

[3/14/2024 System Expansion Committee](#)
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Paul Bucich – City of Lakewood

The substance of this comment is within a letter attached to the end of this summary.

For the City of Lakewood, please enter the attached letter from our Mayor into the record when the Board is discussing and considering Resolution No 2024-04 pertaining to the Lakewood Station Access Improvements.

Thank you,

Paul

Paul A. Bucich, P.E.
Public Works Engineering Director/City Engineer

City of Lakewood
6000 Main Street SW
Lakewood, WA 98499-5027
(253) 983-7737
www.cityoflakewood.us

Michele Smith – Museum of Pop Culture

Dear Sound Transit Board Members:

As Sound Transit considers the feasibility of alternative locations for the South Lake Union and Seattle Center stations in the Ballard Link Extension, I write on behalf of the Museum of Pop Culture (MoPOP) to raise concerns and highlight unanswered questions regarding the “Shifted West” alternative and the proposed station at 5th Avenue North and Harrison Street.

We appreciate the Board’s engagement on these issues and your consideration of the potential impacts on community partners. Based on the information we have received to date, we remain concerned about the potential for (1) physical impacts on our facilities and the Monorail, (2) mobility and access impacts due to staging and construction, and (3) resulting economic impacts on our ongoing operations.

Physical impacts

We understand that the newly proposed track alignment would run directly under MoPOP itself, which had not been part of previous alignment proposals. This has heightened our concerns about potential vibration issues relating to our iconic building’s foundation and structure, our technological equipment, and the 80,000 unique artifacts in our exhibit spaces and archives. As

part of the ongoing feasibility study, Sound Transit is conducting noise and vibration testing using two pre-drilled core locations in the Memorial Stadium parking lot adjacent to our property (but not underneath our building, where the proposed track alignment would run). We are currently conducting a parallel noise and vibration study at the same location with our own consulting firm.

Additional, more precise testing will be necessary if this proposed alternative proceeds so that Sound Transit can better identify and understand the potential impacts to MoPOP's physical structures, including our foundation's footings, and the servers and other equipment that house the day-to-day business functions of the organization. Further, Sound Transit will need to assess any vibration impacts to the Monorail columns that run through MoPOP.

During one community presentation, proponents of the alternative station locations also discussed a main sewer line, 6-foot in diameter, that is brick-lined and susceptible to damage from proximate work without significant mitigation efforts. This is not only a concern for us, but for other residents in the surrounding area, as well.

Access and mobility impacts

Among the stated goals of the alternative's proponents is to "keep Harrison partially open to preserve access to 5th Ave Garage and SR-99," "[m]aintain efficient traffic flows on 5th Ave," and "[m]aintain current pedestrian & delivery access." Based on the presentations to date, it is not clear that these goals can or will be met. Issues of access and mobility must be explored with vehicle and foot traffic studies both during the day and night to provide real data about the potential impacts.

In the meantime, it appears that the utilization of properties near MoPOP and surface streets for staging and construction necessitates the re-routing of 5th Avenue very close to our building. Further, it is not clear if having two lanes partially open on Harrison Street would satisfy the traffic load during normal or peak times or lessen the dwell time for vehicles accessing the SR-99 tunnel. We also understand that the construction of a station at 5th and Harrison would require the closure of the turnaround area next to the museum for some period of time. We have a regular cadence of vehicles accessing the turnaround for pick-up and drop-off, trucks picking up trash and recycling, food and supply deliveries, and 54-foot semi-trucks delivering exhibition infrastructure. It is a highly traffic area – by both vehicles and pedestrians – that would no longer be available for access to MoPOP or other parts of Seattle Center, including as a thoroughfare to Climate Pledge Arena.

Proponent plans appear to utilize the Memorial Stadium parking lot for proposed access, but that would necessitate limiting its use as a parking lot and could have an impact on future Memorial Stadium plans. This bears further exploration.

