

8/22/2024 Board of Directors Meeting
Written Public Comment Submissions

Submissions

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Yoan Pettorelli

Sound Transit Board Meeting Comments,

Dear Sound Transit Board Members,

Sound Transit must build Ballard Link Extension stations under 4th Ave in CID, at Madison Street in Midtown, and at 7th and Harrison in SLU. We are writing to you today to urge you to put an end to the plan to start over on the Ballard to Downtown Environmental Impact Statement (EIS) that requires over \$100 million extra in direct costs, adds two years of delay in planning work, and increases the likelihood of future delays in opening the project.

The voters approved major expansion in 2016, and expect you to deliver it. Since then, we have participated in years of process and community engagement which produced the options already available to the board. Do we really have to wait even longer to finally ride a system we are paying for? It's time for the Sound Transit Board to choose from the existing Ballard Link Extension options. Stopping the new EIS means stopping the deletion of three of the highest ridership stations in the system: Chinatown International District, Midtown, and South Lake Union Stations. Stopping the new EIS means maintaining the high ridership system this entire region voted for in 2016.

A new EIS will take years to complete and is likely to waste of hundreds of millions of dollars in direct and indirect costs, when all is said and done. All in the interest of putting forth worse options that fewer people will use. More self-inflicted delays are unacceptable on their own, but these are costly self-inflicted delays with an end goal of justifying bad decisions.

Do not permanently destroy our transit system out of short sighted priorities. Stop wasting time and money on endless process, choose existing options, and stop the new EIS before it starts.

Sincerely,
Yoan Pettorelli

Ryan Dempsey

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Sincerely,
Ryan Dempsey

Talbot Miller

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Sincerely,
Talbot Miller

Joe Kunzler

This comment included an attachment, which is included at the end of this summary.

Dear Sound Transit Board;
Please accept the signed attachment as public comments on the upcoming exclusion review of Avrum (Alex) Tsimerman. You should also review [a YouTube of events](#).

I also should advise you and, through you, staff, that I filed Tsimerman's exclusion letter with the King County District Court. Tsimerman is facing trial for violating a trespass of the Bellevue Mall. I believe the Court should know of Tsimerman's conduct.

Efforts to hold Tsimerman accountable thru the PDC are becoming bordering on impossible. As Tsimerman is a renter and court efforts to hold another elections law offender accountable are taking a long time' the PDC is reluctant to refer to Attorney General Bob Ferguson.

So it comes down to you. As I wrote, If Tsimerman is excluded for a year, hate has no safe harbor at Sound Transit.

Thoughtfully;
Joe A. Kunzler

Wesley Lin

Hi Sound Transit board,
I was wondering if it could be clarified in the financial documents what exactly is the subarea breakdown for the ballard link extension and which stations/sections will be paid by just north king and which are being paid by all subareas.
The original st3 plan listed that from ballard to slu would be the north king subarea https://www.soundtransit.org/sites/default/files/LRT_Ballard_DowntownSeattleTunnel.pdf and that only from denny to cid https://www.soundtransit.org/sites/default/files/LRT_DowntownSeattleTunnel.pdf would be

the shared portion for other subareas. But now the ballard link extension line item lumps all of it together.

The subarea report just lists "track miles" for west seattle/ballard extension but does not clarify which portion would be paid <https://www.soundtransit.org/sites/default/files/documents/2022-subarea-report.pdf>

The financial report has a subarea breakdown but only lists current and the next couple years spending and again has no subarea breakdown for the future spending.

<https://www.soundtransit.org/sites/default/files/documents/2024-financial-plan-proposed-budget.pdf#page=86>

Thanks,
Wesley Lin

Comments received after the meeting's deadline

Alex Tsimerman

This comment is entirely included in a document which is included at the end of this summary.

20 August 2024

RE: Avrum (Alex) Tsimerman Exclusion Review

Dear Sound Transit Board;

In all my fandom or support – up to you – this is the most important letter I write or oral sortie I give. This is more important than ST3, and the only way ST4 could be more important is if we save the lives of the Rainier Valley from a strategic error made in the 1990s. This is more important than our partisan differences – and I hope Pierce County Executive Bruce Dammeier remembers when I stuck up for him in 2019 after one of Eyman’s initiatives. It’s that important that we cut out the Beyond Stupid (aka BS) and come together to reject hate, the dog whistles, and in the words of one of Sound Transit’s greatest heroes to me – stop the “malicious attacks”. I ask that you please uphold the exclusion of Avrum (Alex) Tsimerman for a year so that Sound Transit becomes the rescuer, not the rescued.

The past few years we’ve seen great communities like Seattle, Tacoma, and especially Bellevue and Redmond pay a disproportionate price. Those communities need arms and leadership that Sound Transit can provide to repel these hateful, malicious attacks. They need hope and a pathway to stopping the hate, and excluding Tsimerman for a year is that pathway.

