

# 12/18/2025 Board of Directors Meeting

## Written Public Comment Submissions

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## Stephen Fesler

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

Greetings:

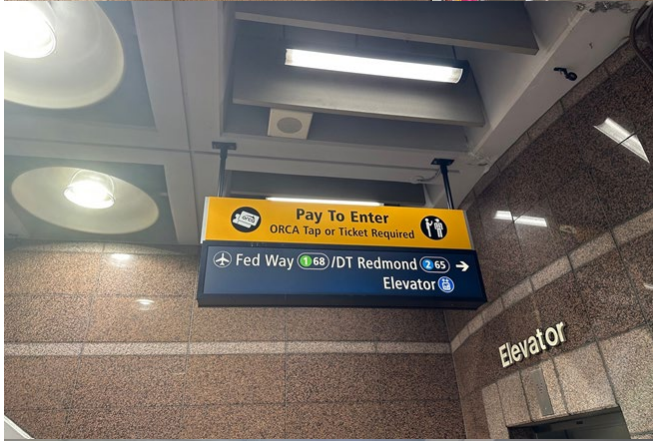
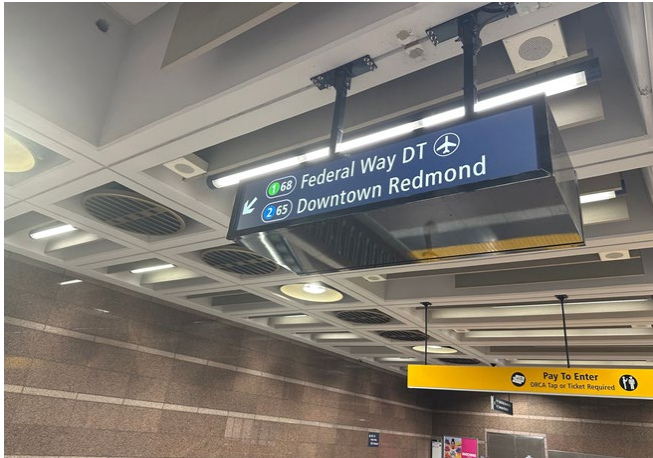
I'm writing to you in regards to station naming and new signage in stations. I'm extremely concerned about the unintended impacts that station naming policy has allowed for -- [as are thousands of others](#) -- particularly with the Federal Way Downtown, Downtown Redmond, Downtown Bellevue, and Lynnwood City Center monikers. These significantly break international best practices and have led, locally, to a lot of decidedly bizarre and confounding outcomes on signage.

As an example that I discovered last week at Pioneer Square (see images below), the mezzanine level is littered with signage that does not use the same name for the same stations. It's a wild scattershot of official and shorthand names. It's jarring to say the least, but also demonstrates why we shouldn't be using any "Downtown" and "City Center" nomenclature for any station name anywhere in the system, not even Seattle. And evidently, staff are now putting out signs as a bandaid, so as to be clearer of the direction of Seattle at stations where people can and often do mistakenly go the opposite direction because of station names on signage. I hope to speak more about this this week at the board meeting, but I hope you'll read [my op-ed](#) attached and I urge you to direct staff to correct this once and for all with a revised station naming policy using international best practices and delegation of implementation to staff. They're the ones best suited to dole out names and they should be able to do that free from political pressure, particularly from cities. And to be clear, a revision of policies should extend beyond just these nomenclature issues; there are other aspects of the station naming policy that need to be cleaned up.

Thank you.

Kind regards,  
Stephen Fesler





## John Ho

Dear Sound Transit Board, King County Executive Girmay Zahilay and Snohomish County Executive Dave Somers,

I am a Kent, WA resident who read a recent article in *The Urbanist* about how "[Eliminating Second Seattle Rail Tunnel Could Save \\$4.5B, But With Major Impacts, Delays.](#)"

The article discussed both the Interlining and Stub-end options. As an advocate of eliminating the second downtown tunnel, while I begrudgingly agree with the opponents that the Interlining option comes with too many logistical and technical challenges, I think the Stub-end option, on the other hand, still holds a tremendous amount of promise.

