

06/11/2026 System Expansion Committee
Meeting Written Public Comment
Submissions

Submissions

David Hsiao 2
Karen Richter 10
Jennifer M. Whip 11
Paul Muldoon 12
Lynn and James Haney 13
Scott Semrau 14
Andrew Katz 15
Brien Chow 16
Betty Lau 23
Chris Mackay 24
Pasqual Contreras 25

David Hsiao

Note: Correspondence related to this comment can be found at the end of this document.

To the Board of Directors,

Please treat this correspondence as both a formal objection and written public comment for the System Expansion Committee and Sound Transit Board. Please distribute this correspondence to the appropriate Committee and Board members in connection with the proposed Board action concerning Parcel No. 7978800581 / ROW No. OMF107.

I am writing in response to Sound Transit's June 5, 2026, Notification of Board Action regarding Parcel No. 7978800581 / ROW No. OMF107 for the OMF South Project.

I respectfully object to Sound Transit proceeding with Board authorization concerning the proposed acquisition of property rights affecting my property at this time. I further request that Sound Transit defer any Board action concerning Parcel No. 7978800581 until Sound Transit provides complete written responses to the prior certified-mail and email notices that were sent not only to Ms. Trish Howard but also to you and Sound Transit's legal department.

This is not the first time these issues have been raised. Since early 2025, my family and I have repeatedly requested information necessary to understand and evaluate Sound Transit's proposed use of the property, including the exact scope, duration, engineering basis, necessity, access impacts, restoration obligations, valuation basis, and whether the proposed property rights are truly temporary or may create permanent impacts.

Sound Transit previously represented to us that the proposed Temporary Construction Easement and Temporary Mitigation Easement were "temporary rights and not permanent rights." We were also informed that Sound Transit's current plan did not include acquiring fee ownership or permanent property rights from this parcel. However, the June 5, 2026, Notification of Board Action now states that Sound Transit's current design plans indicate that "permanent and/or temporary real property rights" will be acquired from our property.

This appears to be a material change from prior communications and creates a significant unresolved inconsistency that requires clarification before any Board authorization is considered. Before the Board is asked to authorize acquisition of "all or any portion" of the property, Sound Transit should clearly identify the specific property rights being sought, the duration of those rights, and the basis for the necessity determination supporting those rights.

In addition, we have repeatedly requested an explanation as to why Sound Transit continues to pursue a long-term temporary mitigation easement rather than fee acquisition or another clearly defined property interest. Given the duration previously discussed and the potential restrictions imposed on future use of the property, Sound Transit has never adequately explained why a temporary mitigation easement remains the appropriate mechanism or how such an arrangement differs from a more permanent acquisition in practical effect.

We previously submitted an independent appraisal to Sound Transit. That appraisal identified potential long-term and permanent impacts associated with the proposed temporary easements. Sound Transit acknowledged that the appraisal was under review; however, we have not received a complete written response addressing the valuation issues, scope concerns, or permanent-impact issues identified in that appraisal.

We have also formally requested project-level engineering and necessary documentation, including but not limited to:

- The engineering or operational reason requiring use of this specific property;
- The duration and staging requirements;

- The basis for selecting the proposed footprint as the minimum area necessary for the project;
- Any alternative site evaluation;
- Drainage, stormwater, slope, wetland, and impact analysis;
- Restoration obligations and post-use conditions;
- Clarification of any long-term or permanent impacts;
- The proposed final agreement language; and
- The legal authority or Board authorization relied upon for any access, use, acquisition, occupation, or entry upon the property.

Despite repeated written requests, including certified-mail notices and email notices, Sound Transit has not provided complete written responses to these issues. We also sent formal notices documenting continued non-response, reservation of rights, and lack of authorization for entry. Those notices were sent to Sound Transit's real property and legal representatives, including you.

For clarity, our position has never been that we refuse to communicate or negotiate. Rather, we have consistently requested the documents necessary to meaningfully evaluate Sound Transit's proposed use of the property. Meaningful evaluation and negotiation cannot occur when Sound Transit has not clearly identified the property rights it seeks, the engineering necessity supporting those rights, the duration of the proposed use, the restoration obligations, the legal authority being relied upon, or whether the proposed acquisition is temporary, permanent, or both.

The record demonstrates that substantial information requests remain unresolved and that meaningful evaluation of the proposed acquisition cannot occur until those requests have been addressed.

Accordingly, I respectfully request that Sound Transit:

- Defer any Board action authorizing acquisition of property rights affecting Parcel No. 7978800581 / ROW No. OMF107;
- Provide complete written responses to our prior certified-mail and email notices;
- Explain the inconsistency between prior representations that only temporary rights were being sought and the June 5, 2026 notice stating that "permanent and/or temporary real property rights" may be acquired;
- Identify each specific property right Sound Transit now seeks to acquire;
- Provide the current parcel map, legal description, and exact square footage associated with each proposed property right;
- Provide all project-level engineering, necessity, impact, duration, and restoration documentation previously requested;
- Provide Sound Transit's written response to our independent appraisal and the permanent-impact concerns raised therein;
- Clarify why a long-term temporary mitigation easement remains appropriate rather than fee acquisition or another clearly defined property interest; and
- Confirm that this objection and request to defer Board action will be included in the official record for the System Expansion Committee and Sound Transit Board meetings.

I respectfully request that this correspondence be included in the administrative record and made available to the System Expansion Committee, Sound Transit Board members, and Sound Transit legal counsel before any vote or action concerning Parcel No. 7978800581.

Please confirm receipt of this correspondence in writing. Please also confirm whether this letter and the prior notices submitted by our family will be provided to the System Expansion Committee, the Sound Transit Board, and Sound Transit's legal department before any vote or final action concerning this property.

Nothing in this correspondence shall be construed as a waiver of any rights, remedies, claims, objections, or defenses, all of which are expressly reserved.

Sincerely,

David Hsiao
Property Owner / Authorized Representative

Dear Board of Directors,

I am writing in response to Sound Transit's June 5, 2026, Notification of Board Action regarding Parcel No. 7978800581 / ROW No. OMF107 for the OMF South Project.

Please ensure that this correspondence is provided to Sound Transit's Legal Department for review, including **Mr. Jonathan Nichols** and any attorney or legal counsel assigned to Parcel No. 7978800581 / ROW No. OMF107. I respectfully request written confirmation that this correspondence has been routed for legal review and included in the administrative record for the System Expansion Committee and Sound Transit Board before any vote or final action concerning this property.

I respectfully object to any Board authorization affecting this property at this time and request that any action be deferred until Sound Transit provides complete written responses to the information requests, notices, and supporting materials previously submitted by email and certified mail.

For more than two years, my family and I have sought information necessary to evaluate Sound Transit's proposed acquisition and use of property rights affecting this parcel. Despite multiple written requests, significant issues remain unresolved.

Of particular concern, Sound Transit previously represented that the proposed rights consisted of Temporary Construction Easements and Temporary Mitigation Easements, and that permanent acquisition or fee ownership was not anticipated. However, the June 5, 2026 Notification of Board Action now states that Sound Transit's current design plans indicate that "permanent and/or temporary real property rights" may be acquired from this property.

This apparent inconsistency raises unresolved questions regarding the nature, scope, duration, necessity, and valuation of the rights now being considered. Before any Board action, Sound Transit should clearly identify each property interest sought, the duration of each interest, the necessity supporting each interest, and the anticipated impacts.

We have also repeatedly requested an explanation as to why a long-term temporary mitigation easement is considered appropriate, and whether Sound Transit evaluated fee acquisition, full acquisition, or other alternative property interests before selecting the proposed easement structure. No complete written explanation has been provided.

We previously submitted an independent appraisal identifying potential long-term and permanent impacts associated with the proposed easements. Although Sound Transit acknowledged receipt of that appraisal, we have not received a complete written response addressing the concerns raised.

In addition, we have incurred and obtained substantial property-related documentation and professional work, including house/site blueprint materials, mitigation planning, infiltration

testing, appraisal-related work, legal expenses, and other site-specific information relevant to the property's value, development potential, highest and best use, and long-term impacts.

These materials and costs are directly related to Sound Transit's proposed use of the property and should be considered in any valuation review, settlement evaluation, full-acquisition analysis, or assessment of damages to the remaining property. I request that Sound Transit reassess the valuation and acquisition structure before seeking or relying on any Board authorization.

Accordingly, I respectfully request that Sound Transit:

- Defer any Board action affecting Parcel No. 7978800581 / ROW No. OMF107;
- Provide complete written responses to prior email and certified-mail correspondence;
- Explain the inconsistency between prior representations concerning temporary rights and the June 5, 2026 notice referring to permanent and/or temporary real property rights;
- Identify each specific property right currently sought and the duration of each right;
- Provide current parcel maps, legal descriptions, and square footage calculations for each proposed acquisition area;
- Provide the engineering, operational, and necessity basis supporting the proposed acquisition;
- Provide any documents relied upon in determining the necessity, scope, duration, or configuration of the proposed property rights;
- Provide mitigation planting plans and related maintenance obligations;
- Provide infiltration testing reports, stormwater analyses, drainage studies, grading plans, site plans, construction plans, project design drawings, and related engineering reports;
- Provide restoration obligations and post-use conditions;
- Provide Sound Transit's written response to the independent appraisal;
- Explain whether Sound Transit has evaluated full acquisition, fee acquisition, or alternatives to the proposed easement structure; and
- Reassess the valuation and acquisition structure in light of the appraisal, house/site blueprint materials, mitigation planning, infiltration testing, legal expenses, and other property-related documentation.

For the avoidance of doubt, we reserve all rights relating to the characterization, scope, valuation, compensation, and impacts of any proposed acquisition. The designation of a property interest as "temporary" does not, by itself, determine its actual effect on property use, access, value, drainage, development potential, or long-term ownership burden.

Nothing in this correspondence should be construed as a refusal to communicate, negotiate, or consider information provided by Sound Transit. Our position is that meaningful evaluation and negotiation require complete and accurate information regarding the rights sought, the necessity for those rights, the anticipated impacts, the acquisition structure, and the basis for valuation.

Please treat this correspondence as a formal objection, request for information, preservation of rights notice, and written public comment. I request that this correspondence, together with all prior certified-mail notices, email communications, appraisal materials, and supporting property-related documentation, be provided to Sound Transit's Legal Department and included in the materials reviewed by the System Expansion Committee and Sound Transit Board before any vote or action concerning this parcel.

Please confirm receipt in writing, confirm that this correspondence has been forwarded to Sound Transit legal counsel, and confirm that it will be included in the administrative record and Board materials before any action concerning Parcel No. 7978800581 / ROW No. OMF107.

