

# 08/28/2025 Board of Directors Meeting

## Written Public Comment Submissions

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*Bill Hirt*

Atten Sound Transit Board.

The below post questions why Sound Transit is spending more than \$500 million on a OMFS with a 2031 target date 6 years after 1 Line begins service to Federal Way.

Bill Hirt

The Thursday 14<sup>th</sup> Sound Transit System Expansion Committee approved the following “Recommendation to the Board”.

***B. Motion No. M2025-40:*** *Authorizing the chief executive officer to execute a contract modification with Mott MacDonald, LLC to exercise a contract option for Phase 2 Design-Build Project Management services for the Operations and Maintenance Facility South project in an amount not to exceed \$109,840,000, with an approximate 10 percent contingency of \$11,160,000, totaling \$121,000,000, for a new total authorized contract amount not to exceed \$140,843,544, contingent upon adoption of Resolution No. R2025-19.*

***C. Resolution No. R2025-19:*** *Amending the Adopted 2025 Budget to advance the Operations and Maintenance Facility South project by a) increasing the authorized project allocation by \$121,000,000 from \$403,729,393 to \$524,729,393 and b) increasing the adopted 2025 annual project budget by \$2,000,000 from \$156,672,390 to \$158,672,390.*

***D. Resolution No. R2025-20:*** *Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for construction, operation and maintenance of the Operations and Maintenance Facility South project.*

The presentation and discussion of the funding and property acquisitions took nearly 40 minutes. It began with charts showing the 2031 Forecast Opening in a OMFS Project Timeline Meets or Exceeds Target. The rest of the time was spent detailing concern over funding the various phases from preliminary design through final construction. In the end all three were unanimously recommended for approval to the board.

It exemplified a long history of the System Expansion Committee failure to ask the “right” questions. Spending millions on outside advice as to how to

better implement ST3 extensions rather than how to reduce the area's congestion.

The OMFS, like many of the projects they funded wasn't included in the 2016 Prop 1 approved by voters. They recently announced plans to debut the 8-mile Federal Way Link this fall. They presumably have plans to operate and maintain the trains on the route. Thus, why was the committee even funding an OMFS project? Especially one with a 2031 in-service target date and costing more than \$500 million.

A previous post concluded the extension to Federal Way was a blunder. Area commuters already had better access to transit into and out of Seattle on KCM bus routes. The "likely" result, the number of 1 Line trains routed beyond SeaTac or Angle Lake to Federal Way will be limited to reduce clogging current riders during peak commute, better match ridership off peak, and minimize the 8-mile extensions added operating costs.

Spending more than \$500 million on an OMFS to maintain those trains in 2031 just adds to that blunder.

*Marilyn Kennell*

Written Public Comment Submission

To: Sound Transit Board of Directors

From: Marilyn Kennell

Date: August 26, 2025

Subject: Request for West Seattle Community Inclusion in ST3 Realignment

Dear Board Members,

Thank you for the opportunity to provide input on the proposed Enterprise Initiative.

**This comment is yet another formal request from the West Seattle community to be included in the realignment process.** We are grateful that Sound Transit's Enterprise Initiative is going to "rethink" ST3. A good place to start is the West Seattle Link Extension (WSLE) light rail stub. It is already unaffordable at \$7 billion, and that cost, projected in 2024, does not include an additional \$2 billion needed to complete the West Seattle/SODO connection.

Sound Transit is finally acknowledging that things have changed since their 2014 and 2016 plans. And they admit that a new, agency wide comprehensive approach to update the ST3 System Plan and adopt a new Long-Range Plan is urgently needed, but it will take their staff until mid-2026 to chart the path forward.

Sound Transit CEO Dow Constantine has stated that he wants to provide the board members with the tools to drive the agency forward and wants the best data and information to inform board decisions, instead of "throwing on the brakes" and delaying projects and diminishing scope. Our data and information shows that the most fiscally responsible approach, however, is to **halt WSLE light rail plans until Sound Transit realigns its entire system.**

Constantine advocates for transparency, accountability, and genuine collaboration, but it appears that he will consult internally (and exclusively?) with ST leadership and staff. The public is not explicitly invited to participate. But Sound Transit's outreach to West Seattleites lacks accurate information about WSLE light rail. To ascertain the route, scope, feasibility, actual costs, ridership, and impacts of bringing light rail to West Seattle, our concerned community joined with regional transit experts to form [rethinkthelink.org](https://rethinkthelink.org). We have held two community walks, in September 2023 and June 2024, and a community transit forum on January 25 of this year. **Neither Sound Transit nor Sound Transit board members acknowledged our invitations to join these events.**