Economic impacts

MoPOP is a non-profit organization that welcomes more than half a million visitors per year, engages 170,000 students, and runs two dozen education and community programs. The arts and culture sector has been slow to recover from the pandemic and remains in a precarious position in our City.

We rely on revenue generated from people coming through our doors. If there are significant and long-term effects to our visitation numbers – or if we would be forced to close for some period of

time – we are at risk of losing tens of millions of dollars. These losses do not include the significant funding required for marketing during and after construction. All of this puts at risk the livelihood of 130 people employed by MoPOP and our work with countless contractors, artists, teaching professionals.

We are grateful for the opportunity to engage with you during this critical time for the future of MoPOP. We look forward to continuing this conversation and will be in touch with additional information as it becomes available.

Sincerely,

Michele Smith

Michele Smith
Chief Executive Officer
MUSEUM OF POP CULTURE
120 6th Avenue N, Seattle, WA 98109

John Hogan

The substance of this comment is within a letter attached to the end of this summary.

Attached is the letter explaining our need for early acquisition due to the hardship incurred on our permit-ready industrial development in Fife. Sincerely, John Hogan

Jan Roberts

We are a coalition of West Seattleites advocating for the No Build alternative and making the case to re-deployment of the Sound Transit Light Rail program to a Bus Rapid Transit program to the West Seattle Peninsula that is more sustainable across all dimensions of what sustainability means ... environment, economics, equity.

Gail Sketchley

Taking out businesses, jobs, and homes, shaving Pigeon Point forest is really harmful for our environment and our people. Considering the money already spent on the light rail with no feasible solution is terrible. So much waste in planning, and problems in the entire light rail system should be continually addressed. Money would be better spent improving BRT routes that already exist. A lot of us are fearful should you continue with of the above mentioned harm.

Matt Larson

We, The Skylark Cafe and Club plus other affected businesses in West Seattle, are reaching out to you with a shared concern regarding the impending displacement of over 50 businesses in Seattle/West Seattle due to the construction of the Light Rail. Our aim is to bring to your attention the challenges we face and to seek your support in finding a resolution that will enable our businesses to survive this transition.

Having engaged in multiple discussions with representatives from Light Rail and Sound Transit, it has become evident that the current resources allocated for relocation assistance are insufficient to address the needs of our businesses adequately. While we appreciate the efforts made thus far, the relocation package offered follows a "one size fits all" approach that fails to consider the unique circumstances of each business.

Outlined in the relocation package is assistance with the storage, moving, and setup of our business items, along with aid in locating a new viable space, and up to \$50,000 in financial assistance to cover rent increase and other limited items. While these provisions are valuable, they do not fully account for the realities of the current commercial real estate market in Seattle. Many of us are facing rent increases of 2-4 times the current rates, making it financially burdensome to find comparable spaces within our community.

Moreover, the process of relocating our businesses involves time-consuming build-outs to customize the new space to our needs. This downtime means a loss of income for us and our employees, as well as challenges in meeting financial obligations such as loan payments and insurance premiums.

We are further disadvantaged by the lack of clarity regarding the timeline for accessing the assistance offered. The uncertainty leaves us in a state of limbo, inhibiting our ability to make informed decisions about the future of our businesses. Additionally, the absence of communication from Sound Transit/Light Rail is disheartening, especially considering the impact on our livelihoods.

As small business owners, we have invested our time, energy, and resources into building our enterprises and serving our communities. We appeal to you to advocate on our behalf to ensure that adequate support is provided to facilitate a smooth transition for our businesses. If small businesses were not sufficiently considered in the budget allocation, we urge for corrective action to rectify this oversight.

We remain hopeful that with your assistance, measures can be put in place to safeguard the interests of small businesses and preserve the vibrant fabric of our neighborhoods. Thank you for your attention to this matter, and we look forward to your support in finding a solution that allows our businesses to relocate and prosper.

Matt Larson

Owner Skylark Cafe and Club

West Seattle

Joan Hansen

I oppose any plans to destroy the businesses in Jefferson Sq.
Joan Hansen

Marilyn Kennell

We urge the Board to not advance Resolution R2024-07.

