

05/22/2025 Board of Directors Meeting

Written Public Comment Submissions

Submissions

Steven Bose	2
Brien Chow	6
Betty Lau	9
Terry Scidmore and Kelly Finn	10
Donna Popich	11
Bill Hirt	12
Gale Sketchley	16
Mayor Woodards on behalf of Tacoma City Council	17
Paul Sweum	18
Marilyn Kennell	20

Steven Bose

ST Board Members,

Please note the emails below. There continues to be too many near misses and incidents involving trains and on track equipment (OTE) and both construction and link light rail maintenance employees. From 2 head on collisions with on track equipment since December of 2024 to the numerous near misses with trains such as the recent incident with an ATU 587 Signals & Communications Technician last March, plus this event below.

I recommend the board review the Protrans SOAP presentation from 2020 that was preapproved per Dale Lewis, but the vote was cancelled after he voted Yes, then excused himself due to a meeting conflict. The secretary recorded his vote before another member arrived and had the vote cancelled after 10+ years of near misses which were deemed an unacceptable hazard and per WAC 296-800-11005 Must be eliminated. <https://app.leg.wa.gov/wac/default.aspx?cite=296-800-11005>

This was the 3rd time that Protrans was axed from a potential funding approval. These near misses were on the ST Joint Rail Safety & Security Committee, Corrective Action Plan (CAP) monthly submittal to the State Safety Oversight Agency (SSOA) for years... I just do not want to see anyone get hurt and we keep dodging bullets so to speak.

Best Regards,

Steve Bose

----- Forwarded message -----

From: **Steven Bose** <Steven.Bose@oneatlas.com>

Date: Tue, Apr 8, 2025, 9:12 AM

Subject: FW: F200-FWLE Segment 2 NB/SB/XO Clearance Cart Test 019113-SIT-102.50 [In-person] - Near Miss Follow-up

To: Steven Bose <steve.bose.sb@gmail.com>

From: Steven Bose

Sent: Tuesday, April 8, 2025 9:12 AM

To: Vu, Khang <Khang.Vu@soundtransit.org>; Neal.Baumert <Nbaumert@MassElec.com>; Han, Xiangdong <xiangdong.han@soundtransit.org>; Kennedy, Geoffrey (Contractor) <c-Geoffrey.Kennedy@soundtransit.org>; c-steve.hames@soundtransit.org; Villanueva, Nic <nic.villanueva@soundtransit.org>; Baird, Douglas (Contractor) <c-Douglas.Baird@soundtransit.org>; c-kwaku.larbi@soundtransit.org; Patel, Sameer (Contractor) <c-sameer.patel@soundtransit.org>
Cc: Brett.Brazill <brett.brazill@kiewit.com>; Schneider, Jay <Jay.Schneider@soundtransit.org>; Bailey, Jason <jason.bailey@soundtransit.org>; Slava Kurkov <Slava.Kurkov@oneatlas.com>; robert.taaffe@soundtransit.org

Subject: RE: F200-FWLE Segment 2 NB/SB/XO Clearance Cart Test 019113-SIT-102.50 [In-person] - Near Miss Follow-up

Team,

Just a note regarding the **near miss listed below**.

Years ago, when I oversaw the construction of tracks and bore tunnel walkways in the Beacon Hill Tunnel project I was hired after a fatality and one other major incident on that project. Bob Clukas asked

me to come help Obayashi and I did but the **On Track Safety program** was my way or the highway. These terms were accepted by Obayashi and the thing that is missing today is the BIG fact that all derailments were **padlocked at C710 BHT**, whereas here in 2023/2024/2025, I no longer have seen padlocked derails at any of these expansion sites, I also see folks removing other folks derails after making phone calls etc.,. Just saying because there have been far too many incidents since December of 2024 and really dating back to 2005.

There are also newer proven technologies (Protrans) that are designed to provide advanced early warning of oncoming on track equipment that agencies such as LA Metro, Sacramento RT, San Jose VTA, Denver RTD, Edmonton Transit, CSX, NS, SEPTA, and MTA Baltimore have purchased and been using for a while now. Protrans was tested twice in Seattle with advanced warning of 3,000 feet achieved and recorded as witnessed by former SSOA Mike Flood.

I hope this info helps...

Best Regards,

Steven Bose, TSSP-Rail
Director of Track & Rail Systems

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We are now Atlas! For more information, visit www.oneatlas.com. Please note my email has changed to steven.bose@oneatlas.com.