To further educate our community, we produced an 18-page Environmental Impact Statement to address the inaccuracies, omissions, and vagueness found in Sound Transit's 900-page WSLE 2024 Final EIS. We presented a copy to the Sound Transit board chair at the September 26, 2024, board of directors' meeting. We also sent

copies via USPS Priority and email to all board members at their offices. Members who recently joined the board have also received our EIS-C, but they most likely have not had time to read it. Most board members are not adequately informed. It is not their fault; they only hear from Sound Transit staff.

We have thought through the WSLE light rail project, and **we can help your board rethink WSLE light rail**. We therefore, again, formally and respectfully request time to present our findings and solutions to the full board. We hope that you urge Sound Transit to honor its commitment to transparency and collaboration by allowing our community to participate meaningfully in shaping the future of regional transit.

This strategy does not delay regional progress—it accelerates it by focusing on what you can deliver now, while remaining adaptable for the future. It ensures that Sound Transit remains a resilient, **equitable**, and **trusted partner in regional mobility**.

Thank you for your consideration.

Marilyn Kennell  
West Seattle

*Donna Popich*

Dear Esteemed Sound Transit Board Members,

**Motion No. M2025-36** emphasizes a shift from single-project investments toward agile, system-level cost and risk management. Recent public commentary shows growing concern over WSLE costs and its overall value. For example, critics have noted that the West Seattle Link Extension would yield, at best, a marginal increase in ridership at a cost of 7 billion dollars and counting. Choosing the No Build option resonates with current public sentiment and avoids locking our region into a project that does not justify its financial burden. This also aligns with Sound Transit's "Enterprise Initiative" by reinforcing responsiveness to economic and political realities, and by ensuring public trust through transparent, needs-based prioritization.

**Transparency** means creating an open dialogue, not a one-way presentation where the public is spoken to but not heard. True engagement requires listening, not restricting community voices to a mere two minutes. When public comment is treated as merely a box to check while ST Board members engage with their cell phones, transparency becomes performance, not practice.

Your constituents are making their voices heard with their votes!

Thank you for your attention.

donna popich

35 Year West Seattle Resident

206-371-9003

## *Brien Chow*

Written Sound Transit Board Meeting Public Comment by Brien Chow, August 28, 2025, Union Station, 1:30 p.m.

I'm Brien Chow, co-founder of Transit Equity for All.

### **A Strategic Investment for a Connected Future**

#### **Introduction**

*Sound Transit's Enterprise Initiative* represents a crucial shift in delivering the ST3 plan. It emphasizes financial sustainability, rider-focused service, and equity.

Within this framework, the proposed *4th Avenue Station* is more than just a new stop—it is a cornerstone project designed to create a vital regional hub. Its strategic location and design support Sound Transit's goals of financial stewardship, service excellence, and community equity, ensuring long-term benefits for the entire region.

#### **Why the 4th Avenue Station Matters**

##### **1. Financial Stewardship & Affordability**

- Located in a high-density, urban area, maximizing ridership and fare revenue.
- Unlocks Transit-Oriented Development (TOD) opportunities, which help generate new revenue.
- Rising property values near the station can create value capture, helping offset project costs and strengthen Sound Transit's financial position.

##### **2. Service Delivery & Network Planning**

- Functions as a major multimodal hub.
- Connects light rail with buses, Sounder commuter rail, and Amtrak.
- Creates a seamless, efficient, rider-friendly system that meets current demand and prepares for future growth.

##### **3. Community & Equity**

- Serves a diverse, lower-income community with many car-free households.
- Expands affordable, accessible transportation options.
- Supports equitable development—affordable housing, job creation, and opportunities for local businesses.

## Summary: A Hub of Opportunity

The proposed 4th Avenue Station is not simply another transit stop—it is a strategic investment that fulfills the Enterprise Initiative's vision.

- It strengthens financial sustainability.
- It enhances service quality and connectivity.
- It promotes equity and inclusive growth.

Together, these benefits make the 4th Avenue Station a transformative project that will serve the region for the next 100 years.