Tsimerman has had his chances to appeal public comment rules in the courts and declined. Why? Nobody apparently wants to defend a monster who, for instance, shows up at the Port of Seattle Commission and calls the commission “primitive”. Additionally, and somewhat at my nudging, the Association of Washington Cities and the Municipal Research and Services Center (MRSC) have written much copy on the subject. Tsimerman has had his chances – like two one-year exclusions from Seattle City Council in the late 2010s – but has not appealed successfully in the courts.

I must remind you that if you decide to have a vote on Tsimerman’s exclusion as that’s final action, so that requires oral public comment. RCW 42.30.240. I wrote the first draft so you may vent to me. You may also vent at Attorney General Bob Ferguson for letting his office oppose model rules for public meetings, which I sought.

But ultimately, to quote President Biden, this is what I believe is at stake:

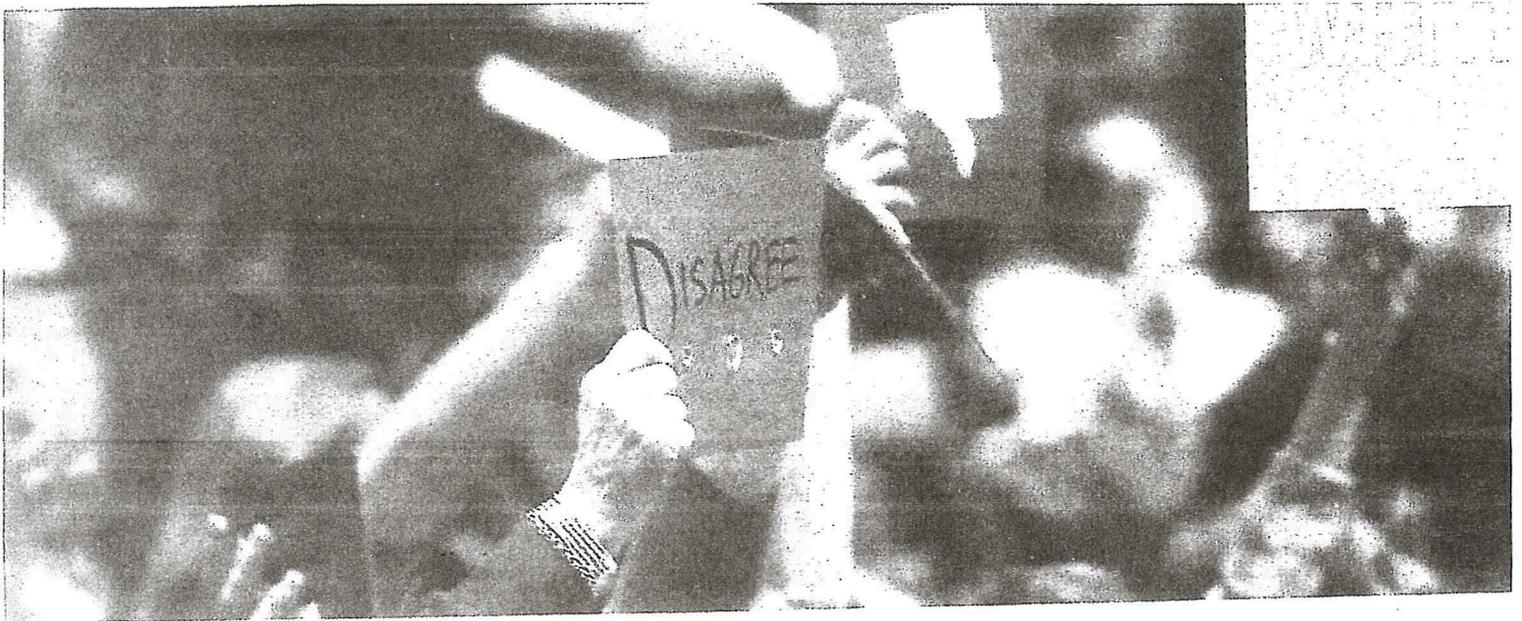
“An America I know and believe, and an America where honesty, dignity, decency still matter. An America where everyone has a fair shot, and hate has no safe harbor.”

If Tsimerman is excluded for a year, hate has no safe harbor at Sound Transit.

Very enthusiastically, GO SOUND TRANSIT!



Joe A. Kunzler
growlernoise@gmail.com



Federal court decision 9c, 4c 11.
Legal Guide to
Sound Transit
Handling
Boards

dem Nazi
antisemitic
Alex Tsimerman
Disruptive
People in Public
Meetings
F NAZI MF !!!

MAY 2017

Last Updated by LOC Attorneys March 2023

8/20/24

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Prepared in Cooperation with:
CIS (Citycounty Insurance Services)



citycounty insurance services
cisoregon.org