I want to bring up an issue that the Citizen Oversight Panel touched on when I was a member, but I have not heard discussed-workforce management. Per ST3, the Tacoma Dome Link Extension construction was slated to begin in 2025, a year after the Federal Way Extension opened for service in 2024.

Delays in construction make sense when projects are fiscally constrained, however to delay the beginning of construction on the South Corridor to 2027, which is not fiscally constrained, may not be the best logistical decision considering *the need to sustain a large light rail construction workforce in the Puget Sound between 2024 and the early 2030's*. It is a decision of questionable utility to stand down most light rail construction crews for two-to-three years across the region. Such a stand down in activity is likely to have a negative effect on hiring, training and access to opportunity for women and people of color, who may have less seniority when projects run dry. Surely there are some non-rail pre-construction activities (stormwater, ROW, access, parking) that can take place prior to final heavy civil

engineering on the alignment that can create processes that can act in parallel to compress the work schedule.

I encourage the Board to find ways to reclaim the lost planning time and to make whatever decisions necessary to bring light rail to Tacoma in 2030 or 2031. Please deprioritize planning staff for Sounder platform capacity and for additional Sounder trips. Please also shorten the DEIS comment period and commit Sound Transit to publishing an FEIS in 2022. There are relatively few options to study for the Tacoma Dome Link Extension stations and alignments and most jurisdictions concur that they are ready to see this service launch in late 2030 or early 2031.

Tacoma has been engaged in this process for quite some time and has substantial buy-in at the public, staff and elected leadership levels for the general location of its two stations and the alignment within the City. We are ready to move forward and hope Sound Transit keeps schedules on track. Thank you. Respectfully,

Chris Karnes, Tacoma

Commissioner, Tacoma Planning Commission - Public Transportation

Past Member, Sound Transit Citizen Oversight Panel

Transportation Choices Coalition, Cascade Bicycle Club, Sierra Club, Downtown: On the Go!, Disability Mobility Initiative, Disability Rights WA, Move Redmond

The substance of this message is enclosed in a letter attached below.

Dear Sound Transit Board and leadership,

Thank you for the opportunity to provide public comment on the realignment process and proposals. Our coalition of transportation, disability rights, and environmental advocates supports proposed joint efforts to address financial responsibility, transparency, equity, and flexibility, all while moving forward as quickly as possible with a robust, regional, and equitable system.

Please find our joint comments attached.

Sincerely,



August 3, 2021

Dear Sound Transit Board and leadership,

We are grateful for the additional Board meeting on August 5th, and the deeper discussion of realignment proposals and amendments on July 22nd. At that meeting we saw broad support emerge for a hybrid proposal combining specific timelines as a financial bottom line with a process commitment holding Sound Transit accountable to delivering voter-approved transit projects as soon as possible.

Our coalition of transportation, disability rights, and environmental advocates strongly supports this joint effort to align shared intentions and address multiple concerns. We see that this approach addresses financial responsibility, transparency, equity, and flexibility, all while moving forward as quickly as possible with a robust, regional, and equitable system.

The transportation sector is the region's single largest contributor to greenhouse gas and air pollutants, which directly cause climate catastrophes like the recent heat dome, rising sea levels, unprecedented droughts, and rampant wildfires. The effects of climate change are already here, and they pose an existential threat to us all. The solution to this problem is to give as many people as possible real alternatives to car-based travel - and the SoundTransit 3 program represents the foundation of those alternatives for the entire region.

Sound Transit is an agency that has shown time and again it is unafraid of challenges and willing to do what hasn't been done before. Now is the time to draw on this courage and keep pushing forward to deliver the best system we can, as quickly as possible.

We are supportive of the work of Councilmember Balducci and Chair Keel to bring forward ideas into a hybrid approach that helps meet the needs and priorities of board members and the communities they serve by holding the Agency and Board **accountable** for exploring every option on the table to deliver voter-approved projects as close as possible to the dates committed to in the ballot measure. We expect Sound Transit to rigorously pursue funding capacity, cost containment, and planning efficiencies, all while bolstering efforts to **transparently** engage and connect directly with impacted communities and stakeholders who share the common goal of agency success in its mission. Staying focused on delivering transit while being **flexible** to the ever-changing circumstances and finances of these tumultuous times will be essential for success.

Transportation and mobility sits at the intersection of the global climate emergency, the nation's racial reckoning and long-standing inequities, and our regional affordability crisis. Sound Transit's realignment decisions will absolutely impact if and how our region advances in solving these issues. We urge you to prioritize building transit infrastructure and multimodal transit access, commit to engaging and serving historically marginalized populations first and foremost (such as those at Graham Street), as well as continuing to aggressively plan for affordable TOD. We think it is wise to decouple parking from the baseline projects, which allows the agency to deliver core transit services and analyze how to best deliver flexible access as directed by the ST3 ballot measure language.¹ We support updating the System Access Plan with equitable engagement, and using it in concert as a transparent and policy-based approach for directing parking funds.

We hope that the Board can agree to move forward on this updated proposal together - building trust with the public and showing Board's critical collaboration capabilities. The people of this region and the planet we share are counting on you. The Board has overcome daunting challenges in the past, and must do so again. Thank you.

Sincerely,

Transportation Choices Coalition
Cascade Bicycle Club
Sierra Club
Downtown: On the Go!
Disability Mobility Initiative, Disability Rights WA
Move Redmond

¹ *[Sound Transit will evaluate potential locations for parking before implementing projects, including an analysis of access demand and how the investment will conform to surrounding land uses; opportunities for leased or shared parking; and/or parking built in conjunction with new TOD projects.](https://st32.blob.core.windows.net/media/Default/Document%20Library%20Featured/8-22-16/ST3_System-Plan_2016_web.pdf)*

Mercer Stakeholders

The substance of this message is enclosed in a letter attached below.

Dear Chair Keel and the Sound Transit Board of Directors:

The Mercer Stakeholders and its partners along the West Seattle to Ballard alignment thank you for your work on the ST3 realignment process. Please find attached our written public comment supporting the hybrid proposal in pursuit of realizing the commitments made to voters and transit riders in the 2016 ballot initiative.

Kind regards,

Jacqueline Gruber



August 3, 2021

Kent Keel
Chair, Board of Directors
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Re: Support for ST3 Hybrid Realignment Proposal

Dear Chair Keel and the Sound Transit Board of Directors:

The Sound Transit 3 realignment process has enormous implications for our region's collective ability to meet goals for sustainability, equality, and economic inclusivity. Members of the Mercer Stakeholders and its partners urge the Sound Transit Board to consider the hybrid realignment approach that commits to meeting or exceeding the approved ST3 plan and does not recant on promises made to voters.

In July 2021, Sound Transit staff released updated budget projections indicating forecasted revenues have recovered to pre-pandemic levels. This dramatic recovery illustrates the

resilience and continued growth of the Puget Sound region and underscores the need for high-speed transit.

While the news of revenue recovery is positive, cost increases and flawed cost methodology continue to increase budget shortfalls. The realignment process must close this gap without shortchanging the regional vision for inclusive, healthy, and vibrant communities.

Members of the Mercer Stakeholders support Boardmember Balducci's approach that:

- Engages the public and station-area stakeholders in meaningful and transparent dialogue, which to date has been limited.
- Exercises deliberate and thoughtful decision-making on a step-by-step basis as more is understood about cost drivers and cost containment, funding, protective land acquisition costs, and financing.
- Addresses the affordability gap through new oversight and accountability measures and employs a technical advisory committee to provide independent expertise.
- Fervently pursues creative financing options and state and federal funding opportunities.

We appreciate your commitment and look forward to collaborating with Sound Transit to deliver ST3 to our region and its transit riders.

Sincerely,

Danah Abarr
Executive Director
SLU Chamber

Cary Clark
Partner- Owner
Argosy Cruises

Amy H. Fulford
President, SIFF Board of Directors
SIFF

Ian Goodhew
Head of Government and External Relations
Google

Jeffrey Herrmann
Managing Director
Seattle Rep

Jonathan Hopkins
Executive Director
Seattle Subway

Zach Carstensen
Sr. Manager, Government Affairs
Salesforce

David D'Hondt
Executive Vice President
AGC of Washington

John B. Gillespie
Vice President, Construction Services
Kilroy Realty Corporation

Ada Healey
Chief Real Estate Officer
Vulcan Inc.

Rick Hooper
Chair
Uptown Alliance

Alex Hudson
Executive Director
Transportation Choices Coalition

Steve Huebner
Chief Financial Officer
Seattle Cancer Care Alliance

Tom Mara
Executive Director
KEXP

Ellen Monrad
Chair
Queen Anne Community Council

Guy Palumbo
Director, Public Policy
Amazon

Lora Radford
Executive Director
West Seattle Junction Association

Stuart Rolfe
President
Wright Hotels Inc.