*This is why Sound Transit must...*

*Move Forward on 4th!*

*and Stay off 5th!*

*Brien Chow*

Co-Founder

Transit Equity for All

[chowbw@gmail.com](mailto:chowbw@gmail.com), 206-853-5883

**GO TO FOR INFORMATION...** [linktr.ee/TransitEquityforAll](https://linktr.ee/TransitEquityforAll) [MFo4th](#)

## References

- Sound Transit Enterprise Initiative:  
*Presentation – Enterprise Initiative Service Delivery Overview (Aug 7, 2025)*. Sound Transit.  
[PDF link](#)
- Enterprise Initiative Planning Overview:  
*Enterprise Initiative Background & Goals*. West Seattle Blog (archival document).  
[PDF link](#)
- Sound Transit 3 (ST3) Overview:  
*Sound Transit 3 voter-approved expansion plan* — includes TOD programs, station access, and equity goals. Wikipedia.  
[ST3 Overview](#)

**Sound Transit Board Meeting Public Comment by Brien Chow, August 28, 2025, Union Station, 1:30 p.m.**

I'm Brien Chow, co-founder of Transit Equity for All.

## **Accountability Through 4<sup>th</sup>**

Seven years ago... the voters of Puget Sound approved ST3.

... They placed their trust in you to deliver a world-class transit system.



Faced with major financial challenges...

... CEO Dow Constantine launched the *Enterprise Initiative*...to keep that promise.

At the heart of this effort is the *4th Avenue Station*...

... This isn't about scaling back... it's about being smarter.

**The initiative rests on three pillars:**

**First, fiscal discipline...**

The *4th Avenue Station* maximizes ridership and fare revenue...

... while creating opportunities for value capture through...

... transit-oriented development, helping keep our financial plan sustainable.

**Second, passenger-first service...**

Voters didn't just ask for more transit... they asked for better transit...

The *4th Avenue Station* delivers by creating a "*multimodal hub*" ... that links light rail with...Sounder... Amtrak... Seattle Streetcar and buses...

... making the network seamless... efficient... and rider friendly.

**Third, accountability...**

This is about keeping faith with the public...

... By placing a station at 4th Avenue... you ensure benefits are shared equitably... reaching the communities who rely on you the most.

The *Enterprise Initiative* is our roadmap...

... The *4th Avenue Station* is its linchpin...

... Together, they prove you... the Sound Transit Board are on track to deliver the full vision of ST3 for this generation and the next.

*This is why Sound Transit must... **Move Forward on 4th!**  
and **Stay off 5th!***

Brien Chow

**GO TO FOR INFORMATION...** [linktr.ee/TransitEquityforAll\\_MFo4th](http://linktr.ee/TransitEquityforAll_MFo4th)

*Gale Sketchley*

Sent from my iPad. This strategy does not delay progress, it accelerates it by focusing on what we can deliver now, while remaining adaptable for the future. It ensures that Sound transit remain a resilient, equitable, and trusted partner in regional mobility. The West Seattle Link Extension light rail is already unaffordable and needs 2 billion more to complete the West Seattle Sodo connection . Unfortunately more transfers are needed to access Seattle station going north or south. Gale Sketchley thank you for your consideration.

## Betty Lau

I am Betty Lau, co-founder of Transit Equity for All and member of Sound Transit Citizens Accessibility Advisory Committee (CAAC).

First, according to CEO Constantine, “Yes, communities will be listened to...in avoiding negative impacts” (KUOW interview, Aug. 11, 2025).

I’m really glad to hear that. By-passing Chinatown ID with North/re-branded Midtown James Street & South of CID/re-branded Dearborn Street although the platform is at 6<sup>th</sup> and Royal Brougham stations breaks the Sound Transit promise of economic benefits to the CID as well as denying accessibility and connectivity to Seattle’s last remaining community of color, one that is the heart of the state’s Asian American communities. The inherent flaws of North & South of CID preferred alternatives are well documented by engineering experts HNTB and VMS in their 2023 reports to Sound Transit.

With the North and South of CID alternatives, Sound Transit engineers need to solve problems of longer trips, extra transfers, out-of-direction travel, 12-minute walks and a South station that connects to...nothing. In the words of VMS, “The South of CID alternative does not provide good connectivity between the light rail lines, to the heavy rail corridor, or to a major employment center. It is unclear what the advantage of this location is from a utility standpoint” (Nov. 2023)...

not to mention the extra challenges to make those re-branded stations as accessible as the 4<sup>th</sup> Avenue Transit Hub for seniors, children, and those with disabilities.