Resolution R2024-07 is obviously anticipating a Build Decision. Based on the evidence in the Draft EIS, it's easy to see that building a three-station light rail stub line is the wrong decision for West Seattle.

The redeployment of Sound Transit light rail funds to enhance the existing bus service, to and around the West Seattle Peninsula, is more sustainable; environmentally, economically, and with regards to social equity. Taking this different, less expensive, more sustainable approach to High-Capacity Transit to West Seattle is well within Sound Transit's existing authority.

West Seattle has many "components that require further study" – until these are addressed, we would like to be kept in the Draft EIS process like the Ballard community is.

Our concerns for West Seattle:

1. 70 businesses will be claimed by eminent domain.
2. 500 people will lose their jobs when these businesses close.
3. Our families will lose Alki Beach Academy – local daycare for +-150 children ages 5 months to 6 years.
4. Our community will lose one of the few swimming pools in West Seattle where our children learn to swim.
5. Bulldozing the Deli in Delridge will create a "food desert" creating a particularly inequitable situation for the poorer Delridge neighbors.
6. Jefferson Square businesses (including Safeway and Bartell) and apartments will be demolished.
7. West Seattle traffic will be disrupted for 6-8 years. Fauntleroy Way SW, 35th Avenue SW, and SW Avalon Way will all be impacted. It will be much worse than when the WS bridge broke.
8. You, as Sound Transit, plan to bulldoze 3 acres of Pigeon Point disturbing the Heron rookery.
9. WSLE light rail will travel over Longfellow Creek putting our newly recovering native salmon and three beaver dams at risk.

What needs to be considered before the final EIS:

1. The federally required **NO BUILD OPTION** that has not been studied.
2. **Mitigation plans** for the acres of West Seattle trees Sound Transit will cut down are vague or non-existent. West Seattle provides up to one-third of the region's urban canopy. The resulting heat zones will cause poorer neighborhoods to suffer disproportionately than the leafier areas; Delridge and Admiral respectively.

3. **Why are we spending \$4 billion, creating 614,000 tons of carbon emissions for 4 miles of track that will take us only to SODO?**

4. **Ridership numbers** need to be reviewed considering the number of people now working from home.

5. **A Town Hall**. West Seattle has repeatedly asked for – and not received – a voice in our future. Sound Transit’s meagre outreach to our community is at the Sunday Market and station design events. We deserve to be given clear details about your project that will so greatly inform our lives.

These are a few of the reasons we request that you do **not advance Resolution R2024-07**. Please do not **destroy West Seattle under the guise of “serving” it.**

Marilyn Kennell

[Aaron Broyde](#)

To whom it may concern,

We urge the Board to not advance Resolution R2024-07.

Resolution R2024-07 is obviously anticipating a Build Decision. Based on the evidence in the Draft EIS, it's easy to see that building a three-station light rail stub line is the wrong decision for West Seattle.

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These are a few of the reasons we request that you do not advance Resolution R2024-07. Please do not destroy West Seattle under the guise of "serving" it.

Maggie Fimia and John Niles

Statement from SmarterTransit.org -- Testimony at Board Meeting of March 14, 2024

Property Acquisition authorization by Sound Transit for West Seattle Light Rail Extension

Smarter Transit opposes the passage of Resolution R2024-07 which authorizes the early acquisition of 25 parcels located in SODO & West Seattle.

Based on the environmental review process to date --- not scheduled to be completed until mid-August – no complete, coherent justification has been offered so far for spending \$4 billion or more in tax dollars to construct a 4.7mile extension of light rail from a transfer hub in SODO across a new high-level railroad bridge to three stations in West Seattle. That's \$850 million dollars per mile. A Draft EIS has been prepared which reveals massive carbon generation by the construction of this project and surprisingly low ridership.