Richard de Sam Lazaro
Senior Manager, Government and
Community
Expedia Group

Christina Scheppelmann
General Director
Seattle Opera

Jon Scholes
President and CEO
Downtown Seattle Association

Monisha Singh
Executive Director
Chinatown-International District Business
Improvement Area

John T. Slattery, Ph.D.
Vice Dean, Research and Graduate Education
UW Medicine

Rachel Smith
President and CEO
Seattle Metropolitan Chamber of Commerce

Mike Stewart
Executive Director
Ballard Alliance

Ellen Walker
Executive Director
Pacific Northwest Ballet

Eugene Wasserman
President
North Seattle Industrial Association

Jane Zalutsky
Executive Director
Seattle Center Foundation

Cc:

King County Council Chair Claudia Balducci, Sound Transit Board Member
King County Executive Dow Constantine, Sound Transit Board Vice Chair
City of Seattle Mayor Jenny Durkan, Sound Transit Board Member
Roger Millar, Secretary of Transportation, Washington State Department of Transportation,
Sound Transit Board Member
Peter Rogoff, CEO, Sound Transit
Terry White, General Manager, King County Metro
Sam Zimbabwe, Director, Seattle Department of Transportation

[The Urbanist](#)

The substance of this message is enclosed in a letter attached below.

Hello boardmembers,

The Urbanist supports the hybrid plan and amendments to speed up transit delivery. We oppose the Dammeier amendment accelerating parking projects at the cost of transit projects. I have attached a letter making our case. Thank you for your consideration.

Douglas Trumm, *Executive Director*

Pronouns: *he, him*

[The Urbanist](#) | 320.237.4771



The Urbanist

Examining urban policy to improve cities and quality of life
theurbanist.org | info@theurbanist.org

August 4, 2021

Sound Transit Board of Directors
401 S Jackson St
Seattle, Washington 98104

RE: Program Realignment and Substitute Resolution No. R2021-05

Dear Boardmembers:

On behalf of The Urbanist and its supporters, I am writing to urge taking forward-thinking on actions on the agency's capital program. Sound Transit faces challenging choices in light of a \$6.5 billion affordability gap for Sound Transit 3. The compromise hybrid realignment proposal offered by Chair Kent Keel and Boardmember Claudia Balducci should be the way forward. We can't afford to delay investments in transit and we must look under every rock to find ways to keep projects on schedule. That means picking the right alignments, containing and reducing project costs, imposing new taxes and expanding debt capacity, leveraging third-party funding, and advocating for changes to state law that streamline development of transit projects. We can't wait until the 2040s for critical transportation investments amid immediate crises of climate, racial equity, and housing.

We generally support changes to the hybrid proposal that would speed up infill stations, particularly at Graham Street and NE 130th Street, and ask for earlier delivery of the RapidRide C and D Line improvement projects. However, we oppose any new proposals that would further delay light rail and commuter rail projects. We specifically oppose the amendment proposed by Boardmembers Bruce Dammeier, Kim Roscoe, and Victoria Woodards; their amendment is antithetical to climate and the realignment policies to prioritize transit projects.

We can't emphasize this enough: cars are not transit. Sound Transit's job is to build and operate transit, so build it and run it. We continue to support the policies to deprioritize parking projects as much as possible so that transit projects can move forward and serve riders sooner. This is perhaps the one area that the realignment plan could further improve upon overall.

We also want to acknowledge the work by Boardmember Balducci to create a technical advisory committee — and we think it should be permanent. We believe that this could deliver many long-term benefits to projects and illuminate challenges to be addressed. It's money and time well spent.

Finally, we ask that Sound Transit and the board do absolutely everything possible to speed up timelines going forward and deliver transit projects as close as possible to voter-approved estimated delivery dates. Furthermore, we hope that those dates could even be beat where feasible. Thank you.

Sincerely,

Doug Trumm
Executive Director
The Urbanist

The Urbanist is a grassroots Puget Sound organization dedicated to advocacy and journalism. We promote urban policy to improve transportation, housing, social and environmental justice, economic opportunity, and quality of life in our region and state.

*Connect Casino Road, Economic Alliance Snohomish County,
Everett Station District Alliance*

The substance of this message is enclosed in a letter attached below.

Dear Chair Keel and members of the Sound Transit Board of Directors:

The organizations Connect Casino Road, Economic Alliance Snohomish County, and Everett Station District Alliance submit the attached letter in support of Amendments #1, #2, and #5 for the Board's ST3 Realignment decision-making this Thursday.

Best,

Brock Howell, Executive Director



[*Want to meet with me? Schedule a time on my calendar*](#)

If more urgent, call/text me at 425-780-6052

August 4, 2021

The Honorable Kent Keel
Chair, Board of Directors
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Chair Keel and members of the Sound Transit Board of Directors:

Light rail will be transformative for the residents and businesses of Everett and Snohomish County. Building the ST3 System, including the Everett Link Extension, is about more than simply a major transportation investment, it is about how our communities can become more sustainable and prosperous and for whom.

To ensure Everett Link Extension and other ST3 projects are built on-time and under-budget, we are strongly supportive of:

- **Amendment #1** for Substitute Resolution to R2021-05, which establishes a hybrid approach of target and affordable schedules to both keep project delivery dates on-time while also establishing a backstop.
- **Amendment #2** to establish Motion 2020-37 and climate change as a core agency framework for system prioritization and project decision-making.
- **Amendment #5** to build an accountability framework for ensuring each project will be semi-autonomous and will not unduly financially impact other projects in the ST3 system.

The longer we wait for *Link* light rail and *Stride* bus rapid transit, the longer it will take for Snohomish County to reduce greenhouse gas emissions, provide abundant housing near affordable transportation, and grow our economy. If Snohomish County remains at the end of the line of ST3 projects, Snohomish County will be disproportionately impacted by these lost opportunities. For this reason, we are supportive of the amendments #1, #2, and #5.

As future decisions are made to keep Snohomish County projects on-time and under-budget, our organizations look forward to working with Sound Transit to ensure our constituents will be best served by the projects, including regarding issues of delivery dates, design, location, station access, and agency-supported affordable housing.

Sincerely,

Sara Boyle
Director
Connect Casino Road

Garry Clark
Chief Executive Officer
**Economic Alliance
Snohomish County**

Brock Howell
Executive Director
Everett Station District Alliance

City of Bellevue

The substance of this message is enclosed in a letter attached below.

Greetings –

On behalf of the City of Bellevue, please find the attached comment letter regarding Substitute Resolution No. R2021-05.

The City of Bellevue supports the hybrid realignment approach because it demonstrates the fiduciary responsibility of the Board, while committing to deliver transit service as close to the ST3 Plan schedule as possible. As the Board works to implement the hybrid realignment approach, we urge Sound Transit to immediately work to identify opportunities to accelerate the schedule for the I-405 Stride North project.

Thank you for the opportunity to provide written comment. Should you have any questions, please don't hesitate to contact me directly.

KATIE KUCIEMBA HALSE | *Transportation Policy Advisor*
City of Bellevue | Transportation Department
khalse@bellevuewa.gov | <http://www.bellevuewa.gov>
(425) 452-2860 – desk | (425) 417-8340 - cell



August 4, 2021

The Honorable Kent Keel
Chair, Board of Directors
Sound Transit
401 South Jackson Street
Seattle, WA 98104

RE: Sound Transit Realignment

Dear Chair Keel and members of the Sound Transit Board of Directors:

The City of Bellevue would like to express our appreciation for the Sound Transit Board of Director's leadership in advancing the hybrid realignment approach in Substitute Resolution No. R2021-05.

The Board has undertaken important, yet challenging work during the COVID-19 pandemic to address cost and revenue impacts to the ST3 voter approved plan. The City of Bellevue supports the hybrid realignment because it demonstrates the fiduciary responsibility of the Board, while committing to deliver transit service as close to the ST3 Plan schedule as possible. We thank Chair Keel and Boardmember Balducci for proposing an accountable and flexible process that provides greater oversight for the Board and transparency to the public.

As communicated in joint letters dated September 24, 2020 and May 24, 2021, the City of Bellevue has a vital interest in ensuring that regional transit projects meet the growing needs of the Eastside. This includes the I-405 Stride Bus Rapid Transit (BRT) project that has been a priority for communities along the corridor since the 2002 Washington State Department of Transportation's (WSDOT) I-405 Master Plan.

The strength of our region's economy depends on a multimodal transportation system that reliably moves people and goods within and between job centers. This is more important than ever given the major population and job centers along the I-405 corridor and forecasted residential and employment growth it must accommodate. These population and employment centers are relying on high-capacity transit and have planned major investments that encourage mode shifts and increased use of transit.

As the Board works to implement the hybrid realignment approach, we urge Sound Transit to immediately work to identify opportunities to accelerate the schedule for the I-405 Stride North project. Stride is one of the few ST3 projects that can deploy quickly and show critical early deliverables to voters. Sound Transit can demonstrate good stewardship of public dollars by not delaying projects that are on budget.



While the WSDOT I-405, SR 522 Vicinity to SR 527 Express Toll Lane Improvement Project has suffered from the loss of toll revenues during the pandemic, the Legislature directed WSDOT to evaluate funding and phasing alternatives to align the project schedule with the deployment of BRT on the corridor. As a member of the WSDOT I-405/SR 167 Executive Advisory Group, the City sees promise in this work and would like to express our appreciation to Sound Transit and WSDOT for coordinating multimodal investments.

Bellevue recognizes there are no easy decisions for the Sound Transit Board in realigning transit service and projects. We remain committed to working with you to advance the I-405 Stride project schedule and projects that offer independent utility along the I-405 corridor. Doing so will provide fast, frequent transit service that will ease pressure on transportation infrastructure, reduce greenhouse gas emissions and support equitable economic development.