Secondly, “I have relationships and the history here to be able to re-direct the operations...and work with the political leaders around the region to bring us to consensus around new directions,” says CEO Constantine in the same KUOW interview.

Since that is the case, talk to the railroads to collaborate, just like they were collaborated with on building the new waterfront. VMS has even suggested a plan (Nov. 2023).

Finally, getting light rail across Lk. Washington is the first in the world; technical challenges had to be overcome. The same can be done for the “loose soils” of 4<sup>th</sup> Avenue.

Keep the Sound Transit promise to the Region and the CID communities of color to build the 4<sup>th</sup> Avenue Super Transit Hub at Union Station!

Thank you.

## *Jan Roberts*

We are cautiously optimistic that Sound Transit's Enterprise Initiative will "rethink" ST3. We recommend starting with the West Seattle Link Extension light rail stub. It is already unaffordable at \$7 billion, and the projected cost, as of 2024, does not include an additional \$2 billion needed to complete the West Seattle/SODO connection.

Jan Roberts  
206 920 0130

## *Eason Wang*

***Note: The illustration mentioned in this comment can be found at the end of this document.***

CSYTA has been surveying riders across the region, and one theme came through clearly: International District–Chinatown is a critical transfer point, but it will not function well after the Cross-Lake Link extension opens. The 2 Line is essentially replacing Route 550, which does not stop at Chinatown Station when heading south. This means many passengers traveling to Bellevue and the Eastside will most likely transfer at Pioneer Square or Symphony Stations instead of IDC.

Our survey data shows that 76% of riders believe a center platform at IDC could save them significant time — as much as three to five minutes per trip. With the current design, people will miss their connection if the 1 Line and 2 Line arrive at the same time, since transferring requires completely exiting the station and re-entering on the opposite side. Riders don't want to wait around for the next train, and some may even risk unsafe crossings because of how restrictive the current setup is.

This challenge is even greater for riders with luggage traveling to and from the airport, and for riders with limited mobility — including those using walkers, canes, or wheelchairs. A simple transfer under the current design can involve multiple elevator waits and a much longer travel path. A center platform would make transfers faster, more convenient, and critically, safer for everyone.

By enabling cross-platform transfers, Sound Transit could improve safety, reliability, and the overall usability of the system. For youth and students, this could mean getting to class on time. For workers, it may mean catching the last bus home. And for riders with mobility challenges, it would allow them to transfer with dignity instead of difficulty.

Attached below are two documents for your reference: one illustrates the current station setup, and the other outlines our proposed center platform solution. We hope these visuals provide additional clarity on why this improvement is needed and how it could work.

We urge the Board to study and prioritize a center platform solution at the International District–Chinatown Station. Riders want it, and the data shows it would make a meaningful difference.

Thank you for your time and consideration.

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**Eason Wang**

Co-Founder & Chief Financial Advisor

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[csyta.org](https://csyta.org)

[Instagram](#) | [Youtube](#)

*Kevin Freitas*

Delete this and above header if necessary

I'm a resident of West Seattle who supports light rail in our community but done right. Costs have dramatically increased but there should be no compromise removing the underground option in our neighborhood. ST has expertly tunneled under other dense neighborhoods like Beacon Hill, First/Capital Hill and the Montclair Cut and should do the same here.

If the budget doesn't allow for this, I'd prefer the money be spent elsewhere and rail cancelled for our neighborhood. As much as it pains me to say it, keeping the giant, molding cement monoliths and noise out of our local skies is more important. We can add some more busses, lobby local biz to allow folks who can work from home, etc.

Since the line for West Seattle wasn't spec'd/priced to go underground here when put up for a vote it was never truly taken seriously by the Board. I'm done. Leave us out of it.

Signed,

Someone who grew up near Portland and watched the Max get developed when it was affordable to do so, Kevin Freitas

*Comments received after the meeting's comment deadline*

*Joe*

Joe here.

Please uphold and enforce the Board Public Comment Rules.

If and when Alex Tsimerman starts the Nazi greeting filth, kick him out please as per your rules.

Anybody paying attention to the national news last night knows why this is so damn important and worth the risks.

As always, GO SOUND TRANSIT.

Thank you;

JOE



# Current Layout

With the current layout, riders transferring between the 1 Line and 2 Line must fully exit the station and leave the fare-paid zone. This requires going up stairs or elevators, crossing the tracks at street level, and then going down again to the opposite platform—often causing passengers to miss their connection.