On Reddit, u/FeliCaTransitParking said, "[I think stub-end is an ideal opportunity for Sound Transit to implement high-floor AGT, APM, automated metro, or similar. Then in future projects, Sound Transit has more choices to utilize. Both interline proposal and current 2nd rail tunnel would not expand mode choices for future projects.](#)"

While building a standalone OMF for the Stub-end Ballard Line won't be cheap, it'll be far less risky than interlining with the existing tunnel, and building a Ballard Line OMF would also probably be cheaper and less disruptive than building new stations in Chinatown and Pioneer Square. And if the Ballard Line were fully automated and driverless, you'll save money from not having to hire drivers, and these savings will eventually "pay back" the cost of the OMF.

The *Urbanist* article said, "While there would be fewer overall stations to build, construction would become more complex in some ways due to the need to start tunneling from Queen Anne, meaning the overall timeframe for construction wouldn't be reduced much. Those delays could all push Ballard Link's grand opening until at least 2041, compared to an initial opening date of 2035 presented to voters nearly a decade ago."

With the Sound Transit 3 expansion as it's currently designed, delaying Ballard Link would have a knock-on effect on the Link extension to Everett. I have a simple proposal that would completely eliminate this knock-on effect: **extend the 2 Line to Everett**, at least temporarily until Ballard Link is completed.

By extending the 2 Line to Everett, the timing of Everett Link becomes fully decoupled from the timing of Ballard Link, as Everett will no longer have to wait for the 3 Line to grow beyond being a stub in West Seattle.

Plus, a one seat ride between Everett and Bellevue sounds pretty neat, doesn't it?

As for the residents of Ballard and Downtown Seattle, yeah, they'll have to wait a little longer for *their* Link expansion, but the Stub-end option has all the advantages of both the 4th Avenue and North—South options and **none** of either's disadvantages, all while being significantly cheaper than both. To cite a quote commonly attributed to Shigeru Miyamoto, "[A delayed game is eventually good, but a rushed game is forever bad.](#)"

In summary:

1. While the Interlining option can be safely abandoned, the Stub-end option seriously deserves further study and consideration.
2. Extending the 2 Line to Everett will decouple the timing of Everett Link from the timing of Ballard Link.

Thank you for your time.

—John

## *Bill Hirt*

Atten:Sound Transit Board. The below post from my blog <http://stopeastlinknow.blogspot.com> questions why the need for MADOC funding.

The December 11th Sound Transit System Expansion Committee agenda included the following “Business Item” for “Recommendation to the Board”.

**Motion No. M2025-62:** Authorizing the chief executive officer to execute 22 individual Multiple Award Task Order Contracts for five years, each with two one-year options to extend, ....(22 companies)... to provide Sound Transit with project management/construction management services such that the aggregate total amount of the 22 contracts does not exceed \$1,000,000,000 over the potential seven-year period, and that task orders exceeding \$10,000,000 or are restricted by Resolution No. R2021-05 are subject to Committee or Board approval.

While it’s December 14th, and they still haven’t released the meeting video, they presumably will approve it. Especially since these contractors are presumably the same contractors included in the System Expansion Monthly Status Report for October

❓ *Multiple Award Task Order Contract (MATOC) — Process and Tools:*

- *Following the Design MATOC evaluation, 19 firms were recommended for contract awards and subsequently approved by the Board.*

The Sound Transit 2026 Proposed Budget and Financial Plan the board approved had included Appendix C: Departments and Staffing for 2026. It detailed the budget had increased 18.1%, from \$960.6M to \$1134.7M and the number of positions increased 12.4%, from 1635 to 1838,

The budget also details how Sound Transit’s budget is used to provide the transit service:

*Sound Transit delivers transit services through a combination of strategic partnerships with regional transportation agencies and direct operations:*

- *T Line is the only mode operated directly by*
- *The remaining modes are operated through agreements with the following partners:*
  - *King County Metro for Link Light Rail.*

- *King County Metro, Community Transit, and Pierce Transit for ST Express Bus.*
- *BNSF Railway for Sounder Commuter Rail.*

The positions and funds for this transit service are presumably reflected in the Appendix C's \$753 million Service Delivery budget, a 17.5 % increase from 2025, and 517 added positions, a 15.1% increase from 2025. The remaining \$382 million budget and 1321 positions will presumably be used for system expansion in 2026, something they've been doing for many years.