A less expensive, more geographically wide-ranging alternative of electric bus rapid transit deployed on many arterials is being ignored, even though suggested in past

planning by the City of Seattle, published in 2001. And then suppressed in the Sound Transit review of documents about past work on West Seattle transit. By spending less than half of that \$4 billion on high-frequency service with electric buses big and small, covering all neighborhoods of the Peninsula from Burien to Alki, that region's public transit could generate three times more daily transit trips than Link and starting many years before the train's 2032 hoped-for opening.

At the same time, creating more bus lanes and bus priority traffic signals would avoid the environmental damage of heavy construction to wildlife, trees, existing housing and commercial buildings, and the global climate. Building tunnels, bridges, and stations spews carbon that electric trains, transit-oriented development, and reduced driving will not be able to offset.

Equity will be served by a more wide-ranging bus service to more neighborhoods compared to a three-stop train. Bus lines can be set up to serve mobility disadvantaged populations wherever they live, whether in legacy housing or new housing.

Sadly, this appears to be nothing but a premature land grab with the communities, given very little notice that this would be on the agenda.

We are available to brief any members in more detail.

Thank you,

Maggie Fimia & John Niles Co-Chairs of Smarter Transit

<https://smartertransit.org>

Sarah Kiesler – Cascade Bicycle Club

Thank you for the opportunity to comment on the South Tacoma Station Access Improvements project.

As a South Tacoma resident, frequent Sounder rider, and person who walks and rolls to the Station, I appreciate that the board took a step back and considered that more parking was not currently necessary.

Regarding the recommended improvements, I firmly support improvements to South 56th St walking and biking connections, improvements to the South 56th St railroad crossing, and improvements to South Pine St protected bike lanes.

I also strongly urge you to consider curb ramp and sidewalk improvements at South 54th Street and Washington Street. For many folks who access the station by traveling from the Mall Transit Center on 47th/48th, the curb cuts on 54th are extremely important. There is a woman in a wheelchair who rolls down 54th in the middle of the street because of the lack of curb cuts.

Though staff has recommended not advancing Tyler St protected bike lanes, this is one of the few connections South Tacoma transportation cyclists have to other parts of the city, along with South Tacoma Way. Any protected bike infrastructure improvements to Tyler and South Tacoma Way would greatly expand our ability to navigate the city safely by bike -- South Tacoma Way for access to the 594 and future light rail.

Thank you for your consideration,

Sara Kiesler
5410 S Junett St

--

Sara Kiesler (she/her)
Communications and Marketing Director
206.620.1527



Comments submitted after the meeting deadline

Phil Gustavson

Hello,

My name is Philip Gustavson. I am writing to make public comment to the System Expansion Committee Meeting today at 1:30 pm.

I own and operate the School of Rock in Jefferson Square at the Alaska Junction in West Seattle and live nearby the Alaska Junction with my family. As an avid supporter of public transportation, I feel the need to make note of my concerns with the Light Rail Expansion to The City of Seattle, Sound Transit and any other agencies involved. I make these comments both as a business owner affected by the plan as well as a concerned West Seattlite who frequents many businesses in all of the affected areas.

I have attended many public meetings and also met with a group of staff from Sound Transit to better understand what will happen to the businesses affected by the expansion. As I understand it, Sound Transit will only assist with a maximum of \$50,000 for business relocation costs. This is significantly

lower than the actual costs of relocating most businesses. As a franchisee, it is easy to estimate the actual cost of moving as our franchisor's materials indicate that the average cost of opening a School of Rock franchise is over \$400,000. Moving our existing location would incur a majority of the expenses a new location would incur, so our costs will be similar to that amount.

The businesses that will be affected make up such an important part of the community. The costs to move may well prove prohibitive to many businesses and, without the necessary support, will likely simply remove those resources from the community. I would like to highlight that proposed plans would displace two of the large music schools in West Seattle as well as the only all ages music venue. Destroying this access to music education and performance is not what was envisioned in the City of Music Vision developed in 2020 by the City of Seattle Office of Film and Music. It does not help promote the values and goals the city has prioritized in the Creative Advantage program. There are other examples of services which are in high demand and whose loss will be devastating to the community. These include Alki Beach Academy and The West Seattle Animal Hospital.