Thank you for considering the City of Bellevue's comments. We look forward to continued partnership with Sound Transit, WSDOT and project stakeholders to keep the I-405 Stride program on schedule.

Sincerely,

Lynne Robinson
Mayor

Andy Schwartzmeyer

Parking is the last priority, don't delay transit!

Justin Fogle

Sound Transit Board,

Please in your vote today think about how we in South King County have limited transit options. We have had been put on the back burner for a while with Kent being quite high on the list of projects that continually get pushed. While the parking garage push is pushed out of ST2 and ST3 timelines, we want you to really rethink this. Our community is one of the most diverse in the country, one that is nearly as large as Bellevue and uses public transportation. Giving us the means to use the Sounder as much as possible is critical for us to have a less congested 167, better air quality and location. We hit over 110 in Kent in the heat wave and we feel the pain of the climate change more than many places in the Central Puget Sound. I ask you to support the systems that we already have, more specifically the Sounder and making it better before the large infrastructure investments like light rail expansion which have not started. Let's make this system work well with what we have.

Justin E. Fogle, MBA, LEED AP, Chief Operations Officer, (He/Him/His)



Email: justin@sugarplum.com
Cellular: 206.696.3337

Kris Tine

Hi! I'm writing to urge The Board to delay the advancement of the infill stations (in particular 130th) from Tier 2 to Tier 1. The 130th Infill station is completely unnecessary overall as it will be inbetween two other stations very close by (Northgate & 145th) and isn't essential to "The Spine."
Sound Transit should focus exclusively on "The Spine" to extend Light Rail as far out as possible. Far more people will benefit from light rail extending as far as it can than an infill station that will only benefit a smaller amount of people. The walk from 140th St. to 130th St. is a very short distance and the amount of money it will take to complete 130th infill station at this time would be better spent to reach those living further out. We need to consider those people too. The question should be asked, how, in particular, the 130th infill station will benefit those living further out? The answer is, it doesn't. Those living in Everett, for example, are not coming to 130th, they are going downtown for Sports or Concerts, so Sound Transit need to focus on reaching them first.

Thank you,
Kris Tine

Sean Hakala

Please, please, please adopt the hybrid realignment approach. Not doing so would cement your legacy as climate arsonists.

-Sean Hakala, Fall City, regular rider on the 554

Curtis Brown

The 85th street interchange plan to add a rapid bus stop for a staggering 300+ million needs to be closely scrutinized by the board to re-evaluate whether this is still a good investment of taxpayer dollars. This bus stop has become the justification of planning to destroy the existing neighborhood to serve only a few of the city council's personal political aspirations and benefit Google and a few other private companies.

In 2017-2018 the Kirkland Planning Commission created a recommendation for the city council that recommended a number of changes to the area, including a max height increase from 67' to 75' for structures along 85th, while keeping intact aspects like reducing heights as the land rises and keeping offsets to residential and green space requirements. A few on the city council asked them to hold the Jan 2019 recommendation to address some aspects that weren't, like contacting Costco to see what they had to say as their business was in an area that may be affected.

The public then heard nothing until January 2021 when the commission presented absurd plans designed to force people to agree with building increases from 150-300'. They did not, nor have they yet, presented any justification as to why they went from the previous recommendation to the current one. Most of the affected community weren't even notified of the proposal as the commission stopped sending letters, cleared subscriptions lists and do little to no outreach to those people. All the letters that were sent by residents following this meeting were not read by any of the planning commission or city council, they were all summarized into false counts of support for categories.) We later found out that what had changed is that they were told to hire a San Francisco company to create this recommendation and that Google was now planning to buy the main lot next to the proposed bus stop. This was the difference.

The plans that are being pushed by these people are no longer to use the bus stop to benefit the existing community but expressly to push them out by rezoning areas where homes are, allowing massive (2.5x+) height increases for businesses and removing protections for residents.

The public, Kirkland Alliance of Neighborhoods (the cities own group of community representatives), and members of the planning commission who are not part of the agenda have pushed back on the abandonment of existing growth plans for the benefit of Google and a few other developers, but they have been ignored. This 300M of tax payer money is now the

primary cause of the destruction of this area of Kirkland exclusively for the benefit massive private companies.

Ask:

When looking at your budget challenges, investigate the huge amount of money that is being targeted for the 85th street bus stop and who it will benefit other than Google, a trillion-dollar private company. Should you choose to continue, we ask that you demand that Google pay for ways to access 405 without clogging local streets and the planned on/offramps as they currently will just be profiting off this effort and are being given gifts by our city planner and a few council members that only benefit them while harming all other residents.

Regards,
Curtis Brown
Lifelong Washingtonian, Kirkland resident of over 20 years

Joyce Hengesbach

The substance of this message is enclosed in a letter attached below.

Our submission for today's meeting. Thank you. Joyce

Joyce Hengesbach
West Seattle SkyLink
www.westseattleskylink.org



To: Sound Transit Board members

From: West Seattle Sky Link Team

Date: August 5th, 2021

Thank you once again for the opportunity to provide input. We wholeheartedly support the Board's focus on looking for cost savings in addition to seeking additional government funding to complete the light rail spine and connect it to the neighborhoods identified in ST3. We hope the network can be completed as close as possible to the original schedule -- if not sooner -- and believe that effort and ingenuity should be devoted to achieving that end by being as efficient and cost effective as possible.

While we understand the rationale for prioritizing projects in tiers, we are unclear about funding. It appears that all projects in Tier 1 are being considered as fully funded even where cost overruns have been identified. Specifically, the Alaska to SODO project shows no affordability gap in Exhibit B when in January 2021 it had a cost overrun of \$1.34 billion* due to escalation of the estimates for property acquisition, scope, and construction complexities.

We're concerned that funds will be used to finance Tier 1 projects without regard to the actual cost and with the assumption that revenue and additional funding will be available in the future to finance subsequent projects. If that is the case, what if the money for the subsequent projects is not available when needed?

West Seattle is an example of where innovative cost saving options, like the SkyLink gondola, should be considered. We hope Sound Transit is committed to seriously examining this and other

viable cost saving ideas so that they can provide the region with affordable, sustainable transit as soon as possible.

[*Sound Transit - Capital Cost Estimate Update For Projects in Development - Sound Transit | Stormwater | Transport \(scribd.com\)](#)

Ed Miller

Re: upcoming decisions on 6.5B affordability gap

Hi, I've lived in Tacoma and, more importantly, have been paying taxes for over 10yrs on a light rail service to Tacoma that went from ending in Tacoma, to Fed Way, to well- we can make it to Sea Tac (excuse me, but can't the Port of Seattle tax for it's own services?) to well- we can make it to Tacoma (again) if we just get another 35B or so....Get the picture? Ranting, at this point, is appropriate.

I am not the only person 'down' here in T town that complains about this. I just happen to have the time to write.

I have now read that your upcoming board meeting will discuss an affordability 'gap' of 6.5B that will, AGAIN, impact Tacoma service. Please consider the outrage currently boiling just beneath the surface of your surveys on ST support.

KEEP TACOMA SERVICE ON SCHEDULE (caps intended)

I frequently travel to Vancouver BC. Since the 2010 Olympics they have built about 5 light rail lines and they have incredible bus service that connects the whole system. As a visitor, I don't use my car for 7-12 days at a time. Isn't that your goal? The difference is 1) they get the freaking thing accomplished, 2) they don't use the transit system as a supplier of pork. They connect neighborhoods where people want to go rather than our system of connecting low income areas (to spur development) to work centers and airports. And when you are off work and have an errand to run? Ha! guess you're taking your car to work. So please, stay on schedule, stop making the terminals architectural achievements and instead make things basic and useful and connect Tacoma to the rest of puget sound not just an airport and work center- UW on the side.

PS spend a week or so living in Vancouver BC, not in a hotel, in an airbnb in a community, and get around by bus and rail. No car for a week. Then come home and take a fresh look at what you're creating. Build what people need, not what you as a board want them to need.

Thanks,

Ed Miller

Tacoma resident

lifelong ST taxpayer for a 1mi rail line that goes back and forth downtown to nowhere.

Ivy Roth

Please do everything possible to deliver light rail as soon as possible. Our region and our climate cannot afford more delays.

Thank you,

Ivy Roth

Seattle resident and Sound Transit rider

Ross Bleakney

Please support Amendment 7. A one year delay of Ballard Link is minor. Given the time frame, it might not even happen (a decade from now, someone may come up with extra money). In contrast, getting 130th station 11 years earlier would be huge. It is likely that would pay off just in fare revenue alone. Likewise, getting Graham Street and Boeing Access Road five years early is a huge bonus. Please support this amendment.

Thank You,
Ross Bleakney
12031 20th Avenue Northeast
Seattle WA, 98125

City of Tukwila

The substance of this message is enclosed in a letter attached below.

Dear Chair Keel and Board:

Attached please find a letter supporting the proposed amendment to have all three in-fill light rail stations move to tier 1.