Yet, still not recognizing that 4-car light rail trains don't have the capacity to attract enough commuters to reduce peak-hour-multi lane-freeway congestion and cost too much to operate off-peak. That access to light rail trains doesn't assure ridership.

The question remains, why the need for MATOC's 22 outside companies and up to \$1 billion in funding to confirm that failure.

*Greg Rogers*

Good afternoon,

Sound Transit as an organization needs to focus on what gets the region effective rail transit to places like Ballard, Queen Anne, Fremont and West Seattle quickly and at a reasonable price. If access to Ballard hinges on a second tunnel (that is poorly designed), then remove it. If it depends on a logistical bottleneck in tunnel 1, we'll solve that bottleneck.

There are too many smart folks, too many ultra wealthy companies, and too much to gain from a dense rail network for this current trajectory to be acceptable.

We as a city expect results, and all we're getting is ballooning expenses. Figure it out.

Greg Rogers, Capitol Hill

Wesley Lin

Dear Sound Transit board,

Can we please release the financial cost breakdown by station and tunnel segment? It has been nearly 10 years since 2016, and around 200/300 million dollars spent on planning. Just saying ~4 billion for the downtown segment is not a very useful amount. At least break it down to the station cost and cost per tunnel segment

**Table ES-6. Key Environmental Impacts of the Downtown Segment Alternatives**

Resource Impact Measure	Preferred 5th Avenue/Harrison Street Alternative (DT-1)*	6th Avenue/Mercer Street Alternative (DT-2)*
Cost	4.7 to 4.9 B	4.9 to 5.0 B
Ridership (daily boardings) <sup>b</sup>	163,700	158,700
Operational Transportation Impacts	14 intersections impacted. Permanent closure of 9th Avenue between Westlake Avenue and Denny Way to provide an entrance plaza for Denny Station.	16 intersections impacted.

<https://www.soundtransit.org/sites/default/files/documents/0-wsble-drafteis-executivesummary-202201.pdf>

We cannot just wait for the FEIS as that is too late to comment on.

Or if the cost breakdown is not supposed to be in the DEIS then what exact document will actually include the financial cost breakdown.

Thanks,

Wesley Lin



## *Paul R. Sweum*

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

Please find my attached letter for the ST Board meeting on Thu 12/18, regarding the agenda item under "Reports to the Board" involving the *New Downtown Seattle Tunnel Analysis*. As always, thank you for your service and hard work in synthesizing and preparing these comments under short notice the day of the meeting.

*"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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*Betty Lau*

**Public Comment by Betty Lau, Sound Transit Board Meeting,  
Thursday, 12/18/25, 1:30 p.m. at Union Station**

I'm Betty Lau, from the Sound Transit Accessibility Committee and co-founder of Transit Equity for All.

**Emergency evacuation improvements continue**, but one sub-group still needs addressing: the limited English proficient. I suggest:

- Collaborate with community organization for ideas, e.g., CISC or the Somali Health Board
- Ask first responders what they do to aid non-English speakers
- Hire security staff, fare ambassadors with language skills

Which brings me to:

**Language accessibility** improvements: Sound Transit is a Regional system, yet translations of materials are limited to station areas. This practice racially and culturally stereotypes where language communities live. Remember the needs of the deaf-blind community, too.

CID is Chinatown, Japantown, and Little Saigon yet there are no Japanese translations for residents or the Japanese language press. 40% of Bellevue is Asian, yet Asian language materials are not available there.

The new DEIS will be completed Quarter 1, yet it will only be in English, depriving tax paying immigrants, refugees, and deaf-blind in three counties the ability to comment on it. The 2022 DEIS was not language or blind accessible. Just translating the Executive Summary is not enough.

**Publish in the top 6 languages and distribute materials throughout the Region.** If Seattle Schools can do it, so can Sound Transit.

And please, for the sake of accessibility, ask the FTA for a 90-day comment period like we had for the 2022 DEIS.

Thank you.

### *Unnamed Commenter*

Please work with WSDOT to perform a planning-level analysis, comparable to those performed for the stub and interlined single-tunnel options, for a second tunnel alignment that uses Interstate 5. I have previously shared a concept for this with the board [ <https://busgraphs.com/post/2025-09-23-second-tunnel/>]. This approach largely avoids the resilience and transit disruption concerns that were raised in last week's meeting, and could yield larger cost savings while improving regional connectivity over the current two-tunnel alternative. Thank you for your consideration.