From: Vu, Khang <Khang.Vu@soundtransit.org>

Sent: Friday, March 21, 2025 1:40 PM

To: Neal.Baumert <Nbaumert@MassElec.com>; Han, Xiangdong <xiangdong.han@soundtransit.org>; Kennedy, Geoffrey (Contractor) <c-Geoffrey.Kennedy@soundtransit.org>; c-steve.hames@soundtransit.org; Villanueva, Nic <nic.villanueva@soundtransit.org>; Baird, Douglas (Contractor) <c-Douglas.Baird@soundtransit.org>; c-kwaku.larbi@soundtransit.org; Patel, Sameer (Contractor) <c-sameer.patel@soundtransit.org>

Cc: Brett.Brazill <brett.brazill@kiewit.com>; Steven Bose <Steven.Bose@oneatlas.com>; Schneider, Jay <Jay.Schneider@soundtransit.org>; Bailey, Jason <jason.bailey@soundtransit.org>

Subject: [EXTERNAL] RE: F200-FWLE Segment 2 NB/SB/XO Clearance Cart Test 019113-SIT-102.50 [In-person]

Hi Everyone,

Please see below for my summary notes of the test today:

The test result from the SIT102- pushcart clearance test today is a **PASS (with an action item that will need to be performed to clear an observed conflict)**. Some of the noted items are:

1. 1 1/2" conflict with OCS pole bracket at STA 1134+17.00 on the SB track (see below for pictures and summary)
2. A near miss incident involving a mass electric hi-rail vehicle. (see below for summary)

Photos of the test that I took located here

[20250321 F200 SIT 102 CLEARANCE CART STARLAKE TO KDM STATION](#)

Testing Schedule:

- Meet up at the HI-rail get on Pad at Star Lake station at 6:30 AM
- Job safety Briefing around 7:00 AM
- Verified the Clearance Cart at 7:10 AM. The cart was set up to use the biggest clearance envelope calculated along the tested section
- Begin testing by traveling North on the SB track from the HI-rail get on Pad toward Kent Des Moines Station (from 7 to around 9AM)
- Move the cart over the NB track and traveled South
- Testing the clearance moving through special trackwork near the H-rail get on pad
- Testing Completed around 11:AM

SIT 102 Attendees:

- Steve Hanes
- Geoffrey Kennedy
- Steve Bose (oneatlas)
- Brett Brazill (Kewitt)
- Khang Vu (ST)

Detail Description of the Noted Items:

1. 1 1/2" conflict with OCS pole bracket at STA 1134+17.00 on the SB track (see below for pictures and summary)
 - This conflict is noted down on the test report with an action item of changing the bracket to a flush bracket with the OCS pole.
2. A near miss incident involving a mass electric hi-rail vehicle. (see below for summary)

Time of Incident

- The near miss incident happened at around 9:34 AM.

Location of Incident

- Happened at approximately STA 1160+75 at ballasted track between Star Lake and Kent Des Moines station

What happened?

- We are testing the NB track go in the south direction starting at Kent Des Moines Station toward Star Lake Hi-rail get on Pad.
- At the location of the incident, we were testing with the clearance cart when a Mass Electric Hi-rail vehicle is moving toward us in a backing position at around 20 MPH or more and is not slowing down. We all yelled and waved both arms at the hi-rail vehicle, but the operator did not hear or see us. When the vehicle was getting too close to us, we all moved away from the NB track onto the SB track. Brett Brazill and Steve Hanes continued waving their arms and ran up

toward the vehicle in the emergency walkway ballast area and the vehicle operator was able to see them and stopped at around 10ft of the testing clearance cart.

Why it happened?

- I am not sure why the hi-rail vehicle was moving on the NB track when we are performing our test.

Thank you
Khang Vu

-----Original Appointment-----

From: Neal.Baumert <Nbaumert@MassElec.com>

Sent: Friday, March 7, 2025 9:46 AM

To: Neal.Baumert; Han, Xiangdong; Vu, Khang; Kennedy, Geoffrey (Contractor); Hames, Steve (Contractor); Villanueva, Nic; Baird, Douglas (Contractor); Larbi, Kwaku (Contractor); Patel, Sameer (Contractor); Bailey, Jason

Cc: Brett.Brazill; Steven Bose; Schneider, Jay

Subject: F200-FWLE Segment 2 NB/SB/XO Clearance Cart Test 019113-SIT-102.50 [In-person]

When: Friday, March 21, 2025 6:30 AM-9:00 AM (UTC-08:00) Pacific Time (US & Canada).