Nothing herein shall be construed as a waiver of any rights, claims, objections, remedies, or defenses, all of which are expressly reserved.

Sincerely,

David Hsiao

Property Owner of Parcel No. 7978800581

Dear Chair and Members of the Board,

Please accept this written public comment regarding Resolution R2026-13 and Parcel No. 7978800581, also designated as ROW No. OMF107, for the OMF South Project.

I respectfully submit this statement to formally object to the proposed acquisition authorization and to request that the Board defer action until Sound Transit provides complete written responses to our formal information requests and resolves significant outstanding factual issues concerning the subject property.

Sound Transit's position regarding our property appears to have materially changed. Earlier communications referenced temporary easements; however, the June 5, 2026 notice now seeks permanent and/or temporary real property rights. Despite repeated requests, this significant change has not been adequately explained in writing.

For more than two years, our family has sought basic information regarding the nature, scope, necessity, and impacts of the rights being sought. Those requests remain substantially unanswered.

The attached City of Federal Way Official Zoning Map, dated June 2025, identifies the area of the subject property within a mapped multifamily residential zoning context. The approximate location of the subject property is marked by a red circle in Attachment Exhibit B. The map is provided for visual and contextual reference only and is not intended to replace a survey or parcel-specific zoning verification.

The property is not undevelopable land. It is a documented development-capable property supported by development plans, site analysis materials, mitigation planning documents, successful infiltration testing results, appraisal-related materials, zoning/location documentation, and other site-specific records demonstrating its development potential.

The property owner has these supporting materials in hand and remains prepared to provide them to Sound Transit, the Board, or appropriate staff for review upon request. These materials support the

property owner's position that the subject parcel has documented development potential and should not be treated as undevelopable or low-value remainder land.

If permanent rights are acquired, or if temporary rights materially affect drainage, access, mitigation areas, or the practical site configuration, the property's development potential and highest-and-best-use considerations may be significantly impaired.

We respectfully submit that private property should not be authorized for acquisition while material factual questions remain unresolved and while the property owner's formal requests for information remain unanswered.

Accordingly, we respectfully request that the Board defer action on Parcel No. 7978800581 / ROW No. OMF107 until these issues have been fully reviewed and complete written responses have been provided.

Please include this written comment and the attached exhibits in the administrative record for Resolution R2026-13 before any Board vote or final action concerning this parcel.

For the Board's reference, I have included the following exhibits:

Attachment Exhibit A – Property Documentation Summary

Attachment Exhibit B – Official Zoning Map and Parcel Location Reference

Thank you for your time and consideration.

Respectfully submitted,

David Hsiao

Property Owner

Parcel No. 7978800581 / ROW No. OMF107

Email: davidlh028@gmail.com

ATTACHMENT EXHIBIT A

Property Documentation Summary – Parcel No. 7978800581 / ROW No. OMF107

Resolution R2026-13 – OMF South Project

This exhibit is provided as a summary of categories of documentation available for review regarding the subject property. These materials demonstrate the property's existing development potential and site-specific conditions.

The property owner has these materials in hand and remains willing to provide any or all materials to Sound Transit, the Board, or appropriate staff for review upon request.

1. Zoning & Jurisdictional Records

- City zoning records and zoning map materials showing the property's multifamily residential zoning context
- Jurisdictional planning records related to the property's location and surrounding development area
- Records related to proximity to the Federal Way Link Extension corridor

2. Development Plans

- Conceptual and/or preliminary development plans for the site
- Site layout and development feasibility documentation
- Planning-level design materials prepared for development review

3. Site Analysis Materials

- Site condition and feasibility analysis reports
- Engineering-related site evaluations
- Environmental and drainage-related assessments

4. Geotechnical / Infiltration Testing

- Successful infiltration testing results
- Soil and subsurface condition testing data, as applicable
- Drainage and stormwater-related technical evaluations

5. Mitigation Planning Documents

- Preliminary mitigation planning materials
- Site-specific mitigation strategies prepared for development considerations
- Environmental compliance planning documentation

6. Appraisal-Related Materials

- Property valuation and appraisal-related supporting materials
- Development-influenced valuation considerations
- Market and highest-and-best-use analysis materials, if applicable

7. Other Site-Specific Documentation

- Additional technical, planning, and development-related materials specific to the property
- Supporting records reflecting long-term development intent and feasibility

Statement of Availability

The property owner retains possession of the above categories of documentation and remains prepared to provide them for review upon request.

These materials are referenced for informational purposes only to support the Board's understanding of the property's development status, zoning context, and potential acquisition impact considerations.

ATTACHMENT EXHIBIT B

Official Zoning Map and Parcel Location Reference

Parcel No. 7978800581 / ROW No. OMF107

Resolution R2026-13 – OMF South Project

This exhibit is provided as a visual reference to assist the Board in understanding the approximate location, zoning context, and surrounding land-use setting of the subject property.

1. Official Zoning Map Reference

The attached map is the City of Federal Way Official Zoning Map, dated June 2025.

The approximate location of Parcel No. 7978800581 / ROW No. OMF107 is identified by the red circle shown on the map.

2. Parcel Location Context

The subject property is located in the Federal Way, Washington area, west of Interstate 5 and within proximity of the Federal Way Link Extension corridor.

The map visually shows the property within an urbanized area containing residential, multifamily, commercial, and transportation-related land uses.

3. Zoning Context

Based on the zoning designation shown on the official zoning map and the approximate red-circled location, the subject property is located within a mapped multifamily residential zoning context.

This zoning context is important because the property should not be treated as undevelopable or low-value remainder land. The property should be reviewed with consideration of its development potential, highest-and-best-use considerations, and site-specific planning materials.

4. Development Relevance

The location and zoning context support the property owner's position that the parcel has meaningful development relevance and should be evaluated carefully before any acquisition authorization is approved.

If permanent rights are acquired, or if temporary rights materially affect drainage, access, mitigation areas, or the practical site configuration, the property's development potential may be significantly impaired.

5. Purpose of This Exhibit

This exhibit is submitted to assist the Board in understanding:

- The approximate location of the subject property
- The property's zoning and surrounding land-use context
- Its proximity to Interstate 5 and the Federal Way Link Extension corridor

- The importance of reviewing the property as a development-capable multifamily-zoned site
The property owner remains willing to provide additional zoning records, development plans, site analysis materials, infiltration testing results, appraisal-related materials, and other technical documentation upon request.

Disclaimer

The red circle shown on the zoning map is intended only to identify the approximate location of the subject property for visual reference. It is not intended to represent a surveyed parcel boundary, final right-of-way boundary, or engineering-level site exhibit.

Karen Richter

Dear Sound Transit Board Members,

I am sending my encouragement to you to fund what you approved at your last meeting and advance the West Seattle project forward. I strongly urge YES votes on Motions M2026-21, M2026-22, Resolution R2026-14.

I have lived in West Seattle since 1994 and have been a strong supporter of regional transit. I voted yes for St 1, ST 2 and finally ST 3 which will get light rail to West Seattle!

Please vote YES on Motions M2026-21, M2026-22, Resolution R2026-14.

Thank you,
Karen Richter

Jennifer M. Whip

Hello,

As a property owner, citizen, and employee in West Seattle, it is critical to move forward with funding to complete the Voter Approved Light Rail.

By this email, I vote YES in support of Motions M2026-21, M2026-22, Resolution R2026-14.

Thank you.

Jennifer M. Whip

Personal email: jenniferwhip@gmail.com

Paul Muldoon

I urge you to support Motions M2026-21, M2026-22, Resolution R2026-14. I am long time resident of Seattle and specifically a West Seattle resident since 1994 and have voted in support of all Sound Transit expansion packages (1 - 3). Thank you for your service.

Paul Muldoon
206-243-1999

Lynn and James Haney

Note: The statement corresponding to this comment can be found at the end of this document.

To: Board Coordinator, Sound Transit Board of Directors

RE: Formal Prefiled Statement and Written Comments of Lynn L. Haney

Project: Operations and Maintenance Facility South Project (OMF South)

Impacted Property: 33049 24th Ave S, Federal Way, WA 98003 (King County Tax Parcel No. 797880-0681)

Sound Transit ROW No.: OMF111

Dear Board Coordinator,

I represent James and Lynn Haney, the owners of the above-referenced property designated as Parcel OMF111. On June 8, 2026, the Haney's received formal notification from Sound Transit regarding upcoming resolutions authorizing property acquisition and eminent domain authority for the OMF South Project.

Pursuant to Sound Transit's public comment procedures, please find attached the formal *Prefiled Statement/Comments of Lynn L. Haney*, along with *Exhibits A through L*, relating to the current proposed easement design layout.

I respectfully request that this transmittal be processed and distributed to the respective Committee and Board members in the following manner:

- **For Immediate Distribution to the System Expansion Committee:** Please provide this complete package to the members of the System Expansion Committee prior to their meeting this Thursday, June 11, 2026, at 1:00 PM, so that it may be fully considered during their discussion and recommendation process.
- **For Distribution to the Full Sound Transit Board:** Please ensure this statement and the attached exhibits are formally included in the official administrative record for the full Sound Transit Board meeting scheduled for Thursday, June 25, 2026, at 1:30 PM, where final action on the resolution is slated to occur.

Please confirm receipt of this email and verify that the attached materials have been successfully distributed to the System Expansion Committee members for this Thursday's session.

Thank you for your assistance in ensuring these materials are properly integrated into the administrative record.

Sincerely,

Mark Roellig, WSBA #9392

971 Spraddle Creek Road
Vail, CO 81657
mroellig@me.com
(970) 343-0204

Scott Semrau

I want to comment in favor of Ballard light rail. We need it— Ballard has population density and room to grow— light rail is crucial to more and cheaper housing in Ballard.

Scott Semrau
6534 27th Ave Nw
Seattle Wa 98117

Andrew Katz

Dear Board Members,

Please move forward what remains of the West Seattle project without further delay. I respectfully urge you to vote YES on Motions M2026-21 and M2026-22, and Resolution R2026-14. The sooner this is handled, the sooner Sound Transit can begin to deliver on a significant part of what has been committed to the region's residents, workers, taxpayers, and voters.

Thanks and regards,
Andrew Katz
Seattle

Brien Chow

Written Public Comment by Brien Chow, Sound Transit Board Meeting, Thursday, June 11, 2026, Union Station, 1:30 p.m.

I am Brien Chow, Transit Equity for All and board member of the Chong Wa Benevolent Association of Washington.

WHY **DSTT2** SHOULD BE MOVED FROM...

"AFFORDABLE WITHIN EXISTING RESOURCES"...