## Mike Orr

Continue studying the Ballard Stub-End alternative for Ballard Link, and study an automated Ballard-Westlake line.

The most critical thing in a multi-line subway is good line-to-line transfers the center, because half or more of the trip pairs require that transfer. A good transfer walk is under 1 or 2 minutes or so. That should have been a minimum requirement for Link. When ST discovered the second downtown tunnel would have to be ultra-deep and have transfer walks in the range of 9 minutes and several vertical levels, it should have gone back to the drawing board to try something else. The Ballard Stub-End is a "something else".

ST2 has it right: the largest bulk of riders are going between southeast, northeast, and the Eastside. Rainier Valley to UW, Eastside to airport, north Seattle and Lynnwood to airport, Des Moines to Capitol Hill, etc. The second tunnel as planned would break these trips, even though fewer people are going to/from Ballard/SLU or West Seattle.

I urge ST to keep its options open to automate a Ballard-UW line. That would reduce capital costs AND allow ultra-frequent 2-minute frequency like the Vancouver Skytrain with no more operational cost than conventional 6-minute or 10-minute Link. That would greatly improve Ballard/SLU's mobility options and passenger satisfaction, and mitigate everybody having to transfer at Westlake. Automated lines have been the international standard for many years now, like Hawaii's recent line.

Finally, an automated Ballard-Westlake stub creates the future possibility of extending it southeast to First Hill, Judkins Park, and Mt Baker stations. That would serve many more travel needs than going south on 5th Avenue next to the existing tunnel. At least keep the option open.

Thank you for your time.

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Mike Orr

# Op-Ed: Sound Transit's Station Naming Policy Has Run Amok Again

By Stephen Fesler - December 5, 2025



*Signage directing riders to board trains to Downtown Redmond and to Federal Way have been popping up at stations already, despite the full 2 Line connection still being months away. (Ryan Packer)*

Sound Transit light rail riders must contend with a bevy of befuddling station names: Federal Way Downtown, Downtown Redmond, Lynnwood City Center. It's a recipe for confusion and wayfinding blunders.

While Sound Transit has sought to reform its station naming policy, names remain an embarrassing mess that makes navigating the system challenging, especially for visitors and new users on the system.

In the wake of the University Street Station renaming debacle in 2020, Sound Transit revised its station naming policy in the hopes that it would deliver better results. The policy on paper was somewhat promising. However, as it has been translated into physical use throughout a quickly growing system, it is already showing that reforms didn't go far enough.

Urbanist contributing reporter Ryan Packer dropped a post on Bluesky the other week pointing out that new signage at a Rainier Valley station showcased ambiguous

wayfinding for a variety of key stations, but also neglected to highlight the direction for Downtown Seattle. It set off a firestorm of discussion on the social media platform.

Transit riders broadly panned the signage and station names on social media:

- "Now you might think the 'Downtown' on this sign was for Downtown. But no! It's for the 'downtown' of a city called Federal Way, which is the opposite direction of downtown Seattle."
- "PNW so passive aggressive, even the transportation signage refuses to be direct, clear, and helpful."
- "Absolutely no way that someone gets confused and reads this as 'Federal Way, Downtown, and Airport', right?"

When people think of "Downtown" in this region, they almost exclusively think of Downtown Seattle, and perhaps secondarily Downtown Bellevue or Downtown Tacoma. But Seattle has no station with a "Downtown" moniker attached to it because there are multiple stations serving the city center and riders are better served by identifiable station names representing specific parts of the city center anyway.

To its credit, Tacoma is not arrogant enough to have a Link station emblazoned with "Downtown," and yet it has far more bragging rights to a downtown than any suburban city to seize the mantle.

The bedroom communities of Federal Way and Lynnwood appear to be engaging in "field of dreams" wishcasting hoping 'if you name it, they will come.' Back in reality, giving a freeway-adjacent patch of strip malls the name "downtown" or "city center" has yet to summon a downtown in these cities. Though the lofty aspirations may one day bear fruit, delivering major urban redevelopment projects, that day could be decades away. Regardless, wishcasting doesn't make for good station names and wayfinding.