With regards,

Allan Ekberg
Mayor
City of Tukwila



August 4, 2021

Sent by email to emailtheboard@soundtransit.org

Sound Transit Board
401 South Jackson Street
Seattle, WA 98104

RE: Sound Transit Realignment
In-Fill Light Rail Stations

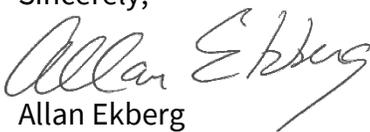
Dear Chair Keel and Sound Transit Board:

I would like to thank the Board and Sound Transit staff for their hard work to develop a sustainable realignment plan to ensure that the commitments made to voters are implemented and realized.

The Tukwila community has been promised a light rail station in the Boeing Access Road area since the original Sound Move vote and again as part of the Sound Transit 3 ballot measure. The Boeing Access Road Station scores high for social and economic equity. Not only would Tukwila be served by the station, but also north Renton, Skyway, Georgetown, and South Park. The Board previously received a letter signed by nearly 50 community leaders regarding the importance of the station to the South King County Community.

In an earlier letter I expressed my support for the Chair's proposal to have the Boeing Access Road Light Rail station and the other two light rail stations as tier 2 projects. I understand that amendments will be considered on August 5 that would move the NE 130th Street In-Fill Light Rail Station and the Graham Street In-Fill Light Rail station from tier 2 to tier 1. All three in-fill light rail stations should be constructed together to reduce impacts and shutdowns to the light rail line during construction, as well as ensure fairness to all of the communities needing infill stations. Chair Keel's proposed amendment addresses this concern by having all three in-fill light rail stations move to tier 1. I support this proposed amendment and ask that the Board consider having all three in-fill light rail stations in the same tier.

Sincerely,



Allan Ekberg
Mayor

Seattle Southside Chamber of Commerce

The substance of this message is enclosed in a letter attached below.

Hello Sound Transit Board and Staff,

Attached please find our letter of support for Chair Keel's amendment to have all three in-fill light rail stations move to tier 1.

Please feel free to contact me with any questions and thank you for all your hard work.

Best,
Andrea

Andrea H. Reay

President/ CEO

206 575 3016 | Office: 206 575 1633

4800 S. 188th St, Suite #250

SeaTac, WA 98188

[Book a Meeting](#)



SEATTLE
SOUTHSIDE
CHAMBER OF COMMERCE

Burien • Des Moines • Normandy Park • SeaTac • Tukwila

August 4, 2021

Sent by email to emailtheboard@soundtransit.org

Sound Transit Board
401 South Jackson Street
Seattle, WA 98104
RE: Sound Transit Realignment
In-Fill Light Rail Stations

Dear Chair Keel and Sound Transit Board:

Thank you and the Board and the staff at Sound Transit for all your hard work on finding an equitable realignment plan that is accountable to the voters and meets the budget challenges. The Seattle Southside Chamber of Commerce represents five cities in south King County. We believe that we are stronger when all work together.

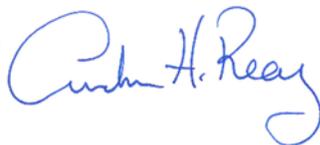
We've sent previous correspondence on behalf of Tukwila businesses, concerning the Boeing Access Road Light Rail Station. This station was originally proposed as part of the original Sound Move effort and was reinstated a second time with Sound Transit 3. This station will serve thousands of employees within two regionally designated manufacturing industrial centers, tourists going to the Museum of Flight, and thousands of ethnically diverse households in north Tukwila, Skyway, and south Seattle.

We understand that amendments will be considered on August 5 that would move the NE 130th Street In-Fill Light Rail Station and the Graham Street In-Fill Light Rail station from tier 2 to tier 1. We hope that all three in-fill light rail stations should be constructed together to reduce impacts and shutdowns to the light rail line during construction, as well as ensure fairness to all of the communities needing infill stations.

We support the proposed amendment to have all three in-fill light rail stations move to tier 1.

Transportation access is crucial to creating more equity in our region and we thank you for your commitment towards actionable equity.

Sincerely,



Andrea H. Reay
President/CEO
Seattle Southside Chamber of Commerce

Dale Durran

Hi,

I have two Orca cards (one for my bike bag/visitors and one for my wallet), but I am barely a supporter of Sound Transit. A model where stations are not spaced conveniently close together, a model requiring excessive bus rides for most to reach a station (or even worse, Uber or Lyft rides) is extremely short-sighted. It is hard to believe that such a system would be designed by those planning to actually rely on it, leading me to assume that those directing this effort are commuting by car.

Please vote in favor of Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1. If somehow this amendment fails, I ask you to please support CM Juarez's amendments (no. 11 and no. 12) that would advance 130th and/or Graham infill stations from Tier 2 to Tier 1. This is the Board's opportunity to uphold their responsibility to vote in favor of cost-saving measures. Delaying infill stations will cost taxpayers money, increase service disruptions, and keep us dependent on greenhouse gas emitting vehicles. It will also suggest those directing Sound Transit don't really understand how mass transit works in a world class city.

Sound Transit staff report these amendments are affordable and do not pose a risk to the rest of the system. This is an easy win. I urge you to vote in favor of advancing the infill stations to Tier 1. Please vote in favor of Chair Keel or Juarez's amendments today.

Thank you.

Dale Durran
13033 42nd Ave NE
Seattle, WA 98125

Jan Peterson

Dear Board,

My name is Jan Peterson, a Seattle resident.

Please vote for Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1. If this amendment fails, then please please support CM Juarez's amendments (# 11 and #12) to advance the 130th and/or Graham infill stations from Tier 2 to Tier 1.

Doing so will allow Sound Transit to save money, avoid disruptions to the system, and keep transit moving forward. These amendments are affordable.

Please vote in favor of Chair Keel or Juarez's amendments.
Thank you for your attention.

Jan Peterson

[John Webber](#)

WED – 8/4/'21 – 9:30pm

TO: Sound Transit Board.

Hi! I'm John P Webber, registered voter in KCC District 1 in north Seattle.
Please vote in favor of Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1. If somehow this amendment fails, I ask you to please support CM Juarez's amendments (no. 11 and no. 12) that would advance 130th and/or Graham infill stations from Tier 2 to Tier 1.
Public confidence - once lost - takes decades to recover. Delaying the infill stations – or worse, leaving them out altogether – will significantly reduce the high approval and popularity that Light Rail and its plans now enjoy. The system lacking infill stations will be unbalanced – throttled at boarding and arrival and causing rail cars to delay – “just sitting” for many minutes - at the remaining stations. At the 130th location, no station means a huge parking structure and other amenities wasted, under used and attracting nuisance misuse. Parking at remaining stations will be inadequate, backing up delays onto busses and city streets. Voters – experiencing a government screwup – will greet proposed needed projects to complete with suspicions and vote down transit for another generation.

This is the Board's opportunity to uphold their responsibility to vote in favor of cost-saving measures. Delaying infill stations will cost taxpayers money, increase service disruptions, and keep us dependent on greenhouse gas emitting vehicles.

Sound Transit staff report these amendments are affordable and do not pose a risk to the rest of the system. This is an easy win. I urge you to vote in favor of advancing the infill stations to Tier 1. Please vote in favor of Chair Keel or Juarez's amendments on Thursday.

Thank you.

John P Webber
12727 - 12th Ave NE
Seattle, WA 98125-4012

[Shane Meek](#)

Hello!

I'm writing to urge you to vote in favor of Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1. If somehow this amendment fails, I ask you to please support CM Juarez's amendments (no. 11 and no. 12) that would advance 130th and/or Graham infill stations from Tier 2 to Tier 1. This is the Board's opportunity to uphold their responsibility to vote in favor of cost-saving measures. Delaying infill stations will cost taxpayers money, increase service disruptions, and keep us dependent on greenhouse gas emitting vehicles.

Sound Transit staff report these amendments are affordable and do not pose a risk to the rest of the system. This is an easy win. I urge you to vote in favor of advancing the infill stations to Tier 1. Please vote in favor of Chair Keel or Juarez's amendments today.

Thank you.

Shane Meek
Homeowner, 98133

Chris Seifert

Hello,

I'm Chris Seifert and live in the Olympic Hills / Lake City area. Please vote in favor of Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1.

If somehow this amendment fails, I ask you to please support CM Juarez's amendments (no. 11 and no. 12) that would advance 130th and/or Graham infill stations from Tier 2 to Tier 1.

This is the Board's opportunity to uphold their responsibility to vote in favor of cost-saving measures. Delaying infill stations will cost taxpayers money, increase service disruptions, and keep us dependent on greenhouse gas emitting vehicles.

Sound Transit staff report these amendments are affordable and do not pose a risk to the rest of the system. This is an easy win and will benefit many residents every day!

I urge you to vote in favor of advancing the infill stations to Tier 1. Please vote in favor of Chair Keel or Juarez's amendments today.

Thank you,

Chris Seifert

Donna & Adam Porter

Hi! I'm Adam Porter. Please vote in favor of Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1. If somehow this amendment fails, I ask you to please support CM Juarez's amendments (no. 11 and no. 12) that would advance 130th and/or Graham infill stations from Tier 2 to Tier 1. This is the Board's opportunity to uphold their responsibility to vote in favor of cost-saving measures. Delaying infill stations will cost taxpayers money, increase service disruptions, and keep us dependent on greenhouse gas emitting vehicles.