TO THE "DEFERRED" CATEGORY

Executive Summary

Resolution R2026-11... fundamentally changed the Ballard Link project.

Prior to adoption of *R2026-11*, the *Second Downtown Transit Tunnel (DSTT2)* was justified as a critical component of a complete regional corridor connecting West Seattle, Downtown Seattle, South Lake Union, Interbay, and Ballard.

Following adoption of *R2026-11*, the *Seattle Center-to-Ballard segment is no longer funded for construction*. As a result, *DSTT2* is no longer advancing as part of a complete Ballard Link corridor.

Instead, the currently funded project consists primarily of a truncated downtown tunnel extending between *SODO* and *Seattle Center*.

*This change requires a new evaluation of whether **DSTT2**, standing on its own merits, remains the highest and best use of limited public resources.*

FACT 1

DSTT2 Is No Longer a Complete Ballard Link Corridor

Under *Resolution R2026-11*:

Affordable Within Existing Resources

- Ballard Link Initial Segment (Seattle Center)

Construction Not Currently Affordable

- Ballard Link Extension (Seattle Center to Market Street)

This means the funded project terminates at Seattle Center and does not reach Ballard.

Without the Ballard segment, the tunnel no longer delivers the full corridor benefits originally used to justify its construction.

FACT 2

DSTT2 Is Now Primarily a Downtown Tunnel Project

The currently funded alignment consists primarily of:

- SODO
- South of CID Station (Dearborn Entrance-Boarding Platform=150')
- North of CID Station (Midtown – Original Midtown Station located 5th & Madison)

North of CID and South of CID stations as being within a 10-minute walk of the CID, Pioneer Square, and stadium areas, while also noting that the alternative does not accommodate direct transfers between the new tunnel and existing Link service.

- Westlake
- Denny
- Seattle Center

The tunnel reconnects to the existing Link system in SODO and terminates at Seattle Center.

The result is a downtown tunnel segment... rather than a completed regional transit corridor.

Source:

Ballard Link Preferred Alternative and Resolution R2026-11

FACT 3

The Existing CID Station Is Bypassed

The preferred alternative introduces:

- South of CID Station (Dearborn Entrance)
- North of CID Station (Midtown)

"Renaming the relocated Midtown Station as 'North of CID' masks the fact that it functions as a regional transit hub in Pioneer Square and may increase walking distances and ADA transfer burdens for riders traveling to and from the Chinatown-International District."

while bypassing the existing CID Station in **DSTT1**.

This creates a **split-station** configuration rather than strengthening the existing regional transfer hub.

Instead of improving transfers through one integrated hub, riders are required to navigate between separate stations and circulation systems.

Source:

Ballard Link Environmental Review Documents and Preferred Alternative

FACT 3a

The Split-Station Design Undermines the Promised Southern Regional Hub

The restoration of *Graham Street Station* was widely celebrated as a positive step toward fulfilling voter commitments and improving access for South Seattle communities.

However, the next major decision before *Sound Transit* raises a larger concern...

*Whether the agency is replacing the vision of an integrated southern regional hub with a fragmented **split-station** system.*

Under the **DSTT2** preferred alternative, *Sound Transit* proposes new stations in the *SODO* and *Chinatown-International District/Pioneer Square* areas even though existing stations already serve those locations through **DSTT1**.

According to analyses prepared for *Sound Transit* by **HNTB** and **VMS** during the Ballard Link planning process, the **split-station** concept raises significant concerns regarding rider connectivity, transfer convenience, accessibility, and travel efficiency.

Concerns identified in project analyses and public discussions include:

- Additional transfers between lines that are currently connected through **DSTT1**.
- Longer walking and ADA wheeling distances for passengers with mobility limitations.
- More complex transfers for seniors, people with disabilities, families, and visitors.
- Potential out-of-direction travel for some trips.
- Reduced convenience compared with a single integrated transfer hub.
- Increased travel time resulting from multiple station-to-station movements.

Critics argue that instead of creating a southern regional hub comparable to Westlake Station, the **split-station** design fragments connectivity by dispersing riders among multiple stations and circulation systems.

The original vision presented to many stakeholders was a seamless regional hub where riders could efficiently transfer among Link, Sounder, Amtrak, regional buses, and future rail lines at one integrated location.

The **split-station** concept moves the system further away from that vision.

Why This Matters

A regional transit hub should:

- Minimize transfers.
- Minimize walking distances.
- Maximize accessibility.
- Provide intuitive wayfinding.
- Strengthen connectivity between services.

The **split-station** concept risks achieving the opposite by introducing additional transfer friction into the very location that should function as the region's most connected transit node.

If *Sound Transit* proceeds with a truncated **DSTT2** while simultaneously weakening the connectivity benefits of the existing CID hub, taxpayers may end up funding additional infrastructure that delivers less rider convenience than the system already in place.

This raises a fundamental question:

Why spend billions of dollars to create a second downtown tunnel... if the result is more transfers, longer travel paths, and a weaker regional hub than the one voters were promised?

Sources

Ballard Link Extension Draft Environmental Impact Statement
HNTB Technical Reports (2023)
VMS Operational and Connectivity Analyses (2023)
Seattle Times commentary, "Good News for Graham Street Light Rail Stations"
Ballard Link Preferred Alternative documentation
Sound Transit environmental review materials

FACT 4

***DSTT1* Already Exists and Functions as the Region's Primary Rail Hub**

***DSTT1* currently connects:**

- Northgate Line
- Lynnwood Extension
- Cross Lake East Link
- SeaTac Airport
- Angle Lake
- Sounder North
- Sounder South
- Amtrak
- King Street Station
- Seattle Streetcar
- Regional bus service

CID is the only location where many of these services converge.

*Investment in **DSTT1** improvements would strengthen an existing regional asset rather than creating duplicative infrastructure.*

FACT 5

DSTT2 Creates Significant Opportunity Costs

Sound Transit has publicly acknowledged major affordability challenges.

Every dollar committed to **DSTT2** is a dollar unavailable for:

- Completing Ballard Link
- Graham Street Station
- Boeing Access Road Station
- System maintenance
- Service frequency improvements
- Future regional expansion
- Regional bus expansion
- State of good repair investments

The Board must evaluate whether an additional downtown tunnel infrastructure provides greater public benefit than completing projects that directly expands access and ridership.

Source:
Resolution R2026-11 Affordability Framework

FACT 6

Ballard Generates Riders... **DSTT2 Primarily Moves Riders.**

Ballard Link has been projected to become one of the highest-ridership transit investments in the *Sound Transit* system.

Ballard:

- Creates new riders
- Creates new destinations
- Expands access to major residential and employment centers

DSTT2:

- Primarily provides additional downtown capacity
- Improve operations
- Redistributes existing riders

The distinction is important.

*Ridership growth comes from serving destinations.
Tunnels are a means to achieve that goal, not the goal itself.*

Sources:
Sound Transit Ballard Link planning documents
Seattle City Council statements citing Ballard ridership projections

FACT 7

The Truncated Tunnel Increases Risk Across the Entire ST3 Program

DSTT2 is not an isolated project.

It requires:

- Deep excavation
- Utility relocation
- Property acquisition
- Complex downtown construction staging
- Long-term operating and maintenance commitments

These impacts affect:

- Project affordability
- Construction sequencing
- Regional mobility
- Downtown businesses
- Future transit investments

The financial and operational risks extend far beyond the tunnel itself.

FACT 8

Sound Transit Has Not Yet Presented a Stand-Alone Business Case... for the Truncated Tunnel

The original rationale for **DSTT2** relied heavily on a complete *Ballard Link corridor*.

Now that *Ballard construction beyond Seattle Center is not funded*, taxpayers deserve a new evaluation focused solely on the currently funded project.

That analysis should include:

- Capital cost
- Financing cost
- Debt service obligations
- Ridership impacts
- Travel-time savings
- Capacity improvements
- Economic benefits
- Opportunity costs
- Alternatives utilizing **DSTT1**

Until that analysis is completed... the Board cannot determine whether the truncated tunnel represents the highest and best use of limited transportation resources.

Recommendation

Move **DSTT2** from the "*Affordable Within Existing Resources*" category to the "*Deferred*" category until *Sound Transit* can demonstrate, through a stand-alone business case, that the truncated tunnel:

1. Provides sufficient public benefit on its own merits.
2. Outperforms investments in completing Ballard Link.
3. Outperforms improvements to **DSTT1** as a regional three-line hub.
4. Represents the most cost-effective use of limited public funds.

The question before the Board is no longer whether a complete Ballard-to-West Seattle corridor justifies a second downtown tunnel.

***The question is whether a multi-billion-dollar tunnel...
connecting SODO, South CID, North CID, Westlake, Denny, and Seattle Center... without a
funded Ballard extension...
delivers enough public value to justify proceeding...
during a period of acknowledged affordability constraints.
Taxpayers deserve that answer before additional billions are committed.***

Brien Chow

Co-Founder Transit Equity for All
FOR MORE INFORMATION... linktr.ee/TransitEquityforAll MFo4th

Sources:

Resolution R2026-11 (Updated ST3 System Plan)
Ballard Link Extension Preferred Alternative documentation
Ballard Link EIS and project maps
Sound Transit affordability and financial plan presentations
Sound Transit DSTT2 feasibility assessments
Seattle City Council and public statements regarding Ballard Link ridership projections
Sound Transit Board materials identifying projects as "Affordable," "Not Currently Affordable," and "Deferred" categories

Betty Lau

Public Comment by Betty Lau, Sound Transit System Expansion Committee Meeting, Thursday, June 11, 2026, 1:30 p.m., Union Station

I'm Betty Lau, co-founder of Transit Equity for All and board member of the Chong Wa Benevolent Association of Washington.

The May 28 board vote to defer Ballard Link was disappointing, to say the least.

Hearing a board member ask if city, county, and Sound Transit racial equity toolkits were used to as part of criteria for what should be deferred and what should proceed was heartening.

Hearing staff respond, "No," we did not....was DISHEARTENING, but no longer shocking.

Overall, that has been the theme of Sound Transit's treatment of communities of color, especially vis-a-vis the preferred split stations that by-pass the CID while disconnecting the system for the entire Region.

Much is made of the broken promises and broken trust between the board and the staff. That applies multifold to the CID, going back to the late '80s when I served on the ISRD board.

May this board continue to ask the right questions about meaningful transit equity for all!

The one bright spot in all this is the Citizens Accessibility Advisory Committee (CAAC) processes are improving, now that staffing has been restored.

Aforethought, not afterthought for communities of color and those with disabilities.

Remember us, and vote for a 90-day DEIS comment period!