*At U District Station, Sound Transit has Braille signage using "DT" as shorthand for "Downtown" suburban stations and missing the "Way" in "Federal Way." (Stephen Fesler)*

In isolation, it may be rational for Federal Way to refer to its core district as Downtown Federal Way in local mediums for branding just as it may be rational for Lynnwood to market its core urban area to its local residents as Lynnwood City Center. But Link operates as a regional system, passing through many small urban districts and a few larger ones. Given that reality, it is more useful to riders that station names are succinct and offer unique placemaking and geographic information rather than regurgitated branding and marketing terminology over and over again.

Sound Transit should ban the use of "Downtown" and "City Center" in any official station names, regardless of how significant a place is. The use of "Downtown" and "City Center" should be limited to aiding riders in specific contexts in system wayfinding materials, such as understanding the direction of a train or a grouping of stations.



*Subway sign in New York City highlights the direction to platforms for Downtown-, Uptown-, Bronx-, and Brooklyn-bound trains. (Austin Luft)*

For instance, in New York City, the Metropolitan Transportation Authority provides station wayfinding signs that indicate platforms and train services that are headed in the direction of Downtown or Uptown when in Manhattan or particular city boroughs (i.e., Manhattan, Bronx, Queens, and Brooklyn). Sound Transit also has special wayfinding diagrams that group stations by geographic areas in some cases, such as Downtown Seattle and the University of Washington campus.

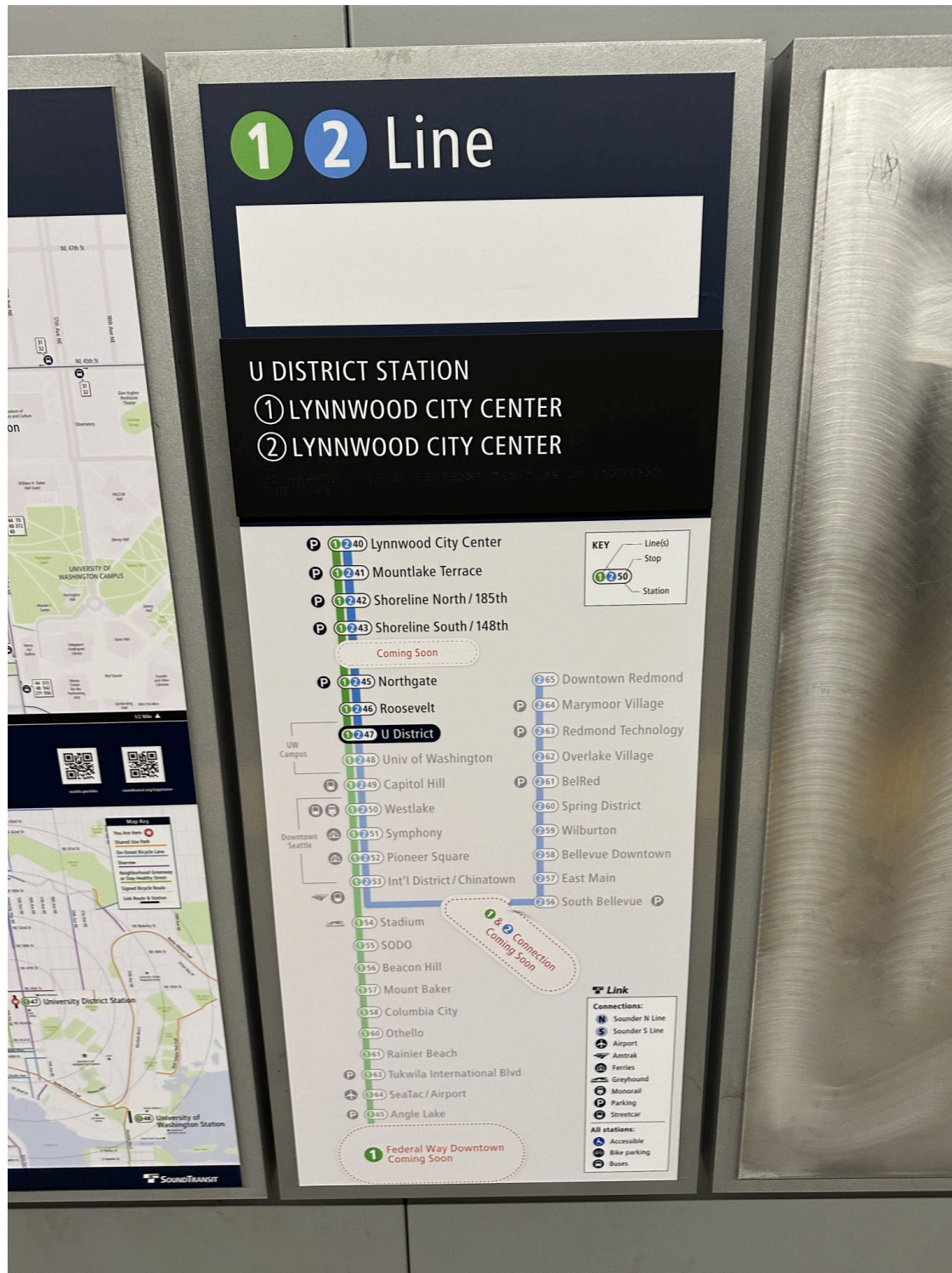
Those are appropriate cases for using "Downtown" and "City Center" within the system.