Sound Transit staff report these amendments are affordable and do not pose a risk to the rest of the system. This is an easy win. I urge you to vote in favor of advancing the infill stations to Tier 1. Please vote in favor of Chair Keel or Juarez's amendments today.

Thank you,

Adam Porter

2315 North 137th Street

Seattle, WA 98133

206.601.9530

Yingying Huang

Hi! I'm Yingying Huang. Please vote in favor of Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1. If somehow this amendment fails, I ask you to please support CM Juarez's amendments (no. 11 and no. 12) that would advance 130th and/or Graham infill stations from Tier 2 to Tier 1. This is the Board's opportunity to uphold their responsibility to vote in favor of cost-saving measures. Delaying infill stations will cost taxpayers money, increase service disruptions, and keep us dependent on greenhouse gas emitting vehicles.

Sound Transit staff report these amendments are affordable and do not pose a risk to the rest of the system. This is an easy win. I urge you to vote in favor of advancing the infill stations to Tier 1. Please vote in favor of Chair Keel or Juarez's amendments today.

Thank you.

Shawn Fernandes

Hi! I'm Shawn Huang Fernandes. Please vote in favor of Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1. If somehow this amendment fails, I ask you to please support CM Juarez's amendments (no. 11 and no. 12) that would advance 130th and/or Graham infill stations from Tier 2 to Tier 1. This is the Board's opportunity to uphold their responsibility to vote in favor of cost-saving measures. Delaying infill stations will cost taxpayers money, increase service disruptions, and keep us dependent on greenhouse gas emitting vehicles.

Sound Transit staff report these amendments are affordable and do not pose a risk to the rest of the system. This is an easy win. I urge you to vote in favor of advancing the infill stations to Tier 1. Please vote in favor of Chair Keel or Juarez's amendments today.

Thank you.

Kelly Dole

Hi! I'm Kelly Dole. Please vote in favor of Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1. If somehow this amendment fails, I ask you to please support CM Juarez's amendments (no. 11 and no. 12) that would advance 130th especially, and/or Graham infill stations from Tier 2 to Tier 1. This is the Board's opportunity to uphold their responsibility to vote in favor of cost-saving measures. Delaying infill stations will cost taxpayers money, increase service disruptions, and keep us dependent on greenhouse gas emitting vehicles.

Sound Transit staff report these amendments are affordable and do not pose a risk to the rest of the system. This is an easy win. I urge you to vote in favor of advancing the infill stations to Tier 1. Please vote in favor of Chair Keel or Juarez's amendments today.

I would ride a bike to this station every day and nearly stop driving!

Thank you.

Kelly Dole

Abigale Juaner

Dear Sound Transit Board,

As you convene today to take action on the future of light rail expansion in our region, we urge you to continue centering racial equity in your processes and decisions. Together with the Graham Street Community Action Team (GS CAT) and the South Communities Organizing for Race and Regional Equity (SouthCORE), we ask that you preserve the timeline for Graham Street station to open in 2031 and make the necessary investments to avoid further delays. We also support a program timeline that allows for NE 130th station to open in 2025. These neighborhoods have BIPOC and low-income families and workers that will be connected to more economic opportunities if the agency continue to invest in equitable transit-oriented development strategies.

Attached is a poster from our SouthCORE coalition meeting in July where we talked about the importance of the station. We appreciate your support in our efforts to make equitable transit-oriented development happen in the Graham Street area. We look forward to your leadership in making sure that Graham Street station opens in 2031.

Best,
Ab Juaner

What does it mean for you the Graham Street Light

"Investment in
climate
resiliency and
transit access"

"It means we feel invested
in. This would be the 3rd
delay if you count the
fact that the station
construction was already
postponed at the onset"



"It means
gro
acce
hous
close
ma

Ab Juaner | Equitable Development Manager
pronouns: she/her/they/them
p: 206.568.5000 x124 | m: 206.485.7549
e: abigail@pugetsoundsage.org



[Website](#) | [Facebook](#) | [Twitter](#)
206.568.5000
414 Maynard Ave S.
Seattle, WA 98104

[Velma Veloria](#)

My name is Velma Veloria, former Wa. State Representative, member of the Graham St. CAT, representing the Filipino community of Seattle.

I want to thank Mayor Durkan and Councilmember Juarez for lifting up the priorities of Graham Street community. We support Sound Transit proceeding with an implementation plan that would preserve the program timelines for the Graham Street light rail station.

The Graham Street neighborhood is a community that has been historically ignored by Sound Transit. It would be disappointing to see Graham Street station significantly delayed because our community partners have been waiting for the station for a long time. There are many community anchors that are waiting for the opportunities that come with the light rail.

As Sound Transit makes deeper investments in our regional transit system, we want the agency to affirm its commitment to equity and justice by directing these public investments to communities such as the Graham Street neighborhood. Thank you.

--

Velma Veloria

[Jamie Johns](#)

To The Sound Transit Board of Directors,
I am writing to urge you to continue with the planned extension of light rail into Everett and Tacoma as originally scheduled. Our region is growing so quickly and consistent, reliable transit options, like light rail, are needed. If the ST3 extensions are delayed, I fear the risk of it not really coming to Everett or Tacoma. This is what we voted for and have been paying into, to delay would be a disservice to the voters and to our communities at large.

Please do not delay these much-needed extensions to light rail. The voters are counting on you to help move our region.

Thank you for your time.

Jamie Johns
Everett Resident

Tina Guzinski

It's not acceptable to delay connecting Everett to light link rail! Everett is always being overlooked by sound transit, yet Snohomish County growth indicates that it is desperately needed. This is not the time for sound transit to back out, without risking voter rebellion!

Tina Guzinski
Everett WA

Jeffrey Cornish

Good day,

I am Jeffrey Cornish. I am a resident of unincorporated Snohomish County, just north of 128th St. I am an employee of UW Medical Center working as a Computer Support Analyst, and I am a steward for SEIU 925.

I am a proponent of regional mass transit as an alternative to expansions of our freeway systems. I have neighbors and coworkers who must commute to the U-District or Seattle for their employment, and our current paradigm of single person automobile commuting is unsustainable on many levels. Even with the downturn due to Covid-19 when I take the Community Transit route 860 bus to and from work many seats are filled. Traffic congestion is increasing again and my arrival time to both work and home is later and later.

In the short term, with the completion of the Northgate Link station, Community Transit plans to take my bus off I-5 at Northgate and have commuters transfer to the light rail. I am not looking forward to being in a bus trapped between the I-5 Northgate exit and the station on 1st Ave NE.

I am looking forward to being able to catch the Link at the Mariner Park station to go directly into work at UWMC. I am certain I am not the only one.

The residents and businesses of Everett and the surrounding area will benefit greatly from being able to commute to work in downtown Seattle or further, to travel to entertainment/sports games without having to park or fight through traffic, or be able to access SeaTac Airport for travel.

I urge you to approve ST3 and work with our Federal Representatives to ensure adequate funding for the Everett and Tacoma extensions.

Thank you for your attention,

Jeffrey Cornish
UWMC Computer Support
SEIU 925 Shop Steward
Voter

Jeffrey

Kelly Fox

As someone who has moved up and down the I-5 corridor based on income I know that the Spine between Everett and Tacoma should be priority 1 for Sound Transit. Many people living in Seattle end up moving to Renton and Federal Way or Lynnwood and Everett to afford housing. Without easy to use mass transit they spend their lives commuting and/or isolated.

Taking away sound transit from Everett impacts everyone from Bellingham to Lynnwood. Don't forget that there are people commuting to Seattle from Skagit and Whatcom county who will be served by any extension of light rail into Snohomish County. Everett is motivated to get light rail and will find funding to fill the gaps.

Not only has the spine been the priority since the 90s, Snohomish county has paid for years with little benefits in our county. This extension is more feasible, with less environmental impacts than the others proposed, like West Seattle. Not to mention that the Snohomish county population has a much higher density of need than any of the other potentially impacted populations. Lives will be transformed in Everett, compared to slightly improved in West Seattle.

Please stick with the spine and get light rail to Everett.

Kelly Fox

Everett City Council Candidate

Keith Hubrath

Hi there,

My name is Keith Hubrath and I am a resident of the Allentown Neighborhood of Tukwila. I am writing to you today to include my support in placing the Boeing Access Road Station in the Tier 1 group of the Sound Transit realignment.

As a modest-income household, I was priced out of the Seattle housing market and now rely on transit to commute to my job in Pioneer Square. Everyday, I watch as dozens of light rail trains speed past my house along East Marginal Way and often wish we had a stop right here in the neighborhood! Currently, my options are either to walk 30 minutes along a very busy Interurban Ave to a bus or drive two miles to take the train from the Tukwila International Boulevard Station -- if there's parking available! As an avid transit supporter, it's difficult to choose transit in my location given the obstacles.

By committing to Boeing Access Road Station in Tier 1, Sound Transit would be providing an important regional transportation node to many underserved neighborhood like Allentown, Duwamish, Riverton, and Skyway.

Thank you for your consideration!

Best,

Keith Hubrath

Mikel Hansen

The substance of this message is enclosed in a letter attached below.