Currently, transfers to Routes 550, 554, and other I-90 buses are spread across multiple stops in downtown Seattle, as most southbound ST Express buses do not serve ID/C Station. With the opening of the 2 Line, all riders traveling to the Eastside will transfer at ID/C Station.

Ground Floor

Fare Paid Zone

Prepared by the Central Puget Sound Youth Transportation Alliance (CSYTA).  
Image credits: Sound Transit. Adapted for illustrative purposes only.

Fare Paid Zone



Concourse

Existing Platform	South Track	Redundant Space	North Track	Existing Platform
Handles all passenger movements at this station	1 Line to Angle Lake 2 Line to Dwn. Redmond	Space between the two trains is not being used efficiently.	1 Line to Lynwood 2 Line to Lynwood	Handles all passenger movements at this station

# CSYTA's Proposal

With the proposed layout, riders transferring between the 1 Line and 2 Line can simply **walk across the new island platform** without leaving the fare-paid zone. This direct, level transfer eliminates the need to exit, cross tracks at street level, or navigate multiple sets of stairs and elevators, reducing connection times and making transfers faster, easier, and more accessible for all passengers.

## Example Announcement:

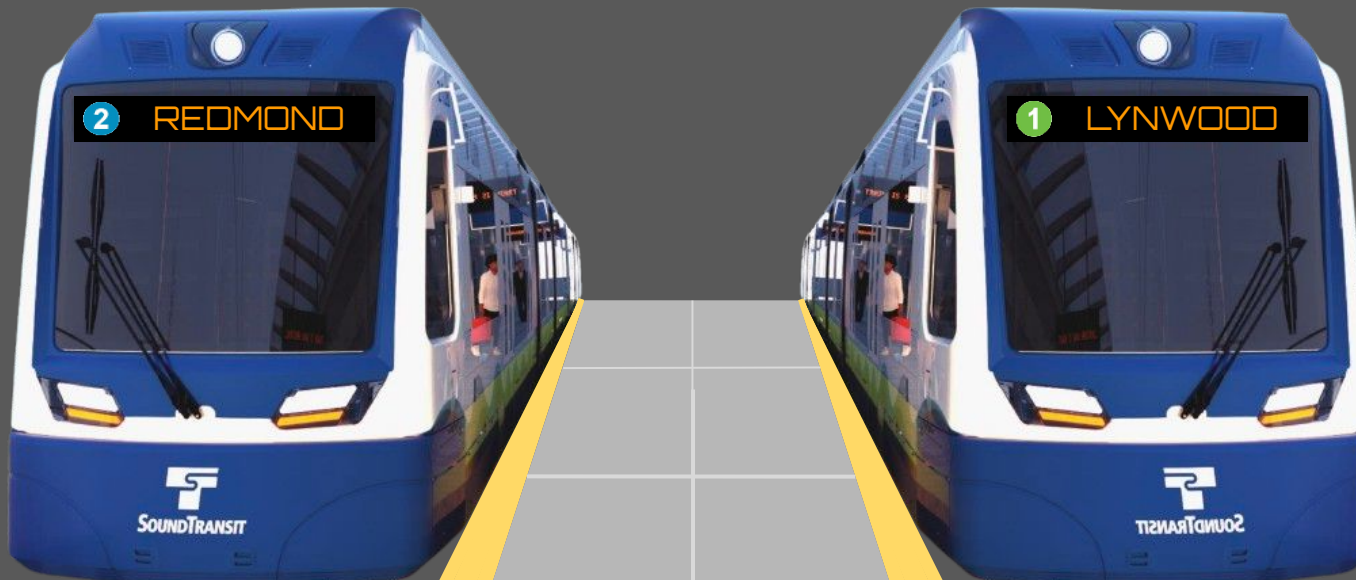
Now entering: International District / Chinatown. For connections to the 2 line, please exit through the doors to my left. For connections to Sounder and buses, please exit through the doors to my right.

Ground Floor

Fare Paid Zone

Prepared by the Central Puget Sound Youth Transportation Alliance (CSYTA).  
Image credits: Sound Transit. Adapted for illustrative purposes only.

Fare Paid Zone



Existing Platform	South Track	New Island Platform	North Track	Existing Platform
Used for boarding and alighting passengers.	1 Line to Angle Lake 2 Line to Dwtm. Redmond	Used for transferring between the 1 Line and 2 Line.	1 Line to Lynwood 2 Line to Lynwood	Used for boarding and alighting passengers.