In cases where cities want to highlight the primacy of a principal station, Sound Transit should look to the British for a simple solution: tacking on "Central" to the end of a station name.

In London, [the Underground has plenty of station names](#) containing the moniker like Hounslow Central, Acton Central, Wembley Central, and Hendon Central. All of the stations have alternative community stations of the same placename, so the "Central" helps riders know that the station is likely the more prominent station for the



community. What one doesn't find anywhere on the Underground is a station name with "City Center" or "Downtown" in it.



A Link system diagram showing stations also highlights the group of stations located in Downtown Seattle. (Stephen Fesler)

But there's also nothing wrong with giving the centralmost station of a community just the name of the city. Bellevue Downtown, Federal Way Downtown, Downtown Redmond, and Lynnwood City Center could just as well be Bellevue, Federal Way, Redmond, and Lynnwood. Dispensing with qualifiers is to the point. People understand it. And we know that because the Sounder commuter rail stations use this

straightforward format for each city served by a station. People intuit that Kent Station is in the city center.

Part of the problem with Sound Transit's station naming policy is that it's a classic design-by-committee misadventure. There's a behind-the-scenes staff process, there's a public survey process, there's a city influence process, and then there's a process for busybody board members. Over the years, it's usually been the latter two that have been most influential on what ultimately turns up on signs and materials, even upending commonsense public feedback.

And, in a way, that makes sense: every city wants to believe that it is unique and prominent, so many smaller cities seek to evoke that in their station names with honorific qualifiers at the cost of a cohesive strategy to support easy system navigation.

But it's not just the use of "Downtown" and "City Center" in station names that are problematic. For instance, the station naming policy doesn't explicitly resolve how to deal with relational station naming practices, which can result in oddities and even misnomers.

To be sure, Sound Transit has it right with Shoreline North/185th and Shoreline South/148th by placing the relational geographic qualifier after the placename. But that's in part what's off with South Bellevue, which reverses its qualifier. "Bellevue" should at least be the leader in the station name to clearly drive attention to a principal place.

But the station name also breaks the agency's basic principles in regards to using geography: the station is **actually located in the west-central part of the city**, commonly referred to as "Enatai" or "West Bellevue," not South Bellevue, which isn't a neighborhood anywhere in the city. The station name naturally can mislead people into thinking South Bellevue is a neighborhood.

As a best practice, Sound Transit shouldn't permit a situation like South Bellevue and instead should push for an actual placemaking name approach in similar station contexts. Seattle's infill station at NE 130th Street, now known as "Pinehurst," is a good example of using a real neighborhood name for placemaking. Thus, "Enatai" could be a natural choice for Bellevue's southernmost station.