Thank you.

Chris Mackay

Hello Sound Transit Board Members,

My name is Chris Mackay and I am the Director of the West Seattle Junction BIA. I am writing to ask that you fund what you approved and advance the West Seattle project forward. West Seattle must be connected to the rest of the city via light rail.

Vote YES votes on Motions M2026-21, M2026-22 and Resolution R2026-14.

Chris Mackay
Executive Director
West Seattle Junction Association
Business Improvement Area
206-502-8824



Pasqual Contreras

Dear Board Chair Somers, Vice Chairs Balducci and Mello, and Honorable Board Members Birney, Fain, Franklin, George, McLeod, Meredith, Mosqueda, Parshall, Prince, Roscoe, Strauss, von Reichbauer, Walker, Wilson, and Zahilay,

I respectfully request that the Board undertake a formal review of Resolution No. R2021-14 — the Station, Line and Facility Naming Policy — to amend its current prohibition on corporate naming rights to fund long term maintenance and system expansion. I also implore them to look for opportunities to expand station-level commercial opportunities and activation.

The Puget Sound region is home to Amazon, Microsoft, Boeing, Starbucks, and many other major institutions with deep community ties and the capacity to invest in the transit system their employees depend on. Sound Transit's 155,000 daily boardings make naming rights a compelling branding opportunity — and a 10-to-20-year agreement can provide long-term revenue to accelerate Sound Transit's expansion.

For these homegrown companies, sponsorship is not just about advertising. Light rail connects workers from South King, Pierce, and Snohomish Counties to jobs in Seattle and the Eastside tech corridor. When a company sponsors a station near its campus, it is investing in its own workforce pipeline.

Naming rights contracts can also be paired with retail activation on station platforms. As Jane Jacobs wrote, "There must be eyes upon the street, eyes belonging to those we might call the natural proprietors of the street." Retail tenants — food vendors, coffee shops, local and national retailers — create the sustained human presence that improves rider safety and helps offset maintenance costs, just as peer agencies like WMATA, CTA, and MTA have demonstrated.

I ask the Board to:

1. Place a review of R2021-14 on a future committee agenda;
2. Direct staff to benchmark naming rights and retail revenue potential against peer agencies; and
3. Consider a market survey or cost-benefit analysis of a public-private redevelopment at light rail terminals to add commercial spaces.

The communities waiting for service in Ballard, West Seattle, Everett, and Tacoma may not like corporate branding in their public stations; but Sound Transit cannot afford to leave any viable revenue streams unexplored.

Respectfully,
Pasqual Contreras

Links:

<https://www.seattletimes.com/seattle-news/transportation/seattles-daily-light-rail-ridership-jumps-to-no-1-in-u-s/>

<https://www.icsc.com/news-and-views/sct-magazine/on-the-go-retail>

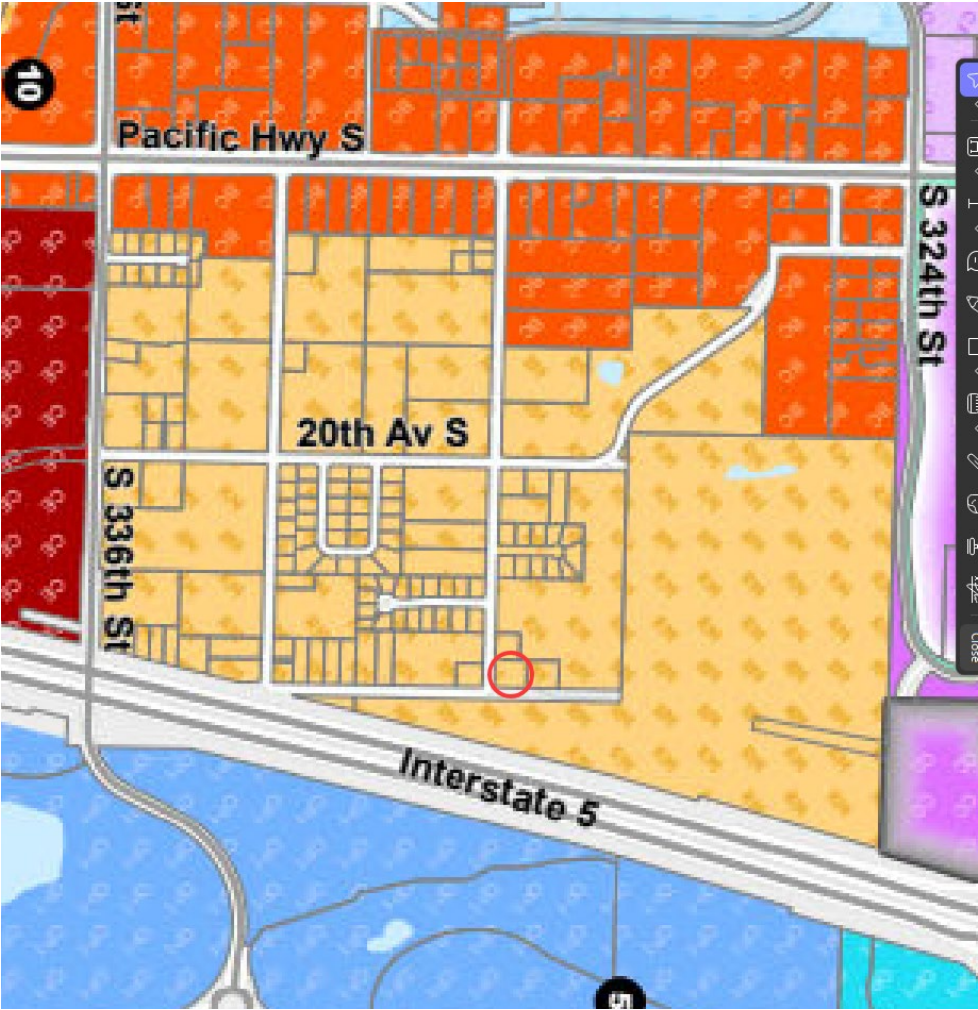
<https://www.seattletimes.com/sports/hockey/amazon-buys-naming-rights-to-keyarena-will-call-it-climate-pledge-arena/>

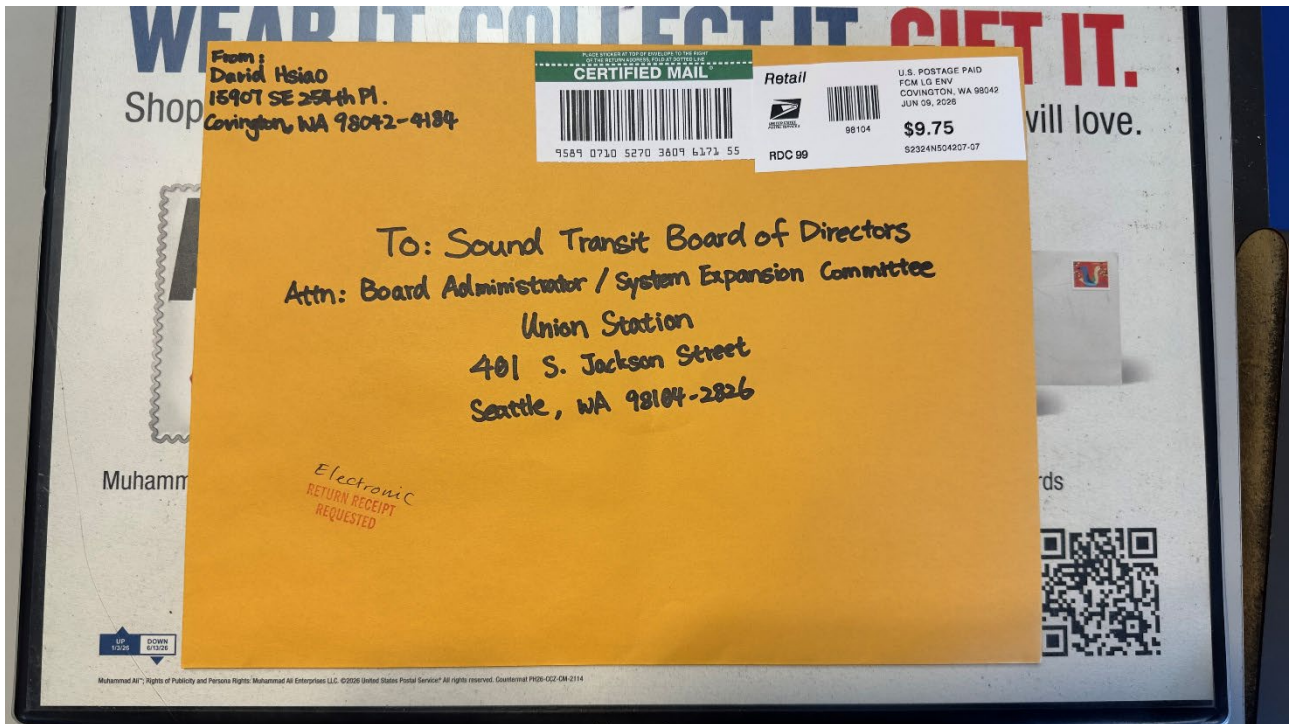
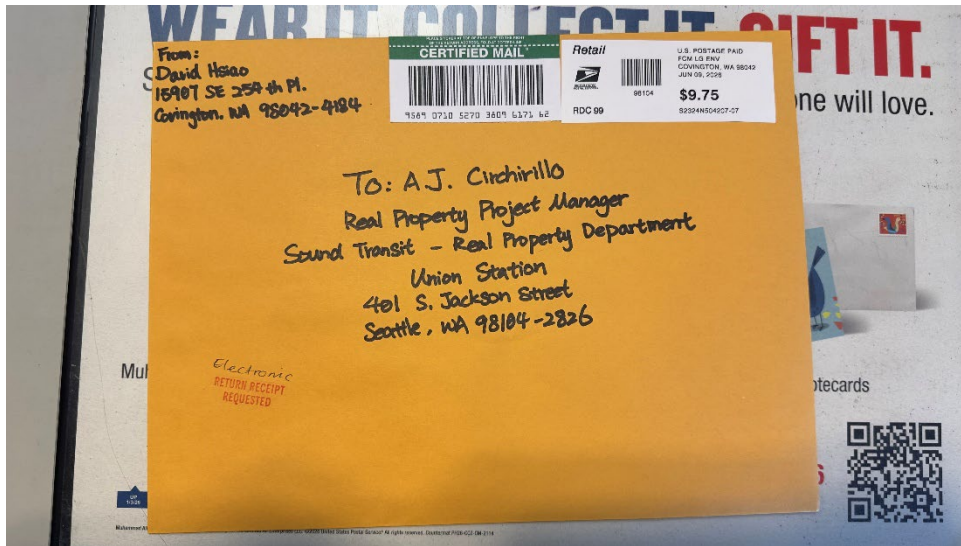
<https://www.nytimes.com/2009/06/24/nyregion/24naming.html>

<https://www.npr.org/transcripts/nx-s1-5844617>

<https://boardagendas.metro.net/board-report/2020-0459/>

6/11/26 David Hsiao Correspondence





PREFILED STATEMENT/COMMENTS OF LYNN L. HANEY

In Connection with Sound Transit Board Action / Property Acquisition Authority and to consider a resolution authorizing Sound Transit to acquire property needed for the construction, operation, and maintenance of the Operations and Maintenance Facility Project (the OMF South Project)

Hearing Date: June 11, 2026, with Sound Transit System Expansion Committee

Hearing Date: June 25, 2026, with Board of Sound Transit

INTRODUCTION

My name is Lynn Haney, and I reside at 33049 24th Avenue South, Federal Way, WA 98003. I am submitting this comment on behalf of myself, my husband James Haney, and our family regarding the proposed Temporary Construction Easement (TCE) affecting our property.