I am part of a growing group that is asking for Sound Transit and The City of Seattle to address this issue and support the business relocation efforts with a more realistic and reasonable approach that will keep these neighborhoods from experiencing the negative effects of losing so many beloved businesses. So far, two local news channels have run a story on the issue and the Seattle Times has run an article about it. I was attending the light rail open house in West Seattle last week and a woman was in tears as she discussed what would happen to the Delridge businesses near her home. The public and the media are becoming more informed on the issue and support for a change in policy is strong. There has been no one I have come across since I began these efforts who was not in support of the business relocation efforts providing more support than the current policy.

Because I am also a supporter of the light rail expansion and other future public transportation projects, I am also concerned about the actual costs to the project. The actual financial damages the current policy will create may prove to be a far greater cost than simply increasing the budget now for business relocation efforts. Not funding the business relocation efforts enough to keep the businesses open may prove to be more expensive due to the legal fees involved with many lawsuits and possible monetary awards if the project causes businesses to go from being worth a lot, to being worth nothing.

I plan to continue with these efforts and I am available to meet with people from the city and Sound Transit in order to help facilitate the necessary policy changes.

--

Phil Gustavson (He/Him)

General Manager

School of Rock West Seattle

Sharon Price

-We need/want more study of the imposition of the light rail on West Seattle's businesses, entertainment, Duwamish Greenbelt (trees and wildlife) and our street end park on 22nd. The recent meeting in W. Seattle was focused on the stations. That's only a part of the big picture. None of the employees I talked with were aware of our Welcome To Pigeon Point 22nd Ave Street End Park that would be on the chopping block. It was developed by and for the neighbors with a city grant. It has a tall art work in steel and tiles---tiles painted by Pigeon Point elementary students (Old Cooper School/now Pathfinder), a tree and many plants and concrete planters. Local businesses contributed to it as well. It's alongside the bike trail to the bridge and town. Every spring the neighbors gather to get it in good shape for the summer.

-Little do the people of West Seattle realize as they drive across the W. Seattle Bridge that the greenery they now enjoy from this welcome park and the north end of the Duwamish Greenbelt next to it would be gone from their view if the light rail goes along the south side of the bridge. We have good bus service now and I'd rather continue it and perhaps expand it rather than put in the destructive light rail. We have 2 Rapid Ride bus lines now with several feeder buses doing well.

Sharon Price

Pigeon Point, West Seattle

Kim Schwarzkopf

To the Systems Expansion Committee Members,

I'm a community organizer, steward, and Board Member for the Delridge Neighborhoods Development Association, working for environmental justice and living and playing in the West Seattle area for close to 3 decades.

We are not afraid of change here in this urban village. We have actually welcomed many changes.

I have major concerns about the negative impacts on our environment (nature, neighborhoods, businesses, services, and people).

I urge you to NOT advance Resolution R2024-07 that would acquire properties and displace and disrupt our community hubs and services.

Advancing this resolution would be a bad decision!

We have been asking questions about the West Seattle Link Extension and have NOT gotten any real answers.

We deserve answers before any properties are acquired.

What are the updated ridership numbers since the pandemic where many shifted to working from home? The pre-pandemic **projected ridership numbers were already on the low side. How many people will this light rail stub serve?**

How can you justify building a 4 Billion dollar light rail extension in an area that already has great rapid transit and transit oriented development?

How can you justify building an extension that will only take us half the distance that the bus takes us.

How can you justify disrupting communities of already marginalized and underserved people, to then only provide a slower commute with more seats?

We live in an environmentally critical area that's already been pushed to the brink of environmental disaster, in less than 150 years.

This major project would bulldoze through the Duwamish River, tidelands, wetlands, steep slopes, greenbelt forests, Heron rookeries

and a thriving Longfellow Creek with Salmon and Beavers, and communities that have worked hard to improve our overall health.