*Sound Transit's headquarters are next door to Chinatown-International District's light rail station, but that has not given the agency any particular deftness in dealing with the community. (Doug Trumm)*

Then there's International District/Chinatown Station in Seattle. It may be a small thing to some, but it's a real disrespect to the Chinatown-International District (CID) neighborhood — the neighborhood in which Sound Transit's headquarters are located — that the station name is malformed. CID leaders have urged the agency to use the neighborhood's actual name rather than the inverted version. It's long past time that the agency corrected the name.

Sound Transit needs to get its station naming policy right and propose new names for offending stations. The problem gets harder to solve the longer that Sound Transit waits and installs more and more signage for poorly named stations. One idea to streamline the process: the revised policy should explicitly delegate naming decisions to agency line staff to keep boardmembers focused on upstream decision-making rather than getting bogged down in the weeds of political naming fights.

With the Federal Way Link Extension opening this weekend and Link 2 Line service finally crossing Lake Washington sometime in 2026, there isn't sufficient time to adjust the station naming policy, propose new names, approve new names, and then replace all system wayfinding materials. It's a longer-term project than that, but it should be a priority to accomplish as soon as possible, hopefully before the next set of expansions.

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**Paul R. Sweum**

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Covington, WA 98042  
AZWAglassworks@gmail.com

December 17, 2025

**SoundTransit Board of Directors**

SoundTransit  
401 S. Jackson St.  
Seattle, WA 98104

**Re: A suggested ranking and other thoughts from the *New Downtown Seattle Tunnel Analysis***

Sound Transit Board members:

I write my comments today as an Eastside resident in King County for the majority of my adult life. I was born on First Hill and raised in south Bellevue. I have a background in city planning, and have communicated with you in recent years on a variety of matters involving the agency's Link-related projects.

I've reviewed the recent *New Downtown Seattle Tunnel Analysis* (NDST) provided by Sound Transit staff, as part of your 12/18 Board of Directors meeting agenda. I appreciate the study, find it was necessary and time well-spent, and that it provides the beginning of helpful information – although more is necessary – I'll elaborate on that further in the section following my ranking of the current options for the NDST.

After reviewing the NDST options using content from the study, and with available information, these are my suggested rankings:

- #1 ~ Stub-end option... if the agency is seeking cost savings (the purpose of the study) for the NDST with minimal project risk while also future-proofing the Link system, I see this as the most sensible option. I'm slightly concerned about further project timeline delays, however if cost savings from not having full NDST buildout creates the assurance of Link lines extending to Ballard and Alaska Junction, I believe the added delay is worthwhile – as the agency will see service delivery reach its target locations as originally intended per ST3 – just without full NDST buildout between the Stadium and Westlake stations. The full NDST can always be folded into a future ST4-type ballot measure.
  - Consider a dual stub-end (to both BLE and WSLE)... If resulting cost savings means full buildout of those Link lines to Ballard and Alaska Junction,

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respectively. Otherwise those lines may not experience value through ridership numbers; comparing ride times to bus services should reveal as such. Plus, it factors in diplomacy – in that the agency isn’t seen as favoring the BLE over the WSLE – because, well, it isn’t... I don’t suggest hinging a decision on that factor alone, but if further cost savings result from a dual stub-end arrangement, that’s something to think about. In that case, each line will require a transfer to other locations in the system in the short-term, yet each will be fully integrated simultaneously with an eventual completed NDST buildout from the future-proofing of the lines.

- Interlining the 3 Line at SODO... This is another consideration within a BLE stub-end scenario, assuming it works from an operational standpoint and achieves desired cost savings. This should introduce future-proofing and more operational options for the lines in the SODO area.
- An additional “OMF West”... Despite it being couched as a cost concern in the study, I like the idea of adding another OMF near downtown Seattle – for long-term system operations with redundancy, as a nearby (future) backup to functions at the SODO OMF, and to future-proof the Link system – for when the NDST sees full buildout and additional future Link extensions (with added capacity) added across the Seattle isthmus.
- #2 ~ Full NDST buildout... This is clearly the most predictable option from a timeline and cost standpoint. However the lack of cost savings, which the agency is trying to attain through its *Enterprise Initiative*, would clearly need to come from other projects in the system – or more likely, the other ends of the BLE and WSLE projects. I’m concerned that pursuing full NDST buildout at this time will increase a potential decision towards a “phased” WSLE ending at Delridge and BLE at Smith Cove as short-term tradeoffs, harming the reach and ridership potential of those lines. Also, if the Board chooses this option, I’d ask for elimination of the 5th Ave diagonal station in the CID, which I’ve already expressed on other occasions.
- #3 ~ Interlining option... Per the study content, this option appears to simply carry too much delay and risk. In addition to further project delays, I am concerned about the risk to existing DSTT infrastructure this option presents, among other concerns. In addition, while the study claims this option sets up a full NDST buildout as future tunnel expansion and completion – I was unable to visualize its intention or how that would actually work – as the study didn’t seem to do an adequate job of explaining that aspect.