Where: [27016 26th Ave S. Kent, WA](#)

Official Segment 2 NB & SB Track Clearance Cart Test SL Station to KDM Station

Time: 6:30am

Meet: SL Station Platform [27016 26th Ave S. Kent, WA](#)

POC: Brett Brazill 253.329.6886

SB240 Curve Setup for Worst Case

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Brien Chow

Public Comment by Brien Chow, Sound Transit System Expansion Committee Meeting, Th., 5_22_25, 1:30 p.m., Union Station

My name is Brien Chow, Transit Equity for All and Chong Wa Benevolent Association.

I'm here to urge you to support the...

...4th Avenue Station and Madison Street Midtown Station.

These stations offer the best ridership... connectivity... and access to major destinations...

...while preserving the seamless regional spine that connects riders from Lynnwood to Tacoma and Redmond/Bellevue to Lynwood/Tacoma.

The cost to build the 4th Avenue Station...

...is minimal in comparison to the enormous consequences of “intentionally” creating a “broken spine”... in the regional light rail system.

Such a decision would be **the biggest blunder in Sound Transit Board history...**

... undermining the creation of a state-of-the-art... world class transit system...

...and affecting the region's mobility and growth for over 200 years.

4th Avenue Station and Madison Street Midtown Station...

...present the most effective solution for improving **mobility, accessibility, and long-term regional growth.**

Please do what's right for the future of our Regional transit system—and the communities it serves.

Move Forward on 4th and STAY OFF 5TH!

Thank you.

Written Public Comment by Brien Chow at Sound Transit Board Meeting, Thursday, 5/22/25 at Union Station

I'm Brien Chow, Co-Founder Transit Equity for All and Chong Wa Benevolent Association for the state of Washington.

Briefing Document:

Key Strengths of the 4th Avenue Station

and Madison Street Midtown Station

Overview:

This briefing outlines the core advantages of the proposed **4th Avenue Station** and **Madison Street Midtown Station** in comparison to the *North and South CID* alternatives. These stations offer superior ridership potential, connectivity, and regional impact within the Sound Transit 3 expansion plan.

1. Superior Transfer Opportunities

- The **4th Avenue Station** is located adjacent to key transit services including Sounder trains, Amtrak, regional buses, and Link Light Rail.
- This proximity allows for **faster and more seamless transfers between modes**.
- In contrast, the *North and South CID stations* are situated farther from these services, requiring longer walks or additional transfers.

2. Direct Access to Key Destinations

- **Madison Street Midtown Station** provides direct and convenient access to high-demand destinations such as **First Hill, Virginia Mason Hospital, and Seattle University**.
- Riders can reach these areas without additional transfers or lengthy walks.
- *North CID station* lack this level of direct connectivity, reducing overall travel convenience.

3. Higher Ridership and Greater Use

- **Madison Midtown Station** is projected to serve **over 15,000 daily riders**, making it the most utilized non-hub station in the Sound Transit 3 network.
- **4th Avenue Station** is expected to serve approximately **9,500 daily riders**.
- In comparison:
 - *North of CID Station*: ~6,000 daily riders
 - *South CID Station*: ~3,000 daily riders
- These numbers highlight **stronger demand and greater efficiency** for the **4th Ave and Madison Midtown** options.

4. Integration with Current and Future Transit

- **Madison Midtown** connects directly with the **RapidRide G Line** and aligns with future transit system upgrades.
- This results in a **more connected, efficient, and user-friendly regional network**.
- *North CID* alternative does not provide the same level of integration

5. Avoiding the “Broken Spine”

- The *North and South CID station* alternatives **break the regional spine**—the unified transit corridor from Lynnwood to Tacoma to Redmond/Bellevue
- Riders making north-south trips through downtown would need to **exit the system or take slow, indirect transfers** between lines, severely reducing transit efficiency.
- This disconnect undercuts the core goal of Sound Transit 3: to build a **seamless regional system**.

Conclusion: Strongest Option for the Region

The 4th Avenue and Madison Street Midtown Stations offer:

- Shorter, more convenient trips
- Better connectivity across all transit modes
- Direct access to major urban destinations
- Substantially higher ridership and return on investment
- A continuous, unbroken regional spine for efficient travel

The cost to build the 4th Avenue Station is minimal in comparison to the enormous consequences of intentionally creating a **“broken spine”** in the regional light rail system. Such a decision would be the **biggest blunder in Sound Transit Board history**, undermining the creation of a state-of-the-art world class transit system and impacting the region’s mobility and growth for over 200 years.

These stations present the most effective solution for improving mobility, accessibility, and long-term regional growth.

Move Forward on 4th and STAY OFF 5TH!

Betty Lau

Sound Transit Board Meeting Public Comment by Betty Lau, May 22, 2025, 1:30 p.m., Union Station

Hello, I'm Betty Lau, co-founder of Transit Equity for All.