The Draft Environmental Impact Statement is an Inadequate study of cumulative impacts and provides insufficient mitigation information. Many impacts were listed as UNMITIGABLE. That is not acceptable!

Our public health, safety, and welfare are at great stake if you approve this resolution!

I urge you to NOT advance Resolution R2024-07 that would acquire properties and displace and disrupt our community hubs and services. No acquisitions until we have all the answers and can all make an informed decision about how to best care for the environment for future generations.

Thank you for listening with your hearts.

Sincerely,
Kim Schwarzkopf

Betty Lau – Transcript of verbal comments

Greetings! I'm Betty Lau of Transit Equity for All.

I've always wondered why the Technical Advisory Group recommends re-building trust between the ST Board and ST staff.

After the Sound Transit Workshop on Feb. 28, I have better insight. It was announced the workshop would be about streetscapes along 4th Avenue. Several people then got up and left, having expected to hear about station planning.

There's been an information desert since the March 23, 2023 vote on naming N&S of CID as preferred alternatives to replace the voter approved Transit Hub at the 4th Avenue Union Station site.

Time creep delays for the new N&S of CID DEIS have gone from "a few months" to "a year" to now "two years" possibly edging into a third year. TAG says each month of delay costs \$50 million. That's \$1.2 billion to \$1.8 billion.

One would think that after years spent on the original DEIS, staff would know better than to say a new DEIS for two stations would take just "a few months."

And now it's okay to have delays all along the Ballard line because it's masked by the 2-3 year delay for N&S of CID stations! Unacceptable and Inequitable!

Stop the delays! Move forward on 4th!

Thank you.

Brien Chow – Transcript of verbal comments

Public Comment by Brien Chow at Sound Transit System Expansion Committee Meeting, Thursday, Mar. 14, 2024, 1:30 p.m., Union Station

I'm Brien Chow, Transit Equity for All...

**Here's a little feedback I'm sure Sound Transit
recorders aren't going to tell you.**

Your Feb. 28 workshop was a complete waste of time...

We were all expecting to get information on the station planning for the preferred N&S of CID alternatives... as well as the continued environmental studies of 4th Avenue.

Instead... we were separated into table discussions on...

“Wouldn’t it be nice to have eye candy on the streets?”

I had to take the mic and say what everyone was thinking...

Tell us what’s going on. It’s that simple.

Where’s the promised information on N&S of CID and the 4th Ave. Transit Hub studies?

Staff answer... “later” but later never comes.

Saying “later” for an entire year is inexcusable...

**Staff have received hundreds of thousands of dollars
in salary from our taxes!**

Secondly...

Staff can do better with our non-English speakers...

**They were herded off into another room,
and who knows what happened there.**

I got a round of applause for speaking truth to power.

Do better. Move Forward on 4th!

Thank you

Prem Subedi – Transcript of virtual comments

Dear Sound Transit Board Members,

I hope this message finds you well. My name is Prem Subedi, and I am a resident of Kent and a dedicated member of the Kent Bicycle Advisory Board. I am here to express my concerns regarding the proposed construction of a second parking garage at Kent Station by Sound Transit, especially in light of recent climate data and our collective commitment to reducing CO2 emissions.

As we reflect on the alarming fact that last year was the hottest year on record, it becomes increasingly clear that we must take decisive action to address climate change. Investing in sustainable transportation solutions is paramount in this effort, and subsidizing additional parking infrastructure at the expense of such solutions is a step in the wrong direction.

Allocating substantial resources towards building a 500-stall parking garage, costing over \$100,000 per stall, contradicts our goal of reducing CO2 emissions and combating climate change. Instead, I implore Sound Transit to prioritize investments in sensible connections to transit that promote accessibility, affordability, and environmental stewardship at Kent Station.