Good afternoon Chair Keel and Transit Board, please see the attached letter in support of The Boeing Access Road Light Rail in-fill station being moved from Tier 2 to Tier 1 status.

Thank you for all of your efforts, Mikel



August 4, 2021

Sent by email to emailtheboard@soundtransit.org

Sound Transit Board
401 South Jackson Street
Seattle, WA 98104

RE: Sound Transit In-Fill Stations Realignment Amendment

Dear Chair Keel and Sound Transit Board,

Sabey Corporation has worked cooperatively for years with a large group of area employers, schools, and elected officials to keep the Boeing Access Road Light Rail Station in the Sound Transit Plan. This station was originally in the Sound Move plan and then was included in the Sound Transit 3 plan.

Today our focus is to ask for your support to add the Boeing Access Road, the NE 130th Street, and Graham in-fill stations from Tier 2 priority to Tier 1 priority as an amendment to the plan. All three of these stations are vital to our communities and deserve to be constructed together to minimize the disruption of these three highly underserved transportation areas for both the citizens and commuters.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mikel Hansen". The signature is fluid and cursive, with a long horizontal stroke at the end.

SABEY CORPORATION

Mikel Hansen
Chief Operating Officer, Sabey Corporation

Matt Hayes

Dear Chair Keel and Sound Transit Board:

Please let me start, as I have before, by thanking you for the work you are doing to address the core needs of this region regarding transportation, access, the economy, and the overall quality of life in our communities. I can only imagine the challenges and decisions you face each day.

I sent an email in early July concerning the Boeing Access Road Light Rail Station. This station was originally proposed as part of the original Sound Move effort and was reinstated a second time with Sound Transit 3. This station will serve thousands of employees within two regionally designated manufacturing industrial centers, tourists going to the Museum of Flight, and thousands of ethnically diverse households in north Tukwila, Skyway, and south Seattle.

We understand that amendments will be considered on August 5 that would move the NE 130th Street In-Fill Light Rail Station and the Graham Street In-Fill Light Rail station from tier 2 to tier 1. We hope that all three in-fill light rail stations should be constructed together to reduce impacts and shutdowns to the light rail line during construction, as well as ensure fairness to all of the communities needing infill stations. We support the proposed amendment to have all three in-fill light rail stations move to tier 1. Transportation access is crucial to creating more equity in our region and we thank you for your commitment towards actionable equity. Please do not hesitate to contact me if you have any questions. Thank you.

Matt Hayes - President and CEO, The Museum of Flight (and area resident)

Sean Albert

Tier 1 – Boeing Access Road infill station:

Dear Sound Transit Board of Directors,

Thank you for all the hard work and thoughtful decision making in regards to the impending “Realignment” issue at hand. I realize these are important decisions for our region, decisions that will impact communities, especially mine and my family’s, for decades.

As a 15 plus year resident of North Tukwila, I’m requesting you support Board President Keel’s amendment moving the Boeing Access Road Light Rail Station from a Tier 2 to a Tier 1 project along with the two additional in-fill stations. Additional delay is not acceptable...

Our diverse underserved neighborhood near the future BAR station is located in a transportation desert. We have all the negative impacts of an elevated light rail train running near our homes, without any of the advantages of access to a station, not to mention deleted parallel bus lines. The voters have spoken loud and clear on ST3, and the BAR station is an important infill station on the original segment of the system (originally promised to open in 2009). BAR station is a much-needed investment in the future of my community and our region as a whole.

Please keep the Boeing Access Road light rail station on schedule and on track to be completed in 2031 as a Tier 1 project!

Thank you,

Sean Albert
North Tukwila resident

David Shumate

Sound Transit Executive Committee,

Good to hear that the Boeing Access Road station is still part of the realignment program, thank you for all the work done to keep this long promised station viable.

As a Tukwila resident I am writing to express support for Chair Keel's amendment to move the BAR station to a Tier 1 project, (along with the NE 130th and Graham Street in-fill stations).

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

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

We all want to see Light Rail succeed and be used in the region but we also need to be able to get on the train here in Tukwila.

Please move forward Chair Keel's amendment to include all three stations to Tier 1 status.

Sincerely,
David Shumate
Tukwila, WA

Mitch Gitman

Mitch Gitman
8720 Phinney Ave. N., #32
Seattle, WA 98103
206-999-2754
mgitman@gmail.com

Sound Transit Board:

I agree with [71% of polled Seattle voters](#).

Give Seattle the space to keep the Seattle portions of ST3 on schedule and at full planned scope--no cutting corners.

Regards,

Jan Jarvis

Dear Board members,

I know that 'infill' stations are the first to be cut but I wish to put forth that 130th street is not really 'infill'. We are desperate for housing in Seattle and now that Seattle is rethinking the 'urban village' disaster ideas which have stymied housing, we need more inner city stations to allow for housing, not intra-city stations. The 130th Street station will allow for foot access and precede the loosening of restrictive zoning which has caused sprawl all over the greater King, Pierce and Snohomish country area. All the intercity stops need to be completed now, with money coming from the federal government, both for ease of commuting AND, most importantly, to stop the toxic idling traffic that the nimbyism Seattle has caused. The environmental tolls great, creating commuters from multiple miles away and gridlock on city streets.

Regards,

Jan Jarvis
bjmog@gmail.com
425-941-2372

Bryan Yuan

Hi! I'm Bryan Yuan. Please vote in favor of Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1. If somehow this amendment fails, I ask you to please support CM Juarez's amendments (no. 11 and no. 12) that would advance 130th and/or Graham infill stations from Tier 2 to Tier 1. This is the Board's opportunity to uphold their responsibility to vote in favor of cost-saving measures. Delaying infill stations will cost taxpayers money, increase service disruptions, and keep us dependent on greenhouse gas emitting vehicles.

Sound Transit staff report these amendments are affordable and do not pose a risk to the rest of the system. This is an easy win. I urge you to vote in favor of advancing the infill stations to Tier 1. Please vote in favor of Chair Keel or Juarez's amendments today.

Thank you.

Bryan

Carol Cummings

Dear Sound Transit Board,

I am a long time resident of Lake City. Over the years I have lived in this area, it has grown into a very diverse, apartment heavy, transit dependent community. My neighborhood is looking forward to the NE130 Street Station with huge anticipation, understanding the congestion relief it will provide, particularly for the many who depend on public transit.

In that light, I am asking you to *please* vote in favor for Chair Keel's amendment #7 to move the infill stations from Tier 2 to Tier 1.

Should that amendment fail (and I really hope it does not) then I would ask you to please support Councilmember Juarez's amendments #11 and #12 that would move the NE 130th and/or Graham infill stations from Tier 2 to Tier 1.

Moving the NE 130th Station forward would save money, preventing costly delays, provide transit riders in Lake City some much needed relief and, equally important, reduce the number of trips many of us end up having to take in our cars due to the poor transit coverage in this area.

I strongly urge you to vote in favor of moving the infill stations to Tier 1. Please, for once, let's provide the Lake City area with some much needed transportation assistance and support.

Sincerely,

Carol Cummings

Brent McFarlane

Sound Transit Board,

Hello Board Members,

My name is Brent McFarlane. I'm a long time resident of North Seattle (Dist. 5) in the Bitter Lake neighborhood. I'm a frequent public transit user and have for many years advocated for a rail station at N 130th to serve communities on the west and east sides or north Seattle.

I'm writing to urge that you vote in favor of Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1. If this amendment fails, I ask you to please support CM Juarez's amendments (no. 11 and no. 12) to advance 130th and/or Graham infill stations from Tier 2 to Tier 1. This is the Board's opportunity to uphold their responsibility to vote in favor of schedule and cost-saving measures. Delaying infill stations will cost taxpayers money, increase service disruptions, and keep us dependent on greenhouse gas emitting vehicles. In the midst of escalating climate risks this time savings is critical.

Sound Transit staff reports show these amendments are affordable and do not pose a risk to the rest of the system. This is smart planning and an easy win. I urge you to vote in favor of advancing the infill stations to Tier 1. Please vote in favor of Chair Keel or Juarez's amendments today.

Thank you.

Brent McFarlane
Bitter Lake / Seattle, WA

Stefan Udziela

Please do not push this station out later. It is critically important to the NE Seattle community.

Please do NOT prioritize parking. The Puget Sound region does not need more cars, nor parking for cars. We need transit. Stations and expanded rails.

Thank you.

Stefan Udziela
Pinehurst, NE Seattle

Joshua Levenson

Hi! I'm Joshua Colin Levenson. Please vote in favor of Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1. If somehow this amendment fails, I ask you to please support CM Juarez's amendments (no. 11 and no. 12) that would advance 130th and/or Graham infill stations from Tier 2 to Tier 1. This is the Board's opportunity to uphold their responsibility to vote in favor of cost-saving measures.

Delaying infill stations will cost taxpayers money, increase service disruptions, and keep us dependent on greenhouse gas emitting vehicles.

Sound Transit staff report these amendments are affordable and do not pose a risk to the rest of the system. This is an easy win. I urge you to vote in favor of advancing the infill stations to Tier 1. Please vote in favor of Chair Keel or Juarez's amendments today.