May marks the 2nd anniversary of the CID being on the State and Nation's 11 Most Endangered Historic Places Lists.

First, an excerpt from a letter to U.S. Dept. of Transportation:

- “The City is committed to supporting Sound Transit in achieving *our shared goal of advancing equitable outcomes with our programs and investments in accordance with the City's Race and Social Justice Initiative and the requirements of Title VI of the Civil Rights Act of 1964*” [emphasis mine].

How can there be equitable outcomes when the CID is bypassed by the preferred alternatives of North and South of CID?

Secondly, the re-branding of N&S of CID was done with unclean hands. How so?

- Other stations were named with public and neighborhood input, such as Pinehurst Station and Wilburton Station. CID was not consulted in the re-branding of N&S of CID. Is it because we have the lowest median income in Seattle, highest numbers of non-English speaking elderly and are largely populated by people of color?
- Author George Orwell calls re-naming: NewSpeak--the intro to revisionist history.
 - Those new to Sound Transit will not know of original Midtown at Madison, serving First Hill and the Rapid Ride G Line bus.
 - Riders hearing Dearborn St. Station will assume the platform is at Dearborn St. instead of at 6th and Royal Brougham, noted by ST expert HNTB (Jan. 2023).

Thirdly, we have asked since 2004 for correction of the backwards name of the 5th Avenue ID Chinatown station to Chinatown International District, as per City Ordinance 119297. It's highly confusing for visitors and locals alike.

- University Station was re-named Symphony Station to end confusion.
- Yet confusion over ID Chinatown being in Chinatown ID remains uncorrected. Is it because CID is a community of color while Symphony Station, evocative of Downtown wealth, privilege and cultural elitism, is not?

Finally, South Lake Union advocates got all the studies they asked for plus an equity analysis (in order for the ST board “to have all information before deciding on a preferred alternative” Cathal Ridge staff report), but CID has yet to get even one requested study funded. WHERE'S THE EQUITY?

Thank you.

Terry Scidmore and Kelly Finn

Please consider NOT building the West Seattle Light Rail extension.

The plan is too damaging to the environment (see many studies and comments already submitted that detail the loss of habitat, site instability, groundwater issues, soil incompatibility, damage to nesting and spawning areas, loss of second and third growth trees, Co2 impact from construction and loss of greenspace/trees/bushes, etc)

The plan is too damaging to minority owned and small independent businesses (see many comments submitted by businesses who will be forced to relocate, and studies provided about the impact moving small business out of an area)

The plan is too damaging to affordable housing (see many comments about the current available housing that is at lower rental rates than projected rental rates under ST proposals, loss of this type of housing, and the resulting gentrification: <https://nextcity.org/urbanist-news/seattle-light-rail-station-graham-street-gentrification>,

[file:///C:/Users/User/Downloads/john_barneson,+Journal+manager,+Ransom_1096%20\(2\).pdf](file:///C:/Users/User/Downloads/john_barneson,+Journal+manager,+Ransom_1096%20(2).pdf) The effect of light rail transit service on nearby property values: Quasi-experimental evidence from Seattle by Michael R Ransom Brigham Young University

<https://digital.lib.washington.edu/server/api/core/bitstreams/9e292713-1129-47d9-a99a-c3ebe7dbb288/content>, The Impact of Light Rail Transit-Oriented Development on Residential Property Value in Seattle, WA by Ze Wang

The plan benefits far too few people, living in the north end of West Seattle, at the expense of the majority of people who live elsewhere in West Seattle (see numerous comments submitted over a lengthy period of time from people who live in West Seattle), and do not work anywhere near where the light rail runs, nor live close enough to light rail stations to efficiently, economically, and intentionally use light rail to go to their work, their homes, to go shopping, school, or other daily business. West Seattle is not like Northgate or Lynwood. The section is very short from West Seattle and downtown Seattle, and takes the rider to stations in downtown Seattle to then walk, ride, or somehow get to the next part of light rail to continue their journey. Most of West Seattle does not have an easy way to get to the proposed light rail stations along the short stretch, and can get downtown at less cost, quicker, and with less hassle from their own area of West Seattle by bus.

The plan is considerably over budget and considerably not the plan voted on in 2016. It is a completely different plan.

Please consider NOT building the West Seattle Light Rail extension, and focus instead on getting other parts of ST back on track and completed.

Thank you for considering another point of view.