I want to state clearly at the outset that we believe the Sound Transit light rail expansion is a critical, valuable project for our community and the entire City of Federal Way. We are true believers in and supporters of efficient public transportation. We want this project to succeed, and our objective is to serve as collaborative partners with Sound Transit to help achieve a sensible, safe, and efficient project.

Our concern is not with the rail project itself, but with a specific design choice that imposes extraordinary impacts on a single household despite the availability of less disruptive alternatives. As currently designed, the extensive, multi-year TCE proposed for our property places a unique, near-insurmountable operational burden on our family. Because I serve as a full-time, compensated caregiver for two disabled adults with high medical needs who reside with us, the broad scope of this easement directly impacts vital, daily health-and-safety routines.

Sound Transit has known for months that two disabled individuals reside in our home - well prior to its April 24, 2026, draft agreement with the City of Federal Way. It is unclear whether the City has been made aware of this crucial fact.

THE PROPOSED DESIGN WOULD ELIMINATE OUR ACCESSIBLE FRONTAGE, DRIVEWAY PARKING, AND ESTABLISHED LANDSCAPING

To understand the severe impact of this proposal, the Board must look past the legal label of a "Temporary Construction Easement" and look at the physical reality on the ground. As drawn, this TCE completely wipes out our entire front yard and every single

available parking space, extending all the way up to within just a few feet of our front door. At one end it extends 15 feet beyond the right-of-way (ROW) and at the other end 28 feet to pass within feet of the entire front of our house.

If passed without modifications:

- **All Landscaping is Completely Eliminated:** Every bit of the mature, carefully cultivated landscaping we have built and maintained up to 24th Avenue South will be totally bulldozed, including our beautiful huge, over 10 feet and over 40 years old rhododendrons, 30-foot lilac tree, and 25-foot apple tree which add significant value to the street and community (See, Exhibit A).
- **All Driveway and Frontage Parking is Wiped Out:** We will lose our entire driveway and frontage parking capacity. Currently, we rely on two driveway spaces alongside the home and a third adjacent space to safely park our vehicles, space that the easement, as drawn, eliminates entirely by extending to within feet of our foundation.
- **Active Caregiving is Severely Impaired:** For a home managing full-time care for two disabled adults, losing all parking up to the front door means medical transport vehicles, physical therapists, and emergency vehicles will have nowhere to unload patients. Forcing wheelchair and walker transfers to take place within an active construction zone - rather than a stable, private driveway - is an immediate health and safety hazard.

THE DESIGN ANOMALY: A MULTI-PARCEL “SIDEWALK TO NOWHERE”

The significant impacts described above appear unnecessary to achieve the project's transportation objectives. We ask the Board to look at the street map of the neighborhood (See, Exhibit B) and the photo of 24th Avenue South (See, Exhibit C).

As the map demonstrates, our section of 24th Avenue South is a short, quiet, closed in area shaped like a sidewise “U” between 330th Street South and 333rd Street South. Similar to a cul-de-sac, that services only six homes. It is not a thoroughfare, nor does it serve as a pedestrian feeder artery for the transit station. Because it is entirely closed, there is zero pedestrian through-traffic on this street. Forcing a deep-setback sidewalk through our front yard today actually ruins future neighborhood design continuity.

The public infrastructure dictated by the current design includes an excessively wide, 34.5-foot right-of-way footprint (measured from the center of the road), encompassing a widened roadway, a planting strip, a sidewalk, and a utility strip (See, Exhibit D). This massive footprint does not connect to any existing pedestrian sidewalk network in the neighborhood. It begins abruptly, passes six homes, and ends blindly. It is, quite literally, a “sidewalk to nowhere” (See, Exhibit E -shows where South 330th Street and South 333rd Street connect to 24th Avenue South - no sidewalks at either location).

Tearing out an entire residential front yard, destroying functioning natural drainage landscaping, and eliminating critical medical parking right up to a home's foundation - simply to install an isolated strip of concrete that goes nowhere is both fiscally wasteful and unjustified.

THE ADMINISTRATIVE RECORD: QUESTIONS REGARDING THE DEVELOPMENT OF THE EASEMENT DESIGN

1. Reliance on Standardized Easement Descriptions Despite Unique Site Conditions

The severe frontage, parking, and safety impacts described above are not the result of recent, unavoidable engineering constraints. Internal Sound Transit communications obtained from agency production records reveal that the Right-of-Way (ROW) Engineering division has been tracking our property (Parcel OMF111) since at least August 2024.

Internal agency emails produced in discovery and dating from August through October 2024 (See, Exhibit F - ST(OMF111)_000643-46) reflect that Right-of-Way staff utilized a standardized easement description characterizing the impact as a TCE to support street improvements in adjacent city ROW and driveway restoration, and were actively working to finalize parcel details and secure Board authorization that fall. The record does not appear to reflect a site-specific evaluation of the unique accessibility and caregiving requirements present at this property. Our household functions as an active, full-time caregiving environment for two mobility-impaired adults whose daily safety depends on reliable driveway access and patient-transfer space.

2. Timeline Concerns Regarding Board Authorization and Property Evaluation

Furthermore, the administrative record demonstrates that Sound Transit's property acquisition process has skipped fundamental statutory and logical steps. Internal agency emails produced in discovery reflect that as early as August 2024, Right-of-Way staff were actively working to lock down parcel details and secure Board authorization that fall, with communications as late as October 30, 2024, confirming that Board action sign-off was being pressed that same week (See, Exhibit F).

However, Sound Transit's own official Appraisal Report (See, Exhibits G and I - Cushman & Wakefield Appraisal, pages 15 and 33) raises questions regarding the sequencing of key project decisions: the appraiser did not physically inspect our home or evaluate the property rights until February 24, 2025 - months after staff attempted to secure

Board authorization - and the final appraisal report was not even delivered to the agency until April 17, 2025.

Seeking Board authorization packages before ever sending an appraiser to evaluate the site or interview the homeowners raises concerns that the unique operational hardships and accessibility needs of the occupants may not have been fully considered during the necessity determination process. The agency cannot claim that its hands were recently tied by municipal mandates. The unsigned, non-binding city routing draft dated April 24, 2026, carries no final regulatory effect and post-dates the development of the easement footprint. As a result, the record suggests that the current design was established before the City's April 2026 routing discussions occurred.

Sound Transit is asking this Board to authorize eminent domain authority based on a design that was substantially developed before appraisal inspection and site-specific evaluation occurred.

3. The January 2025 Boundary Staking: Direct Proof of an Office-Only Layout

Sound Transit's internal production files strongly suggest that the 2024 design footprint was based on early, unrecorded field data or preliminary site evaluations. Written correspondence from the agency's Senior Acquisition Agent dated January 27, 2025 (See, Exhibit H - ROW Access Correspondence) proves that as of late January 2025, Sound Transit had not even established where the horizontal boundaries of the easement sat on our land.

The agency explicitly requested a temporary Right of Entry at that time for the sole purpose of allowing "the surveyor access to your property to stake the boundaries of the Temporary Construction Easement (TCE)." This document provides chronological evidence that the 1,780-square-foot easement footprint was developed before field staking or site measurements occurred and before a surveyor's stake was ever placed on the property.

4. The February 2025 Site Visit and Subsequent Design Decisions

By February 24, 2025, Sound Transit had direct knowledge of the property's unique accessibility and caregiving circumstances. On February 24, 2025, an agency representative and the designated appraiser finally conducted a joint physical site inspection and met directly with our family on the property (See, Exhibit I). During this face-to-face meeting, the agency was shown the explicit physical realities of our home, and we explained the intensive, full-time caregiving environment, the wheelchair and walker

constraints of the occupants, and our absolute, non-negotiable reliance on our private driveway frontage for safe patient transfers.

Despite the information provided during the site visit, the proposed easement footprint appears to have remained substantially unchanged. The appraisal report was prepared using an “Extraordinary Assumption” that residential access would remain safely maintained despite the proposed construction impacts - a conclusion that appears difficult to reconcile with a design that removes the existing driveway frontage.

CONCERNS REGARDING THE PUBLIC NECESSITY DETERMINATION

The chronology reflected in the administrative record raises questions regarding whether the necessity determination adequately accounted for site-specific conditions and accessibility impacts affecting this property. To satisfy constitutional and statutory mandates for a Public Use and Necessity decree under Washington law, an acquiring authority must demonstrate that its right-of-way choices are driven by true public necessity, backed by a good-faith administrative record.

The chronological sequence established by Sound Transit's own records raises substantial questions regarding the public necessity determination:

- **Early/Mid 2024:** The Board grants acquisition authority via Resolution No. R2024-26 before any site analysis occurs.
- **August - October 2024:** Right-of-Way staff relied on a standardized easement description to lock in the 1,780-square-foot easement and were pressing to complete Board authorization, before any documented site-specific inquiry occurred (See, Exhibit F).
- **January 2025:** The agency formally requests entry just to place surveyor stakes on the ground for the very first time (See, Exhibit H).
- **February 2025:** An agent physically witnesses the high-need medical care realities of the home, but the proposed easement footprint nevertheless remained unchanged. (See, Exhibit I).

Authorizing property acquisition based on a design developed before field staking, appraisal inspection, and evaluation of the property's unique caregiving needs raises significant concerns regarding the adequacy of the administrative review process. Because this baseline design rests on a structurally deficient necessity determination, it raises substantial questions regarding the basis for acquisition authority that may warrant further review before the Board authorizes acquisition authority.