Sincerely,

Joshua Colin Levenson

Day Frostenson

Sound Transit Board:

As a resident of North Seattle, I ask you all to vote in favor of Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1. Should you be unable to support amendment 7, I ask you to support CM Juarez's amendments (no. 11 and no. 12) that would advance 130th and Graham infill stations from Tier 2 to Tier 1. This is the Board's opportunity to uphold their responsibility to vote in favor of cost-saving measures.

Delaying infill stations will cost taxpayers money, increase service disruptions, and keep us dependent on greenhouse gas emitting vehicles.

These stations dramatically increase ridership while minimizing expense of construction.

Sound Transit staff report these amendments are affordable and do not pose a risk to the rest of the system. This is an easy win. I urge you to vote in favor of advancing the infill stations to Tier 1. Please vote in favor of Chair Keel or Juarez's amendments today.

Erin Meek

Hi,

I'm Erin Meek, a native Seattlite and a homeowner in North Seattle. Please vote in favor of Chair Keel's amendment 7 to advance the infill stations from Tier 2 to Tier 1. If somehow this amendment fails, I ask you to please support CM Juarez's amendments (no. 11 and no. 12) that would advance 130th and/or Graham infill stations from Tier 2 to Tier 1. This is the Board's opportunity to uphold their responsibility to vote in favor of cost-saving measures. Delaying infill stations will cost taxpayers money, increase service disruptions, and keep us dependent on greenhouse gas emitting vehicles.

Sound Transit staff report these amendments are affordable and do not pose a risk to the rest of the system. This is an easy win. I urge you to vote in favor of advancing the infill stations to Tier 1. Please vote in favor of Chair Keel or Juarez's amendments today.

Thank you.

Regards,
Erin Meek

[Mark Hammarlund](#)

Dear Sounders Board,

My name is Mark Hammarlund. I live at 2121 N. 143rd St. Seattle WA 98133. I am writing to urge you to support Chair Keel proposed realignment plan, advancing the infill stations from Tier 2 to Tier 1. If that amendment fails, please support CM Juarez's amendments (No 11 and 12) to advance the 130th and Graham infill stations from Tier 2 to Tier 1.

Any delay in these infill stations will ultimately cost tax payers more money.

Thank you for considering my views.

Mark Hammarlund

[Alex Potter](#)

It serves such a large section of the northern aurora corridor which will aid in everything from easier transit to jobs and services, but also reduce traffic congestion in the area help in the with houselessness. 2031 is way too far in the future – this needs to happen much sooner.

Thank you,
Alex Potter

Sarah Egger

The haller lake neighborhood north of Northgate has a huge number of young people, As a teacher and a community member, there is huge value in those young people having access to affordable transit walking distance for their school and their house. It's also significantly safer for them to have access to a station on 130th than for them to have to walk down the overpass to Northgate. As well, the sooner the infill stations are built, the more we are doing to reduce Seattle's impact on the climate crisis by being able to get even more commuters off the road. Please push up the 130th infill station to 2025.

Sarah Potter,
Haller lake home owner and sps teacher

Brandt Warstler

To whom it may concern.

As a citizen in the everett area who greatly values light rail coming to our area I urge you to vote yes on amendment #5

Thank you,

Brandt Warstler

Joe Kunzler

4 August

Dear Sound Transit Board;

As someone who has quite enthusiastically supported Sound Transit & ST3 from the great north; I call upon you to please support Amendment 5 tomorrow. With Sounder North becoming once again a tragic money pit many even within the Sound Transit taxing district cannot use, I ask you to understand we the North need the light rail spine completed as soon as humanly possible.

We the North need a schedule-reliable commute option to build our buses around. Buses can't work for people if they're stuck in traffic. Light rail in the North is what we wore the white shirts for. What we suited up to stand up to Tim Eyman for. We the North are your biggest fans, and that means sometimes we have to be critical too.

But I also appreciate Pierce County Exec Dammier signing on. I've visited Tacoma a few times recently. They too deserve a reliable light rail spine.

Finally, local interests can always fundraise locally for add-ons to ST3 as able. The focus has to be getting ST3 done in our lifetimes. Especially for those priced out of major job centers with limited housing. Thanks for your empathy in advance!

Go Sound Transit;

Joe A. Kunzler

growlernoise@gmail.com

Deborah Kilgore

Dear Board Members,

Please vote for Amendment 5 tomorrow. I have watched with dismay as pet projects along the way continue to be funded, while you've allowed delays in completing the light rail to Lynnwood/Everett and beyond as promised to voters. Young families in my school district have struggled over the years with increasing commute times. Long commutes can be harmful to families and neighborhoods, eating away at the limited time parents have to spend with kids, participate in the community, and so forth. Local politicians' pet projects are patently unfair and distract from the substance of what we voted for. Please be serious about the bigger picture and focus on getting the light rail out to the areas as promised.

Thank you for your attention to this extremely important matter.

Sincerely,

Deborah Kilgore

Lynnwood, WA and Edmonds School District

Snohomish County Public Officials

The substance of this message is enclosed in a letter attached below.

On behalf of our Snohomish County community members and leaders, please see the attached letter in support of Amendment #5.

Thank you,

Melissa Geraghty

Executive Assistant to County Executive Dave Somers

Snohomish County Executive Office

Melissa.geraghty@snoco.org | 425.388.3050

August 4, 2021

The Honorable Kent Keel
Chair, Board of Directors
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Re: Support for Amendment #5

Dear Chair Keel and members of the Sound Transit Board of Directors:

Like you, we are fully committed to seeing the Sound Transit 3 (ST3) projects completed on time and on budget. In particular, the Everett Link Light Rail project is critical for our future planning for growth and economic expansion. We know that a mass transit system is vital for the Puget Sound region, and our environmental health and quality of life depend on moving as many people as possible off our highways.

The COVID-19 pandemic and the skyrocketing housing market have impacted budgets for all ST3 projects, including the Everett Link. The realignment process must ensure that Everett Link does not lose its place in line. We believe the amendment proposed by the Snohomish County Board Members is the best way to ensure Link Light Rail gets to Everett and Paine Field as quickly as possible and is not bumped from its schedule because of overspending in other areas of the Sound Transit district. Paine Field alone has an economic impact of \$60 billion annually, is a major jobs center for our region, has commercial air service, and must be served by Link Light Rail.

We ask each of you to support the Snohomish County amendment. We believe it is the best way to ensure our region's mass transit system is built as the voters approved. It will ensure we move forward together as a region.

Sincerely,

Senator Marko Liias
21st Legislative District

Senator June Robinson
38th Legislative District

Senator Jesse Salomon
32nd Legislative District

Senator Derek Stanford
1st Legislative District

Representative April Berg
44th Legislative District

Representative Shelley Kloba
1st Legislative District

Representative John Lovick
44th Legislative District

Representative Lillian Ortiz-Self
21st Legislative District

Representative Strom Peterson
21st Legislative District

Representative Cindy Ryu
32nd Legislative District

Sound Transit Board of Directors

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Representative Mike Sells
38th Legislative District

Teri Gobin
Chairwoman, Tulalip Tribes

Megan Dunn
Vice Chair, Snohomish County Council

Jared Mead
Councilmember, Snohomish County Council

Cassie Franklin
Mayor, City of Everett

Brian Holtzclaw
Mayor/Councilmember, City of Mill Creek

Jon Nehring
Mayor, City of Marysville

Dan Rankin
Mayor, Town of Darrington

Doug McCardle
Mayor Pro Tem, City of Mountlake Terrace

Rick Ryan
Councilmember, City of Mountlake Terrace

Laura Sonmore
Councilmember, City of Mountlake Terrace

Steve Woodard
Councilmember, City of Mountlake Terrace

Lance Calloway
Northern District Manager,
AGC of Washington

John Haarlow
CEO/General Manager, Snohomish County PUD

Leonard Kelly
Snohomish-Island County Labor Council

Representative Emily Wicks
38th Legislative District

Stephanie Wright
Chair, Snohomish County Council

Sam Low
Councilmember, Snohomish County Council

Nate Nehring
Councilmember, Snohomish County Council

Jennifer Gregerson
Mayor, City of Mukilteo

Kyoko Matsumoto Wright
Mayor, City of Mountlake Terrace

Mike Quinn
Mayor, Town of Woodway

Barb Tolbert
Mayor, City of Arlington

Erin Murray
Councilmember, City of Mountlake Terrace

Jan Schuette
Councilmember, City of Arlington

Bryan Wahl
Councilmember, City of Mountlake Terrace

Peter Battuello
Member, Snohomish County Tomorrow

Garry Clark
President & CEO, Economic Alliance Snohomish
County

Ric Ilgenfritz
CEO, Community Transit

Angie Sievers
Director, Snohomish County STEM Network

Sound Transit Board of Directors

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Doug Slager
CEO, Harmsen, LLC

Andrew Thompson
Chair, SCCIT

Larry Ingraham
Board Member, SCCIT

Kelly Snyder
Board Member, SCCIT

Lisa Lefeber
CEO/Executive Director, Port of Everett

Liz Stenning
Executive Director, Downtown Everett Association

Dan Hansen
Board Member, SCCIT

Michael Pawlak
Board Member, SCCIT

Steven N. Trautwein

Cara Ball

Dear Board Members,

Please vote for Amendment 5 tomorrow and prioritize the transportation projects promised to voters. Local politicians' add-on projects are patently unfair and have caused delays in completing the light rail lines we voted for and want.