Regards,

Terry Scidmore, 70 year plus resident of West Seattle

Kelly Finn, 10 year resident of West Seattle

Donna Popich

Performance Goals and Objectives for CEO Constantine, M2025-22:

Sound Transit CEO Constantine will:

- Schedule and attend, as promised, a town hall in West Seattle, led by West Seattle residents and transit experts, to discuss the WSLE light rail with openness and transparency
- Refrain from construction of the WSLE at least until the East Link, I-90 Project is completed
- Refrain from destroying Pigeon Point's tree canopy and green spaces
- Seriously consider the proposed, valid transit alternatives to the destruction of our West Seattle community for light rail.
- Account to the taxpayers exactly where our transit tax dollars have gone since 2008 and where they are going now and into the future.
- Secure the funding before digging
- Be upfront about the many issues and delays with ST2 in particular
- Strongly reconsider building WSLE and the Ballard Extension
- Strongly rethink hanging your political legacy on all these ill-fated light rail megaprojects.

donna popich

35-Year West Seattle Resident

Bill Hirt

Atten Sound Transit Board.

The below post from my blog <http://stopeastlinknow.blogspot.com> details the folly of Sound Transit's plan for implementing ST3.

Bill Hirt

The video of May 8th Sound Transit System Expansion Committee meeting typifies the Sound Transit Board's approach to the area's commuting needs.. The previous post had detailed the "challenge" they faced with deciding how many Line 2 cars would be routed through DSTT to reduce congestion from Lynnwood without costing too much to serve Redmond.

However, Sound Transit's "real problem" is they continue to implement their version of the ST3 system expansion rather than improving the area's public transit. The video detailed the Board's latest efforts to use the 2016 Prop 1 approval that allows them to spend \$54B between 2017 and 2041 to spend \$150B between 2017 annually and 2046. Their current plan ends with \$29B in "tax backed debt", requiring ~\$1B in "Debt service payments" remaining in 2047 when ST3 taxes end.

The video began with a Dow Constantine presentation, recently selected as the Sound Transit CEO most likely to continue the ST3 extensions. The first budget item was a decision to pay each of four outside consultants up to \$100,000 for 12 months of capital program advice. Sound Transit's 2025 Adopted Budget and Financial Plan, the board approve in March, had included paying \$957.5M to fund 1572 positions in their staff including 205 "executives". Thus, the May 8th contracts were just the latest example of Sound Transit paying transit advisory groups and outside consultants on how best to implement the ST3 extensions.

The rest of the meeting dealt with how all the ST3 transit projects were proceeding. Charts from the March 2025 System Expansion Monthly Status Report depicted status with different colored symbols. A response to the board's apparent need for an update on progress "less detailed" than the previous monthly "Agency Progress Reports".

The options for the segments of the Federal Way to Tacoma were presented. Sound Transit chose to use the Puyallup tribe objections to routing extension along I-5 to "prefer" a route along Route 99 that generated multiple objections from those along the highway.

Again, the Sound Transit Board's real problem is first, they still don't recognize that 4-car light rail trains don't have the capacity to accommodate the number of commuters needed to reduce peak hour multi lane freeway congestion. Rather than add bus routes and parking for increased capacity, Sound Transit plans to replace the routes, reducing transit capacity into Seattle. With bus riders forced to transfer, reducing access for existing commuters, and no GP lane congestion reduction.

The board's second Real Problem, they don't recognize providing commuters with access to light rail doesn't assure commuters will use it. The 70,000 residents that lived within a mile of Starter Line stations resulted in only 1238 average inbound and outbound riders in March. 80,000 residents within a mile of the Lynnwood Link stations, 6643 riders. Despite board expectations, it's unlikely the two stations added by Downtown Redmond Extension will add significant daily commuters.

The May 8th video included plans for the 16.3-mile extension to Everett that will double the operating cost for the round trip from Westlake but has few potential commuters. Yet the latest staffing assessment has 126.8 Full-time Monthly Equivalents doing the planning. The "possible" result of the Sound Transit Board chair and member being Snohomish County Executive and Everett Mayor.

Another part of the board's "not-having-light-rail-access problem" is the assumption those having access to bus routes will choose to ride light rail or transfer to light rail trains for the commute into Seattle. Potential Ballard and West Seattle riders to Sodo already have Snohomish and King County bus routes throughout the area from Everett and Burien. The routes have far more stops for accessing the buses into Seattle and more convenient stops in the city for egress and access on return than either of the two light rail train routes.

Sound Transit Board's continuing to advocate spending \$20B and more than a decade disrupting the area to bore a second tunnel under Seattle and second bridge over Duwamish Waterway surely qualifies as a problem.