THE APRIL 2026 INTERNAL DIRECTIVE AND FEDERAL MANDATES

Internal agency communications dated April 28, 2026, confirm that acquisition staff have been addressing questions regarding the physical feasibility of maintaining safe driveway access on our parcel. (See, Exhibit J - Document ST(OMF111) _000630).

In response to these access concerns, the Right-of-Way and Real Property Coordinator issued an internal directive referencing an unrecorded policy titled “FW_OMFS Property Access Contractor Requirements,” asserting that home access would be maintained using ad-hoc field maneuvers like “feathering” and temporary “connections”. This recent disclosure raises two significant concerns regarding the necessity framework on two separate fronts:

First, it represents a clear administrative admission that the physical 1,780-square-foot easement layout naturally strips our home of all functional access. If the engineering plan safely accommodated our frontage, staff would not be forced to circulate ad-hoc, internal project directives behind the scenes to try to patch the layout's inherent flaws.

Second, a non-binding internal directive between the agency and its construction contractor provides no direct legal or safety protection to our family. An unrecorded administrative circular can be altered, waived, or abandoned by project management at any time without notice to the property owners.

As a public entity receiving federal funds, Sound Transit is subject to Title II of the Americans with Disabilities Act (ADA), Section 504 of the Rehabilitation Act, and U.S. Department of Transportation regulations governing construction and alteration of transportation facilities, including 49 C.F.R. §§ 37.41 and 37.43, as well as 28 C.F.R. § 35.133 and 28 C.F.R. § 35.150. These authorities require Sound Transit to maintain accessible features, ensure program accessibility, and manage construction activities so that temporary traffic-control measures preserve meaningful access for individuals with disabilities throughout the construction period.

Forcing high-medical-need, mobility-impaired adults to execute daily walker and wheelchair transfers over loose, uneven “feathered” construction gravel or uncompacted dirt ramps inside an active construction zone is not an acceptable workaround - it presents a significant safety hazard that actively violates these federal mandates. If the agency intends to guarantee safe medical and residential access, those explicit, ironclad safeguards must be written directly into the text of the legal resolution passed by this Board, rather than hidden in an unrecorded contractor guideline that carries no weight in a court of law.

A WIN-WIN ALTERNATIVE: LONG-TERM PLANNING AND TAXPAYER SAVINGS

I want to be clear. We support this overall project and support improvements to our community. If Sound Transit believes a sidewalk built on our street adds value, we are entirely comfortable with a standard, community-scale sidewalk placed directly along the curb line, exactly like the others built throughout our neighborhood (See, Exhibit K - further west on South 330th Street and South 333rd Street and 22nd Avenue South). We would support that improvement, and it should not require a deep-setback TCE footprint; we would gladly work with Sound Transit to maintain our landscaping flush up against it. This sidewalk would lie entirely within the ROW and could be constructed without the large TCE.

Furthermore, keeping the infrastructure tightly aligned to the curb line is the only design that makes long-term urban planning sense for Federal Way:

- **Future Neighborhood Integration:** If the city or agency ever expands the local sidewalk network onto intersecting streets like South 330th or South 333rd Streets, those sidewalks will inevitably be built along the curb lines. Placing our sidewalk tightly along the curb today ensures a perfect, continuous, and logical tie-in for the future pedestrian infrastructure of the entire neighborhood, rather than creating a bizarre, non-aligned zigzag through a private front yard.
- **Significant Taxpayer Cost Savings:** Moving the project alignment to the curb line represents a clean, immediate savings of public transit funds. By keeping the infrastructure confined to the curb, Sound Transit eliminates the need for property acquisition, complex appraisals, administrative overhead, and potential litigation costs for all six families on the street.
- **Joint Advocacy for a Permit Variance:** We understand that this specific sidewalk layout may be an infrastructure condition dictated by the City of Federal Way's local permitting requirements. We request that the Board direct staff to actively engage with the City planning and public works departments to seek a design or permit variance for 24th Avenue South improvements. Explicitly citing the severe operational impacts on the residents, combined with the clear fiscal waste of acquiring six unnecessary easements, provides a compelling case that city planners will respect.
- **Opposite-Side Relocation as an Alternative:** If a sidewalk to nowhere must be built on this street satisfy the City, we suggest relocating it to the opposite side of the street, where it could fulfill the permit requirement without disrupting a high-need medical care environment or destroying vital driveway and patient transfer parking. This appears to be Sound Transit's original plan in its Project Kickoff in 2024 (See, Exhibit L). This approach would also provide a better buffer between the rail line and the street.

REQUEST TO THE BOARD & SYSTEM EXPANSION COMMITTEE

As the Board and the System Expansion Committee considers a resolution or proposal granting broad property acquisition and condemnation authority, we respectfully request that you do not view this as a generic project protest. Rather, we are asking the Board and Committee to ask staff to work as our partner, refine the easement's execution, protect public funds by avoiding six pointless easements, seek the necessary design variances with the City of Federal Way, and build clear safeguards into the administrative special provisions for this parcel.

We are not asking the Board to halt the project. We are asking the Board to ensure that the final design and construction approach appropriately account for the unique accessibility and caregiving needs associated with this property.

If the Board moves forward with authorizing general acquisition authority or the Committee recommends the Board do so, we request that any resolution concerning our parcel be executed under three operational commitments to preserve basic residential safety and medical continuity:

1. Absolute Continuity of Medical, Caregiver, and Emergency Access: The construction provisions must explicitly protect the property, so it always remains fully accessible to medical transport, physical therapists, and emergency responders. Because two disabled residents require continuous mobility accommodations, access for specialized transit vehicles and healthcare providers cannot be interrupted. The physical transfer of high-medical-need adults cannot safely occur within an active construction zone. Therefore, a stable, unobstructed path of travel from the public right-of-way to our entrance must be maintained throughout the duration of the project.

2. Preservation of a Functional On-Site Footprint: Our daily care routines depend heavily on the physical space immediately outside our door. We request that the final easement language safely preserve our home's essential functions, specifically:

- **Vehicle Parking Safeguard:** Retaining or immediately replacing viable, direct vehicle parking options adjacent to the home to facilitate safe, stable patient transfers. There is no reason the easement must eliminate our entire driveway. At minimum, immediate adjacent parking must be preserved.
- **Shed & Vehicle Access:** Safeguarding uninterrupted access to our exterior storage shed, allowing safe ingress and egress for secondary transportation, including my husband's motorcycle.

- **Infrastructure Continuity:** Preventing any multi-day disruption to core household utility infrastructure (sewage, water, electricity, gas, and communications).
- **Civic Logistics:** Maintaining standard, daily logistics, such as mail delivery and municipal waste removal.

3. Phased, Non-Exclusive Easement Management: The proposed easement establishes an excessively broad multi-year window of control, extending potentially through December 31, 2032. Blanket, exclusive control over this entire duration right up to our foundation creates severe, unmanageable disruption. We ask the Board to ask the construction management team to utilize a phased, non-exclusive approach that strictly limits the active construction footprint.

SUMMARY

We recognize that complex regional infrastructure requires community compromise; this is not a NIMBY argument, and we stand ready to support a true win/win design adjustment that keeps the sidewalk configuration aligned to the standard curb line. We hope to resolve all matters regarding design, layout, and terms collaboratively through ongoing staff discussions and any municipal permitting alignment.

For us, this is not at all about money for the TCE. We simply want what is best for our community and to protect our family and our home.

Clear direction from the Board and Committee emphasizing that the Board wants staff to protect our neighborhood, save the cost of six separate easements, and incorporate these core safety provisions will greatly facilitate a speedy, mutually beneficial agreement.

Thank you for your time, your leadership, and your dedication to our region's public infrastructure. My husband and I will attend the Board Meeting, in person, present our comments, and are happy to respond to any questions the Board may have.

June 9, 2026

Lynn L. Haney

Exhibit A
Front of Haney House on 24th Avenue South



Exhibit B
Street Map of Neighborhood – 24th Avenue South is Not a Thoroughfare

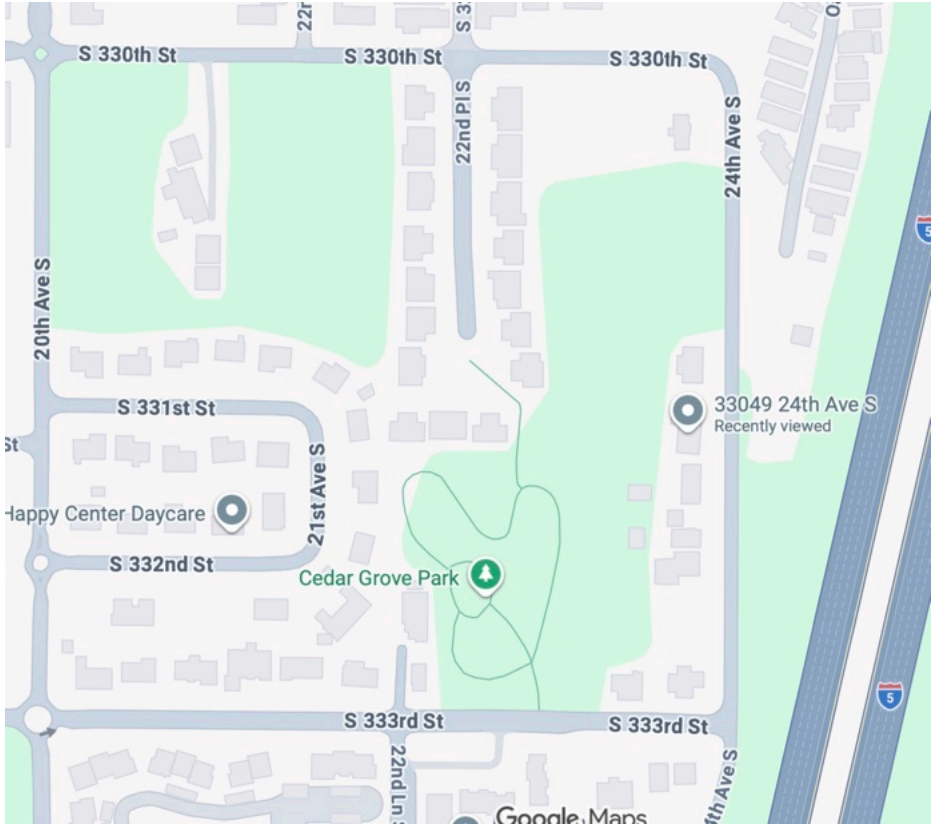
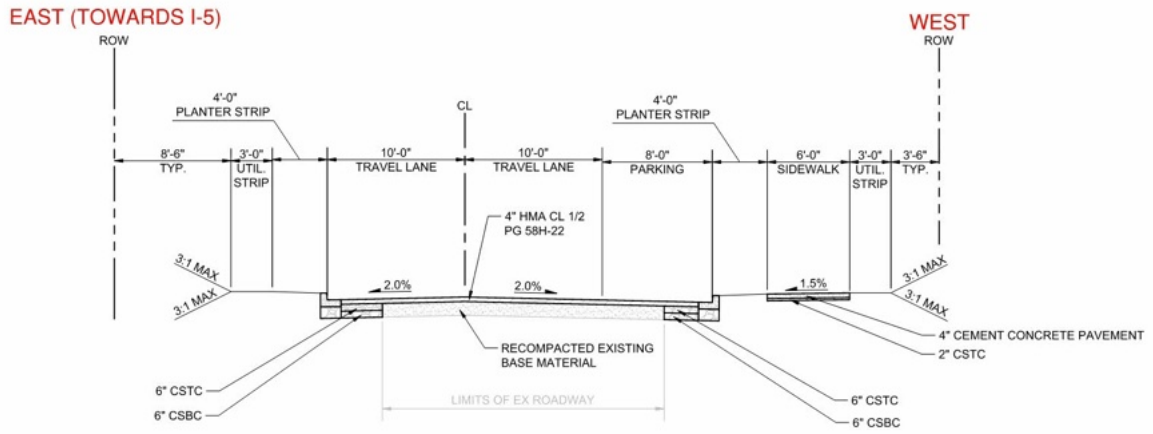