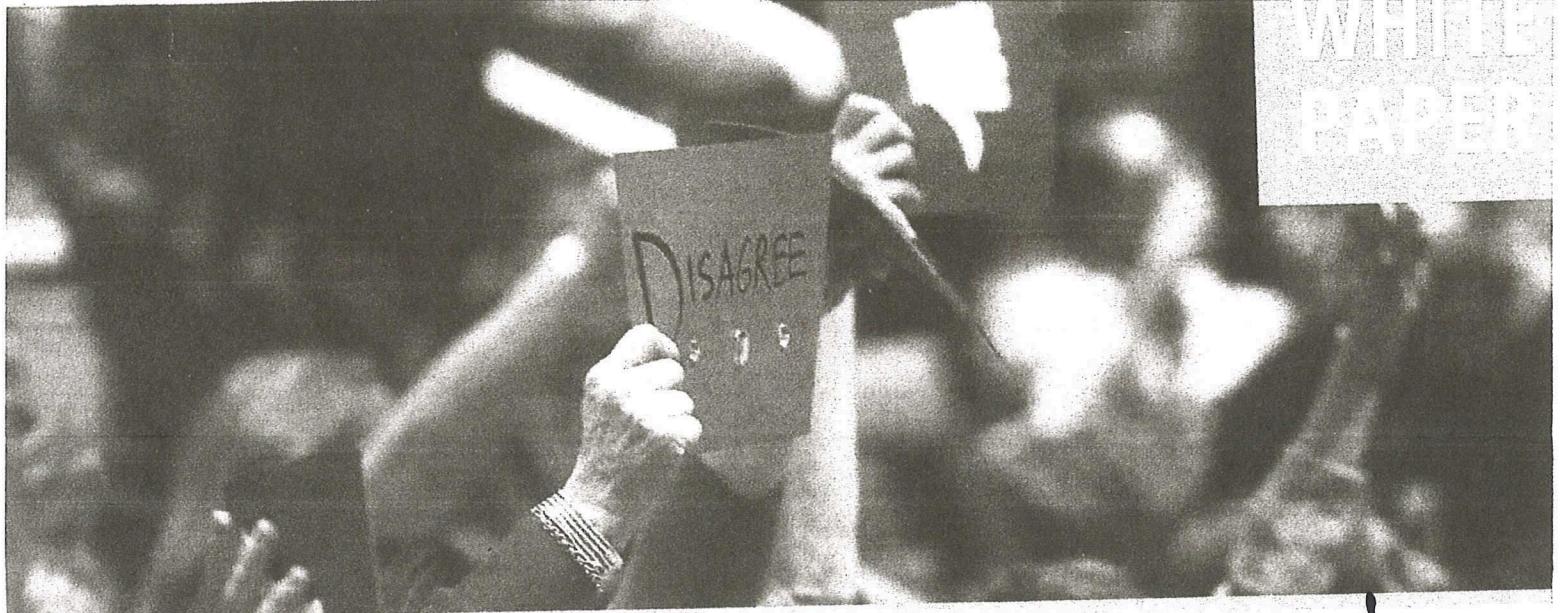
It's crucial to recognize that subsidizing parking infrastructure not only exacerbates traffic congestion and air pollution but also undermines our collective efforts to mitigate the impacts of climate change. By diverting resources towards sustainable transit alternatives, we can encourage more people to choose public transportation, cycling, and walking, thereby reducing our carbon footprint and creating healthier communities.

I commend Sound Transit's recent initiatives, such as R2024-04 and R2024-05, which prioritize alternative transit options over additional parking infrastructure at stations like Lakewood and South Tacoma. These initiatives demonstrate a commitment to sustainable transportation solutions that align with our shared goals.

In light of these pressing concerns, I urge Sound Transit to reconsider the necessity of building a second parking garage at Kent Station. Let us instead explore more sustainable alternatives that align with our shared commitment to addressing climate change and promoting multimodal transportation.