The bottom line is the video of the System Expansion Committee's May 8th meeting provides ample evidence the Sound Transit Board doesn't recognize the folly of implementing the ST3 extensions. That's a real problem.

Atten: Sound Transit Board,

The following post from my blog <http://stopeastlinknow.blogspot.com> details the Line 2 "challenge".

Bill Hirt The May 10th Seattle Times Traffic Lab column "What you'll find at Redmond's new light rail stations," touts how the "New segment connects parks, restaurants, and more along the Eastside". That, "All those destinations should make the Eastside 2 Lanes now-empty trains more versatile". It's not clear whether versatile, "adaptable to many uses", assures more riders for the daily commutes.

Especially since it follows a May 7th Seattle Times front page column, "Light rail: Will new Redmond Stations fill train cars?". It reflected recent concern that "In March a mere 3240 passengers per day boarded the 6-mile Starter Line". It neglected to consider that most passengers paid for two boardings, one to go into Downtown Seattle or South Bellevue and one to return. Thus, only 1620 commuters likely rode the Starter Line in March, despite having far more potential riders available..

The May 7th column reported Sound Transit estimated that next winter, when people can ride light rail into Seattle, 5700 riders will use the two stations daily. However, it's unlikely many of those will be "big city" residents traveling daily to Redmond.

Until then, the hope is large numbers will walk to the Downtown Redmond Station (DRS) or drive to the 1400-stall Marymore Village Garage to ride light rail to Redmond Technology Station (RTS), downtown Bellevue, or South Bellevue. The Traffic Lab finally recognizing "Ridership predictions are notoriously wrong".

Neither article mentioned Sound Transit's cost for operating the Downtown Redmond Extension. At \$30-per-mile vehicle cost, the 2-car trips over the 3.4-mile extension every 10 minutes for 16 hours, will add about \$40,000 per day to the 6.6-mile Starter Line \$76,000 operating cost, \$116,000 daily from DRS to South Bellevue.

The ~8-mile extension from South Bellevue to International District Station adds ~\$500 per trip or \$48,000 for the 96 trips, for a total \$164,000 daily. Thus, even if 5700 riders paid \$6.00 fares, for to-and-from destinations, the \$34,000 fares would still leave \$130,000 for Sound Transit to pay from other sources.

The Line 2 Link challenge is satisfying conflicting requirements. Sound Transit had previously decided to use the extension to replace ST550, ending access to transit for many of the 4303 March ST550 boardings, (and presumably 2152 riders) at multiple stops in Bellevue and along route to South Bellevue P&R. That all the I-90 corridor buses would terminate on

Mercer Island forcing bus riders to transfer to and from Line 2 trains for the commute into and out of Seattle.

The challenge is Sound Transit complicates the scheduling issue by opting to route the Line 2 trains through DSTT to provide half the trains to Lynnwood. Those trains will have to safely merge with Line 1 trains returning from Angel Lake and later Federal Way. What train schedule is needed to assure safe operation? Will the Line 2 trains continue to be 2 cars that won't have the capacity needed to Lynnwood or 4-cars that double to trip costs to Redmond?

The bottom line is the May 10th Traffic Lab article makes the dubious assumption that large numbers of Seattle residents will use Line 2 to visit Redmond. That some combination of the number of cars in Line 2 trains, an operating schedule that will assure safe operation, provides needed capacity during peak commute to and from Lynnwood without costing too much for Line 2 to Redmond.

A self-inflicted challenge from routing Line 2 beyond CID.

Gale Sketchley

I hope the board truly examines all the wasted money, lack of transparency, deceptions and hiding or misrepresenting the facts. The priority of links is totally changing, amid delays, poor management, cost over runs, an DOW Constantine's total failure to deliver. He is in the "hot seat" and must prove himself capable to be chairman. I reference the interview of Komo News regarding transit news. In starting the West Seattle link before all the facts are in, surveys-examined means West Seattle will be a mess not to mention displacement of residents, torn up streets, inability of residents to get around, for a long time. This is unnecessary! Someone needs to step in and put a stop to this all in the name of progress. There is a better way. Open up your minds, stop rubber stamping these utter disastrous outcomes., and make us proud of your work on these serious issues. Thank you, Gale Sketchley

please consider all comments sent to you regarding your decision to go forward with the West Seattle link. They are very well thought out points about your lack of transparency and hiding of pertinent facts regarding the environment, the false information about ridership, disregard of people's relocation, moneys spent, impossible travel during construction, false promises etc. These complaints have been shoved under the table and not seriously considered by board members lacking the knowledge of past studies, expert opinion studies or true facts. As a board member either appointed or elected, you need to be accountable to citizens and tax payers. We will be footing the bill for all this waste of time and money for years to come. Sound transit has never been accountable to the public and no one has been able to stop them. It's a travesty. Open up your minds! Thank you Gale Sketchley.