Families in my area have struggled over the years with ever-increasing commute times. We need relief now!

Please focus on getting the light rail out to the areas as promised, without further delay. Thank you for your attention to this extremely important matter.

Sincerely,

Cara Ball

Edmonds resident, Snohomish County

Eva Mehaffey

Eva,

Thank you for contacting us with your support. The letter has already been sent to the Sound Transit Board with signatures, however, please feel free to use the wording & letter as a template if you would like to send the Board a letter on your own.

The email for the board is: emailtheboard@soundtransit.org

Let me know if you have any questions.

Sincerely,

Karen L. Anderson | Executive Administrative Assistant
Snohomish County Executive Office
3000 Rockefeller Ave., M/S 407 | Everett, WA 98201-4046
O: 425-388-3460 | C: 425-309-8222 karen.anderson@snoco.org
(she, her, hers)

Notice: All emails and attachments sent to and from Snohomish County are public records and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56)

-----Original Message-----

From: Eva Mehaffey <mehaffeyeva@gmail.com>
Sent: Wednesday, August 4, 2021 3:46 PM
To: Anderson, Karen <Karen.Anderson@co.snohomish.wa.us>
Subject: Add my name to letter

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Please add my name to the letter.

Eva Mehaffey

[Mel Everett](#)

Dear Board Members,

As a resident of Snohomish County I am asking you to approve Proposed Amendment 5. It is vital to the commuting residents and others of Snohomish and Pierce Counties that the current light rail projects in motion are completed as per the timeline and without delay.

Sincerely,
F. Mel Everett
604 Elm Pl
Edmonds, WA 98020

[Kim Waxler](#)

Please don't let multi-modal mass transit to Everett get derailed!
As a voting citizen of the Sound community, an avid mass transit proponent, and an employee at the planned rail terminus at Paine Field, the timely completion of this project is an imperative. We need your support as Board members to ensure that we are prepared to meet future growth and transportation needs with the ST3 light rail project. Protect the funding that was approved by voters to realize the completion of our section of this project.

Make our votes and our County matter when you consider the amendment #5 to keep this project on track.

Respectfully yours,
Kim Waxler
Administrative Coordinator, Paine Field Fire
Resident at 3523 83rd Ave NE, Marysville
kim.waxler@frontier.com
360.904.1397

Allison Quinn

August 5, 2021

To the Sound Transit Board:

We are Everett residents and pay the RTA taxes on our vehicles and our property. The magnitude and duration of these taxes are large and long, and we are concerned about the fair use of these taxes.

We are writing to encourage the adoption of the Snohomish and Pierce County amendment that would ensure that the Sound Transit 3 expansion will be built as approved by voters. I think it is especially important to build the spine of the system as the highest priority. The proposed diversions and differences from the approved plan have created considerable anger and resentment among voters.

The public in Snohomish County is angry to the degree that they understand how much they are paying and how long it will take before any light rail reaches Everett.

We have a concern that realignment and proposed changes are a major departure from what the voters approved. The departure could be great enough to provoke legal action. We think there are limits to the extent of changes the Board can implement without violating the intent of the voters.

By contrast, building the spine of the system and reaching the northern end of the system in Everett as soon as possible will provide the best chance of maintaining public approval and avoiding legal or voter action such as a popular referendum.

Sincerely,

Allison Quinn

Ben Zarlingo

(residents of the city of Everett, Washington)

Anthony Keller

I support amendment #5 as described in the Suburban Times ([Sound Transit and the Future of our Region – The Suburban Times](#)), and I hope you will vote for it.

[Sound Transit and the Future of our Region – The Suburban Times](#)

Thank you.

Anthony E Keller

Pierce County resident

Amy Lewis

I am writing in favor of the amendment being considered. I live in Snohomish County and work in Bellevue and Downtown. Being able to leave my car at home to accomplish my work would impact me greatly.

As a Domestic Violence Advocate, my clients use public transit consistently; being able to travel more freely is always a better option for their safety and wellbeing.

Thanks,

Amy Lewis

Scott & Jen Bader

Sound Transit Board members,

If Sound Transit chooses to so drastically change the ST3 plans that voters thought they approved, and thus delays build out to Everett and other areas,

then all fairness and integrity dictates that Sound Transit should put ST3 back in front of those voters in the areas affected by delay.

As you undoubtedly know, ST3 did not pass in the City of Everett, in surrounding unincorporated Everett, or in Mill Creek. Those are the same areas that will be drastically affected by additional project delay, including both delayed LINK, parking garages and other amenities.

To not put ST3 back in front of these voters, after you have so drastically changed what they thought was originally put in front of them, is a betrayal of those voters.

Thank you for considering my comments.

Scott Bader

Everett

Loren Waxler

As a voter in Snohomish County, please protect the funding approved by voters to complete our section of this project.

Loren R. Waxler
3523 83rd Ave NE
Marysville, Wa 98270

Seattle Metropolitan Chamber of Commerce

The substance of this message is enclosed in a letter attached below.

Chair Keel and Members of the Sound Transit Board of Directors,
Attached, please find a letter of support for the hybrid approach to realignment from Alicia Teel, Senior Vice President of Public Affairs and Communications at the Seattle Metropolitan Chamber of Commerce. We urge you to approve a realignment plan that keeps the ST3 program moving forward. We appreciate the work of Chair Keel and King County Councilmember Claudia Balducci in crafting a proposal that prioritizes on time project delivery where possible. The Chamber is committed to staying engaged on this issue and ensuring the timely completion of ST3 as approved by voters.

Sincerely,

Meg

Meg Hanan

External Relations Coordinator

[Seattle Metropolitan Chamber of Commerce](#)

meghanh@seattlechamber.com | 425-246-6570



August 5, 2021

Chair Keel and Members of the Sound Transit Board of Directors:

On behalf of the Seattle Metropolitan Chamber of Commerce and the 2,500 employers we represent, I write to you to in support of the hybrid approach to realignment presented by Chair Keel and King County Councilmember Claudia Balducci. As you consider further amendments tomorrow, we urge you to approve a final approach that keeps the program moving forward.

Councilmember Balducci and Chair Keel's efforts to ensure projects are delivered on time are greatly appreciated, and we thank the Board for their willingness to consider this hybrid approach. At this stage, we believe the most urgent and important decision for the Board is keeping the overall ST3 program on the schedule promised to voters. The hybrid proposal does so in a way that builds in more accountability, and we appreciate the Board's willingness to engage outside experts to address cost increases.

We also support the addition of a technical advisory group to explore ways to speed up project timelines. The work to deliver ST3 is far from over, and we encourage Sound Transit and the Board to continue to approach the problem creatively and consider all options for full project delivery on schedule.

As the implementation of ST3 continues, meaningful stakeholder engagement is critical. This outreach must include the business community, representatives from neighborhoods that have been historically underserved and unserved by transit, and community groups. It must address project-level assumptions and decisions, options for new revenue, as well as detail both internal and external processes that affect project delivery, cost, and schedule. We expect Sound Transit to prioritize engaging diverse communities and maintain transparency around decision making.

The Seattle Metro Chamber is committed to staying engaged with Sound Transit on this issue. Seeing ST3 investments through is critical to keeping our region economically competitive and to ensure people in our region has equitable access to jobs and education. We need on-schedule program delivery with the quality transit system the region so desperately needs and that voters approved. Delaying ST3 investments puts this regional connectivity at risk, and also further delays transit investments that move people out of cars and reduce carbon emissions.

We urge the Board to move forward with Chair Keel and Councilmember Balducci's hybrid proposal and to maintain all options that keep projects on time.

Sincerely,

Alicia Teel
Senior Vice President of Public Affairs and Communications

Dr. Ahmed Ali

Hello,

My name is Dr. Ahmed Ali, Executive Director of the Somali Health Board and a coalition member for Graham Street Community Action Team, a coalition of seven multi-cultural and multi-faith community-based organizations serving the Graham Street neighborhood in the Rainier Valley.

I want to thank Mayor Durkan and Councilmember Juarez for lifting up the priorities of Graham Street community. We support Sound Transit proceeding with an implementation plan that would preserve the program timelines for the Graham Street light rail station.

We have been working together for years to support the Graham Street station's inclusion in Sound Transit 3. In 2018, the Graham Street Community Action Team created a shared neighborhood vision for an equitable transit-oriented development around the future light rail station. Our long-term goal has always been to plan early, take land out of speculation, create community capacity for local development, and launch multiple projects that work together to create a vibrant and resilient transit-oriented neighborhood.

The Graham Street neighborhood is a community that has been historically ignored by Sound Transit. It would be disappointing to see Graham Street station significantly delayed because our community partners have been waiting for the station for a long time. There are many community anchors that are waiting for the opportunities that come with the light rail.

As Sound Transit makes deeper investments in our regional transit system, we want the agency to affirm its commitment to equity and justice by directing these public investments to communities such as the Graham Street neighborhood.

Thank you.

Ahmed Ali, PharmD
Executive Director
Somali Health Board (SHB)

Adam Cornille

Thank you for approving the hybrid S3 plan with the amendment to accelerate the 130th street station! This station is going to be a big boost to Lake City!

AC