Exhibit C
24th Avenue South heading Toward Haney House – No Sidewalk



Exhibit D Planned Sidewalk Design



24TH AVE S - FULL STREET IMPROVEMENT **C**
FEDERAL WAY

ST(OMF111)_000067

Exhibit E
24th Avenue South at South 330th and South 333rd – No Sidewalks



Exhibit F

From: Green, Erin </O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=SOUNDTRANSIT.ONMICROSOFT.COM-58047-ERIN.GREEN@SOUNDTRANSIT.ORG832>
To: Culp, Cameron (Contractor); Tuttle, Steven
CC: Kerr, Cadence (Contractor); Circhirillo, A.J
Sent: 10/30/2024 9:32:51 PM
Subject: RE: OMF South - FEIS Parcel List

Thank you!

From: Culp, Cameron (Contractor) <c-Cameron.Culp@soundtransit.org>
Sent: Wednesday, October 30, 2024 2:30 PM
To: Green, Erin <erin.green@soundtransit.org>; Tuttle, Steven <steven.tuttle@soundtransit.org>
Cc: Kerr, Cadence (Contractor) <c-cadence.kerr@soundtransit.org>; Circhirillo, A.J <A.J.Circhirillo@soundtransit.org>
Subject: Re: OMF South - FEIS Parcel List

Hi Erin,

LL155 - Stepper TCE - Stepper TCE is used to support fence construction at property line.

Best,
Cameron

Cameron Culp

ROW Engineering Consultant

Desk: 206.928.8718

Email: c-cameron.culp@soundtransit.org

From: Green, Erin <erin.green@soundtransit.org>
Sent: Wednesday, October 30, 2024 2:05 PM
To: Culp, Cameron (Contractor) <c-Cameron.Culp@soundtransit.org>; Tuttle, Steven <steven.tuttle@soundtransit.org>
Cc: Kerr, Cadence (Contractor) <c-cadence.kerr@soundtransit.org>; Circhirillo, A.J <A.J.Circhirillo@soundtransit.org>
Subject: RE: OMF South - FEIS Parcel List

Thank you, Cameron!
Could you also add info for OMF155?

From: Culp, Cameron (Contractor) <c-Cameron.Culp@soundtransit.org>
Sent: Wednesday, October 30, 2024 2:00 PM
To: Green, Erin <erin.green@soundtransit.org>; Tuttle, Steven <steven.tuttle@soundtransit.org>
Cc: Kerr, Cadence (Contractor) <c-cadence.kerr@soundtransit.org>; Circhirillo, A.J <A.J.Circhirillo@soundtransit.org>
Subject: Re: OMF South - FEIS Parcel List

Hi Erin,

See chart below for requested information.

ST(OMF111)_000643

OMF107	TCE	TCE to support street improvements in adjacent city ROW.
OMF108	TCE	TCE to support street improvements in adjacent city ROW and driveway restoration.
OMF109	TCE	TCE to support street improvements in adjacent city ROW and driveway restoration.
OMF110	TCE	TCE to support street improvements in adjacent city ROW and driveway restoration.
OMF111	TCE	TCE to support street improvements in adjacent city ROW and driveway restoration.
OMF113	TCE	TCE to support street improvements in adjacent city ROW and driveway restoration.
OMF114	TCE	TCE to support street improvements in adjacent city ROW and driveway restoration.
OMF115	TCE	TCE to support street improvements in adjacent city ROW and driveway restoration.
OMF116	TCE	TCE to support street improvements in adjacent city ROW and driveway restoration.
OMF117	TCE	TCE to support street improvements in adjacent city ROW and driveway restoration.
OMF118	TCE	TCE to support street improvements in adjacent city ROW and driveway restoration.
OMF124	TCE	TCE to support street improvements in adjacent city ROW and driveway restoration.
OMF130	TCE	TCE to support street improvements in adjacent city ROW and driveway restoration. (OMF130 was shifted to next certification/board action)

I have attached the parcel maps for your reference for the TCE areas on each parcel.

Let me know if you need any additional information for your review.

Thank you,
Cameron

Cameron Culp

ROW Engineering Consultant

Desk: 206.928.8718

Email: c-cameron.culp@soundtransit.org

From: Green, Erin <erin.green@soundtransit.org>
Sent: Wednesday, October 30, 2024 11:40 AM
To: Tuttle, Steven <steven.tuttle@soundtransit.org>; Culp, Cameron (Contractor) <c-Cameron.Culp@soundtransit.org>
Cc: Kerr, Cadence (Contractor) <c-cadence.kerr@soundtransit.org>; Circhirillo, A.J <AJ.Circhirillo@soundtransit.org>
Subject: RE: OMF South - FEIS Parcel List

Following up on this since Board action sign off needs to occur this week.

ST(OMF111)_000644

A second option to the below would be sending the ROW certification files.

Thanks,
Erin

From: Green, Erin
Sent: Monday, October 28, 2024 12:27 PM
To: Tuttle, Steven <Steven.Tuttle@soundtransit.org>; Culp, Cameron (Contractor) <c-Cameron.Culp@soundtransit.org>
Cc: Kerr, Cadence (Contractor) <c-Cadence.Kerr@soundtransit.org>
Subject: RE: OMF South - FEIS Parcel List

Hi Steven and Cameron,
When we had met, we discussed getting snips of the parcels not included along with a brief description of what is occurring on the property (e.g., step over easement). Could you please send this for the set of properties going to the upcoming Board meeting (highlighted below)?

Thank you,
Erin

From: Tuttle, Steven <steven.tuttle@soundtransit.org>
Sent: Wednesday, August 28, 2024 3:16 PM
To: Green, Erin <erin.green@soundtransit.org>; Culp, Cameron (Contractor) <c-Cameron.Culp@soundtransit.org>
Subject: RE: OMF South - FEIS Parcel List

Hi Erin,

I reviewed our parcel impact table and there quite a few parcels that will be part of certification package 5 which were not in the EIS.

Below is a list of the OMF parcel numbers this was the case.

OMF097
OMF100
OMF103
OMF107
OMF108
OMF109
OMF110
OMF111
OMF113
OMF114
OMF115
OMF116
OMF117
OMF118
OMF124
OMF130 (EG added 10/28)
OMF155

Most of these are TCE, Temporary Mitigation Easement, or Steppover easements. There might be more significant impacts on OMF097 and OMF100 depending on the future road layout.

Would you like a quick meeting set up with Cadence and/or Cameron and I to discuss these impacts in advance of the certification package? We are targeting November to go to the board for this package.

Best,

Steven Tuttle, EIT, PMP
Sr. Technical Project Specialist – Right-of-Way

ST(OMF111)_000645

Capital Delivery Department
Pronouns: he/him/his
Sound Transit
Mobile: 425-502-2834

Connect with us!



From: Green, Erin <erin.green@soundtransit.org>
Sent: Friday, August 23, 2024 11:20 AM
To: Culp, Cameron (Contractor) <c-Cameron.Culp@soundtransit.org>; Tuttle, Steven <steven.tuttle@soundtransit.org>
Subject: OMF South - FEIS Parcel List

Hi Steven and Cameron,
Thanks for the conversation this morning!
Attached is the list of parcels identified as potentially affected in the OMF South Final EIS. Please let me know if there are any properties planned to be acquired that aren't on the list and we can coordinate on what additional information might be needed.

Thanks,
Erin

ST(OMF111)_000646

Exhibit G

The easement area includes grass, an apple tree, three rhododendrons, portions of the landscaped area with flagstone pavers, a portion of the front walkway, and the subject's paved driveway. It occupies the majority of the subject's front yard, coming up to the structure's façade at the south end, and remaining within a few feet of the building across the entire frontage.

Description of the Temporary Construction Easement

Please refer to the *Temporary Construction Easement (Short-Term General Construction)* in the Addenda for the form of the TCE. The purpose of the easement is for "entry into private improvements located in the Easement Area, for the purpose of construction (which may include, but not be limited to: demolition, clearing and grubbing, parking lot reconstruction, drainage, retaining walls, street connections, utilities, utility connections; to temporarily and permanently re-grade slopes and make cuts and fills to match new driveways, parking lot areas, street grade, sidewalks and retaining walls). When deemed necessary by Grantee, Grantee may fence all or a portion of the Easement Area from time to time during the performance of the work described herein ("Grantee's Work"). Grantee shall at all times ensure that its use of the Easement does not unreasonably interfere with Grantor's access to the Property from the adjacent public right-of-way." We understand the specific purpose of the easement is for construction of a new sidewalk in the 24th Ave S right-of-way, and to tie in the subject's driveway to the new road improvements.

The easement consists of a 24-month "Construction Period", to occur sometime within the entire easement Term, which is expected to begin in the near-term and terminate on December 31, 2032, or until completion of restoration of the easement area, whichever occurs first. The grantee will provide the owner with 14 days' written notice prior to the commencement of the Construction Period. We note that the 24 months of construction are consecutive and may not be broken up over the term of the easement.