Mayor Woodards on behalf of Tacoma City Council

Note: The letter referenced in this comment can be found at the end of the document.

Dear Sound Transit Board of Directors,

As you deliberate on the Tacoma Dome Link Extension (TDLE) project, we wanted to take the opportunity to share the attached letter regarding our preferred alignment and station options, as well as some key issues that we hope Sound Transit will consider as this work moves forward.

We are very excited about the TDLE project, and our community is eager for more light rail options and transit connections, thank you for your partnership and dedication to the delivery of the TDLE, and we appreciate this opportunity to share our views.

Yours in Service,



Victoria R. Woodards
Mayor | City of Tacoma

747 Market St. Room 1200, Tacoma, WA 98402

253.594.7848 | [TacomaFirst311](https://www.tacomafirst311.org)

Paul Sweum

Note: The attachment referenced in this comment can be found at the end of this document.

Please find the following comments, intended to be provided for the ST Board before their meeting today. The attached PDF is a more formalized comment letter containing verbatim the following content in this email. Thank you.

Re: comments on At-Grade Crossing Program Master Plan (Updated Draft, May 2025)

Sound Transit Board members:

I write my comments today as a frequent user of Link light rail, a resident who's lived in King County for the majority of my adult life, and an advocate for transit and folks with disabilities - both of which are on-topic for this agenda item at your meeting on May 22, 2025.

Comments on At-Grade Crossing Program Master Plan (updated draft, May 2025):

Figure 2-1 on Page 2-4 (p. 9 of 87 in PDF)... the markings for Lumen Field (currently misspelled as "Luman") and T-Mobile Park are at the wrong location, too far south. This honest oversight is in the executive summary, so it will make orientation in the map confusing to many users. Please fix this, and also ensure the map is closer to scale.

Representation for folks with disabilities... I applaud this document for being comprehensive on current safety enhancements and related technologies. However, I'm concerned that folks with disabilities - especially those in wheelchairs - are not called out or adequately identified in a document of nearly 90 pages with its primary focus on safety, no less. In a performed search, the word "wheelchair" shows up twice, buried in an appendix and not even in the regular text. In addition, a performed search of the words "disability" and "disabilities" turned up no mention throughout the entire document. Considering recent tragic events involving a collision between a Link train and someone in a wheelchair, I would hope that there would be added emphasis calling out safety for folks with disabilities.

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Thank you for your attention today.

Respectfully and with gratitude,

Paul R. Sweum

"Be kind, for everyone you meet is fighting a battle you know nothing about." -Wendy Mass

Paul R. Sweum,
Designer & Fabricator

AZWAglassworks

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Marilyn Kennell

Expectations for Sound Transit CEO Constantine from West Seattle:

- CEO Constantine will schedule and attend, as promised, a town hall in West Seattle, led by West Seattle residents, to transparently discuss WSLE light rail
- CEO Constantine will refrain from eliminating acres of tree canopy and green space, and from exacerbating the effects of climate change
- CEO Constantine will invest in carbon reduction systems that will significantly offset its greenhouse gas output, including, but not limited to reconsidering any light rail plans for the West Seattle-downtown corridor until independent, comparative studies of other HCT options and future availability of new transit modes is completed, and
- Sound Transit CEO Constantine will invest in upgrading Metro Transit rolling stock to full-electric, improving Metro and ST system efficiencies to attract true gains in ridership
- An independent, transparent and enforceable financial accounting of Sound Transit operations connected with the Ballard-downtown-West Seattle corridor will be conducted during the fiscal year 2025, to ascertain the most cost-effective options for delivering the currently planned link extensions, and a new plan to serve the corridor with HCT will be implemented promptly,
- the Sound Transit board members hold themselves and the incoming CEO accountable.

Marilyn Kennell
West Seattle



City of Tacoma

City Council

May 13, 2025

Dear Sound Transit Board Members,

As you deliberate on the Tacoma Dome Link Extension (TDLE) project, we wanted to take the opportunity to share our preferred alignment and station options, as well as some key issues that we hope Sound Transit will consider as this work moves forward. We are very excited about the TDLE project, and our community is eager for more light rail options and transit connections, especially as roadway congestion and degraded traffic conditions continue to increase on Interstate 5 and State Route 99. We are grateful for the opportunity to share our perspective and look forward to continued collaboration to ensure the successful delivery of the TDLE project.