Thank you for your time,
Prem Subedi

[Alex Tsimerman](#)



STOP Dem Nazi
 Legal Guide to
Fascist Junta!
 Handling
Bandits!!
 Disruptive
Alex Trimmerman
 People in Public
~~go to www.American.com~~
 Meetings

100
 3/14/24

Standup - America
 MAY 2017

Last Updated by LOC Attorneys March 2023

Prepared in Cooperation with:
 CIS (Citycounty Insurance Services)





City of Lakewood

March 12, 2024

Jason Whalen
Mayor

Dow Constantine, Board Chair
Sound Transit Board of Directors
401 S. Jackson St.
Seattle, Washington 98104
emailtheboard@soundtransit.org

Mary Moss
Deputy Mayor

Dear Board Chair Constantine:

**Michael D.
Brandstetter**
Councilmember

I am writing on behalf of the City of Lakewood in support of the Sound Transit proposed list of projects within the City of Lakewood as a part of the Lakewood Station Access Improvements Project.

Ryan Pearson
Councilmember

These projects will greatly improve the non-motorized access of Lakewood residents to the Sounder Station, improving their ability to find high paying employment outside of our community as well as provide access for commuters from other jurisdictions to our employment centers, recreational facilities, community events, and medical facilities.

Patti Belle
Councilmember

**J. Trestin
Lauricella**
Councilmember

The City has a significant need for non-motorized access improvements. Recently the City Council identified a strategic list of projects to help build the backbone of our non-motorized plan. The Sound Transit list of projects complements that effort and expands it to include areas of our community that would be decades away for improvement based on our ability to fund alone. The projects in our Springbrook neighborhood will greatly enhance non-motorized access for a lower income neighborhood to the opportunities offered through the Sound Transit services.

Paul Bocchi
Councilmember

John J. Caulfield
City Manager

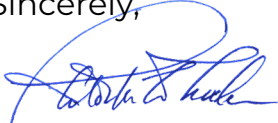
Sound Transit project manager Zachary Eskenazi presented the proposed projects to the City Council in September of 2021.



The City Council was impressed with the degree of investment proposed by Sound Transit in the City of Lakewood and is prepared to assist Sound Transit in making this list a reality.

We are pleased with the proposed list of projects to be constructed in Lakewood and request that Sound Transit approve the list of projects and direct staff to develop an agreement with the City of Lakewood for the design and construction of these projects.

Sincerely,



Jason Whalen
Mayor

Cc:

Deputy Mayor Mary Moss
Councilmember Patti Belle
Councilmember Paul Bocchi
Councilmember Mike Brandstetter
Councilmember J. Trestin Lauricella
Councilmember Ryan Pearson
City Manager John J. Caulfield

March 8, 2024

Sound Transit
Tacoma Dome Link Extensions
AJ Chirchirillo
401 South Jackson St.
Seattle, WA 98104

RE: Early Acquisition Petition endorsement for 1327 52nd Ave East, Fife WA 987424 parcel

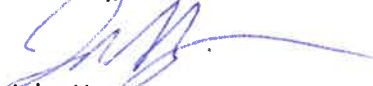
Dear AJ,

Thank you for your call today as well as meet earlier this year with your real estate team to gain valuable information on the situation we are currently in and find a mutually agreeable solution regarding the purchase of our 1.55 Acre site at 1327 52nd Avenue East in Fife WA.

Due to the demand for industrial space in Fife, we made the decision to design and develop two 6,000 SF buildings on our 67,527 SF site in 2021. We submitted permits to the City of Fife in September 2022 and in July 2023 the permits on both buildings have been ready for issuance upon paying Fife's permit fees. In August, we removed the former building on the site including successful completion of the building's environmental remediation. Paying these fees now (including traffic impact and sewer impact fees) would add to the acquisition cost which benefits neither party.

None of the prospective tenants have expressed interest in pre-leasing since we are required to disclose Sound Transit's imminent needs to acquire our site. As a result, I truly believe that this unique situation warrants a Petition for Early Acquisition as we have been denied a fair return for our site and return on the monies spent over the past three years for design, engineering, including many City departmental review fees. The most equitable (and cheapest) solution would be to purchase our site this year to relieve us from the standstill we will likely continue to be in for the next several years that has caused this hardship.

Sincerely,



John Hogan