If I were a decision-maker considering these options for the NDST, I’d also want the following additional information:

- Impacts of this NDST study on deliverables for the remaining ST3 Link extensions buildout... What does this look like? If the new BLE NDST proceeds as-is (removing the

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“interline” and “stub-end” options in the analysis), how does the lack of savings affect other remaining ST3 project budgets? At the very least, we should have an idea of what potential repercussions look like on other parts of the ST3 system buildout. With little to no cost savings from an abbreviated BLE NDST, the agency is left with a finite number of avenues for making a financial dent in objectives for the *Enterprise Initiative*, which is currently under development through an ongoing series of agency retreats.

- The impacts of new funding mechanisms vs phasing or depleting system deliverables... How aggressive is the agency in pursuing additional funding instruments? I’m not a numbers person, but it seems more additional funding certainty will relieve stress on ST3 project timelines and potential cost-cutting decisions. If adequate funding existed, we wouldn’t be having this conversation in the first place. I sincerely hope the agency is aggressively pursuing the broadening of its funding options.
- Maintaining long-term Puget Sound voter confidence with the agency... This issue isn’t necessarily at the forefront since it’s less tangible and predictable. However, if I were a voter supporting ST3 in 2016, I’d expect the agency to fully pursue the deliverables called out in that ballot measure – as it did with ST2 in 2008. I’d want to have confidence with the agency delivering all the Link segments as-promised, without “lobbing off” light rail segments (to quote a prior concern expressed by a ST Board member) or cutting project scope to the effect of lack of usefulness or depleted rider experience. By aggressively pursuing full buildout of ST3 projects and Link extensions, the agency helps itself by bolstering voter confidence as a result of following through. Voters take note of such things and can accept delays if they know buildout will in fact occur – because they not only know a better day is in front of them – but that it’s guaranteed through a partnership between the agency and public. If the need arrives for the agency to return to the voters, it will bake in voter confidence if a no-nonsense, fiscally responsible, can-do approach has been pursued. This is not just about a long yardage game and successfully achieving future project objectives, but cultivating a partnership with the voters and public over the long-haul.

Clearly, this NDST analysis does not exist in a vacuum. Even as an initial analysis, I hope a bird’s-eye view is employed to consider the domino effect of its impacts on other ST3 projects (and specifically Link extensions) around the region as it plugs into the equation of the agency’s developing *Enterprise Initiative*.

At the end of the day, I don’t believe I’m alone in my desire to see the agency pursue its planned ST3 projects to full buildout – with 100% commitment and implementation. If the agency engages the current headwinds and financial challenges aggressively and head-on, I believe Puget Sound voters will be there when they’re needed to push project elements over the finish line and take the region’s transit journey to the next level.

Specifically, sour times at the Federal level go in cycles, which everyone is aware of... but it can be difficult to see that – and easily cloud judgment – when we’re in the middle of those

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sorts of headwinds like we find ourselves today. That said, I'm confident our region and the country will recover, and that more robust Federal support and funding assistance to transit projects will return in the cooperative manner we saw before the current Administration.

As always, thank you for your time in reading and listening to constructive public comments and concerns. We're living in a unique moment in the Puget Sound region – with the buildout of this high capacity transit system – and as we all know, decisions made today impact outcomes for generations to come.

Respectfully and with gratitude,

*Paul R. Sweum*

**Paul R. Sweum**

Cc: Thomas Valdriz, Senior Transportation Planner, City of Issaquah  
David Pyle, Community Development Director, City of Sammamish  
Mona Davis, Community and Economic Development Director, City of Snoqualmie  
James Henderson, Community and Economic Development Director, City of North Bend  
Others TBD