The Tacoma Dome Station will serve as the last stop on the Sound Transit light rail spine, and we have an opportunity to make it an iconic finale in a developed historic area. We believe that the Close to Sounder Station option is the best choice for creating an integrated, multi-modal, urban hub in the Dome District. This station option can seamlessly interface with Sound Transit's T Line, which will continue to be the primary mode for connecting transit riders to our Downtown Core, the University of Washington Tacoma, local hospitals, and some of our most dense commercial districts and neighborhoods. In addition, this station option will have a reduced impact on T Line operations during construction, which is vital as we seek to limit transit disruptions in our community.

While we support the Close to Sounder Station option, we are also eager to protect and build upon the local business community that is thriving in and around the Dome District. Many of these businesses are small but vital for our BIPOC community, food access, and transit riders. We want to stress that working together to ensure local businesses are part of the future in the station area, rather than being pushed out by it, is one of our key goals.

We have big dreams for the Tacoma Dome station and want to ensure it reflects the unique history of the Dome District, provides an integrated and dynamic station design that supports this growing urban Transit-Oriented Development (TOD) district, incorporates and builds upon many of the community and transit rider services provided in our existing Freighthouse Square, and serves as an inspiring entrance to the City of Destiny. We envision a welcoming space and vibrant center for community and commerce, infused with natural light and materials, designed to attract local investment and promote co-location of public amenities. We look forward to close design coordination between Sound Transit, the City of Tacoma, and our community to ensure that this station gives riders an exceptional first impression of the Puget Sound Region's second largest city.

In addition to the Close to Sounder Station option, we support the Portland Avenue Station option. Safety is one of our top concerns at this location and the off-street bus loop will help ensure protected bus connections, which is critical as we anticipate that buses will be the primary connection for this station. In addition, we urge Sound Transit to help make significant bike and pedestrian safety improvements in the area, consistent with Sound Transit's System Access Policy. It is especially important that the pedestrian crossing for Portland Avenue be improved for safety to help connect the new station to areas to the west across Portland Avenue. This should include safety improvements for the two underpasses to ensure transit riders can access the amenities, destinations, and residential areas south of Interstate 5. We have proposed a rezone of this area to support TOD as part of our Tideflats Subarea Plan, and we hope this will assist Sound Transit with creating a safe, convenient, and accessible station on Portland Avenue.

Throughout the TDLE project, collaboration with the Puyallup Tribe of Indians will remain imperative for success and we applaud Sound Transit's commitment to uplifting Tribal communities. We greatly value our relationship with the Puyallup Tribe and hope this project will reflect our commitment to being a welcoming city. We urge you to continue to prioritize the importance of close design coordination with the Puyallup Tribe.

Thank you for considering our input as you come to a decision on the preferred alignment and stations. Our City Manager shared a letter with more technical input regarding the Draft Environmental Impact Statement, and we are pleased to submit this letter in addition to it. Along with our favored station options, we ask you to keep in mind our requests to focus on ensuring safety improvements, accessibility for individuals with disabilities, supporting positive activation of spaces under and around the entire alignment, and finding ways to help mitigate the construction impacts on our community. We also ask that you maintain close collaboration with the Puyallup Tribe, our City Departments, and other jurisdictions, including Fife, Federal Way, and Pierce County. Finally, we ask Sound Transit to work together with Pierce Transit to ensure seamless and robust local transit access across services.

The future of regional light rail in Tacoma and Pierce County is dawning and we couldn't be more excited. Our city is growing quickly, and we are ready for robust progress meeting the

transit needs of our community and the region. Thank you for your partnership and dedication to the timely delivery of the TDLE project.

Thank you,



Mayor Victoria Woodards



Council Member John Hines – Position 1



Council Member Jamika Scott – Position 3



Council Member Kristina Walker – Position 8



Council Member Sandesh Sadalge – Position 4



Council Member Joe Bushnell – Position 5



Deputy Mayor Kiara Daniels – Position 6



Council Member Olgy Diaz – Position 7

Paul R. Sweum

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Covington, WA 98042
AZWAglassworks@gmail.com

May 22, 2025

Board Administrator & SoundTransit Board of Directors

SoundTransit
401 S. Jackson St.
Seattle, WA 98104

Re: comments on At-Grade Crossing Program Master Plan (Updated Draft, May 2025)

Sound Transit Board members:

I write my comments today as a frequent user of Link light rail, a resident who's lived in King County for the majority of my adult life, and an advocate for transit and folks with disabilities – both of which are on-topic for this agenda item at your meeting on May 22, 2025.

Comments on At-Grade Crossing Program Master Plan (updated draft, May 2025):

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