During the Construction Period the grantee will have exclusive use of the easement area, and construction activities may be actively taking place. As noted above, the grantee may fence all or a portion of the easement area (provided, however, that "Grantee shall at all times ensure that its use of the Easement does not unreasonably interfere with Grantor's access to the Property from the adjacent public right-of-way"). Thus while reasonable access will be maintained, the owner may not have access to the easement area during the Construction Period. Notwithstanding this, as discussed above, it is our understanding and an extraordinary assumption of this report that the owner will have access *across* the TCE at all times during the Construction Period.

During the remainder of the TCE term, outside of the Construction Period, the owner "shall not make any material modifications or improvements to the physical condition of the Easement Area that would interfere with Grantee's use of the Easement". Thus while the owner may continue to use this area as currently improved and configured, they may not make substantial alterations or improvements within the easement area.

In terms of restoration, the easement states that "in the event private improvements in the Easement Area are disturbed or damaged by any of Grantee's Work, upon completion of such Work, Grantee shall, at Grantee's discretion, replace them with hardscape, gravel, or hydroseed, or restore them to a condition that is as good as or better than that which existed prior to the use, or as negotiated separately". Based on information provided by the client, we understand that the items to be restored by the grantee include mailboxes, asphalt, concrete, curbs, topsoil (with hydroseeding), fencing, gates without connecting power, utility reconnections, and restoration of grading and drainage for relocated driveways. We understand that restoration will not typically include trees, landscaping, lights, signs, irrigation, motor controllers and sensors for power gates, or flag poles. Please refer to the *Standard Restoration Items* document in the Addenda. It is our understanding and assumption that restoration by the grantee will take place within the Construction Period.

Exhibit H

From: Corrigan, Jennifer (Contractor) </O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS /CN=SOUNDTRANSIT.ONMICROSOFT.COM-58047-JENNIFER.CORRIGAN@SOUNDTRANSIT.ORGCD>
To: lynnhaney98@gmail.com
Sent: 1/27/2025 7:46:29 PM
Subject: OMF111 Request for Access for Surveyor Staking of Boundaries of Temporary Construction Easement
Attachments: OMF111 ROE Package for owner signature.pdf

Please see attached the Right of Entry with are requesting you to sign. This will allow the surveyor access to your property to stake the boundaries of the Temporary Construction Easement (TCE).

Good morning Lynn,

Please see attached the Right of Entry with are requesting you to sign. This will allow the surveyor access to your property to stake the boundaries of the Temporary Construction Easement (TCE).

Details of what the two-year TCE is for:

- Sidewalk will be construction on the west side of 24th Ave.
- There will be a transition to match your driveway with the new asphalt of 24th.
- Utilities that are in road will remain in the road.
- Sound Transit will compensate you for the TCE and repair you driveway based on standard restoration (like for like).
- Any parking that is currently on city property will not be compensated for loss of parking.
- Sound Transit will not compensate for landscaping/fencing currently on city property.
- Most of "street parking" will be replaced with parallel parking.

We can talk more about all of these items, and they will be fully addressed in the appraisal. The appraiser will contact you to offer a joint inspection at your property after the staking is completed.

If you would like the Right of Entry sent to you via DocuSign for convenience of signing, please let me know.

Thanks, Jen

Jennifer Corrigan

Senior Acquisition Agent

Real Property Department
Consultant (JCC/HDR) at Sound Transit

W/M 206-954-4548



ST(OMF111)_000048

Exhibit I

Dates of Inspection and Valuation

Effective Date of Value	February 24, 2025
Date of Inspection:	February 24, 2025
Date of Report	April 17, 2025
Property Inspected by:	Rouké Aboubacar, MAI inspected the property in the company of the owners.

Client, Intended Use and Users of the Appraisal

Client:	Sound Transit
Intended Use:	This appraisal is intended to provide an opinion of Just Compensation for the purpose of a temporary acquisition from the subject property. This report is not intended for any other use.
Intended User:	The intended user is Sound Transit and their agents and assigns. Use of this report by others is not intended by the appraiser.

Extraordinary Assumptions

For a definition of Extraordinary Assumptions please see the Glossary of Terms & Definitions. The use of extraordinary assumptions, if any, might have affected the assignment results.

As an extraordinary assumption, we have appraised the property as environmentally clean. Our inspection of the property was visual only, and only of the portions of the property accessed. We have not been provided with an environmental site assessment for the subject. There may be unapparent conditions or other relevant information regarding the property or its fair market value that were unknown, unavailable, or not considered in this appraisal; we assume that there are no unapparent or unidentified property conditions that would significantly impact the value.

Based on discussions with the client, it is our understanding and an extraordinary assumption of this report that access across the temporary construction easement will be possible at all times during the construction term.

Hypothetical Conditions

For a definition of Hypothetical Conditions please see the Glossary of Terms & Definitions. The use of hypothetical conditions, if any, might have affected the assignment results.

As a hypothetical condition and jurisdictional exception, and consistent with Washington State law for eminent domain, we have disregarded any decrease or increase in the fair market value of the real property to be acquired prior to the date of valuation caused by the public improvement for which such property is acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to physical deterioration withing the reasonable control of the owner.

This appraisal has been made in conformity with the appropriate State laws, regulations and policies and procedures applicable to appraisal of properties for such purposes. To the best of our knowledge no portion of the value assigned to the property consists of items which are non-compensable under established State law.

2/24/25 Lynn Haney
James Haney
Jenn Corrigan

- 3'x15' area at south end is rocky area, on prop, w/ 3 chodys
- 9 solar-powered lights
- well structure - decorative (wood)
- rubber landscape demarcator (3" wide)
- plant pots, p.p.

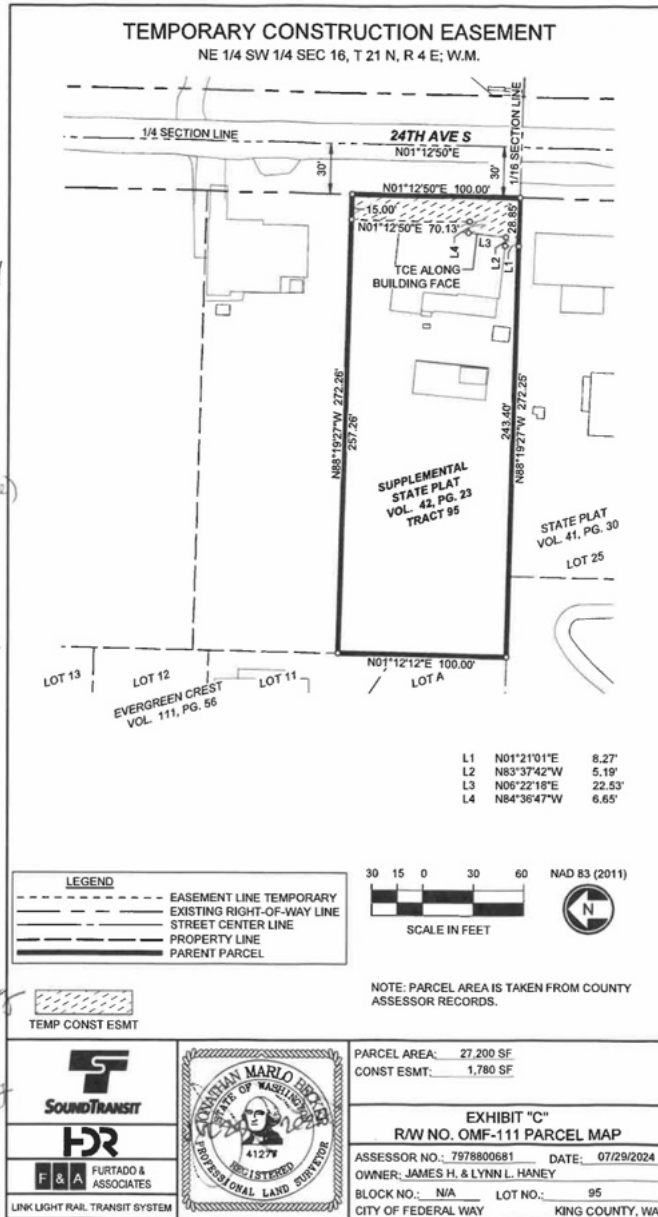
- Middle of site:
- 15'-20' tall apple tree
 - 2 lights (p.p.)
 - bench (p.p.)

- North of site:
- ~3' x 10' rocky area
 - conc pad - s. driveway

- 2 windows facing TCE
- Front porch
- Driveway - mostly in Row

- 4 beds, 2 baths

2 beds + living face TCE



ABOUBACAR_000091

Exhibit J

From: Kerr, Cadence (Contractor) </O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS /CN=75C0741DE0234783A6822215624973F5-KERR, CANDE>
To: Culp, Cameron (Contractor); Parkins, Zack (Contractor)
CC: Circhirillo, A.J.; Tuttle, Steven; Shupien, Aaron (Contractor)
Sent: 4/28/2026 11:08:47 PM
Subject: RE: OMFS - OMF110 & OMF111 [REDACTED] Questions
Attachments: FW_OMFS Property Access_Contractor Requirements

Hi Cameron, yes, driveway access and access to homes will be maintained during construction.

[REDACTED] Let me know if you need any additional clarification, but this should be in keeping with how ST typically handles driveway work (feathering, connections) during roadway improvement construction.

Cadence Kerr
ROW and Real Property Coordinator – FWLE, OMFS, TDLE
Capital Delivery, Center of Excellence

CONSULTANT
425-578-8541
soundtransit.org



From: Culp, Cameron (Contractor) c-Cameron.Culp@soundtransit.org
Sent: Tuesday, April 28, 2026 3:52 PM
To: Parkins, Zack (Contractor) c-zack.parkins@soundtransit.org
Cc: Kerr, Cadence (Contractor) c-cadence.kerr@soundtransit.org; Circhirillo, A.J. AJ.Circhirillo@soundtransit.org; Tuttle, Steven steven.tuttle@soundtransit.org; Shupien, Aaron (Contractor) c-Aaron.Shupien@soundtransit.org
Subject: OMFS - OMF110 & OMF111 [REDACTED] Questions

Hi Zack,

Aaron Shupien has received a few questions relating to driveway access for OMF110 and OMF111 [REDACTED]. I know we had this discussion with the appraisal team and wanted to re-confirm the direction given.

I am looking to confirm with the project that both driveway access and access to the homes will be maintained during construction.

Thank you,
Cameron

Cameron Culp
ROW Engineering Consultant
Desk: 206.928.8718
Email: c-cameron.culp@soundtransit.org

ST(OMF111)_000630

Exhibit K

Sidewalks Further West on South 330 and 333 – Close to Curb



Sidewalk on 22nd Avenue South – Close to Curb

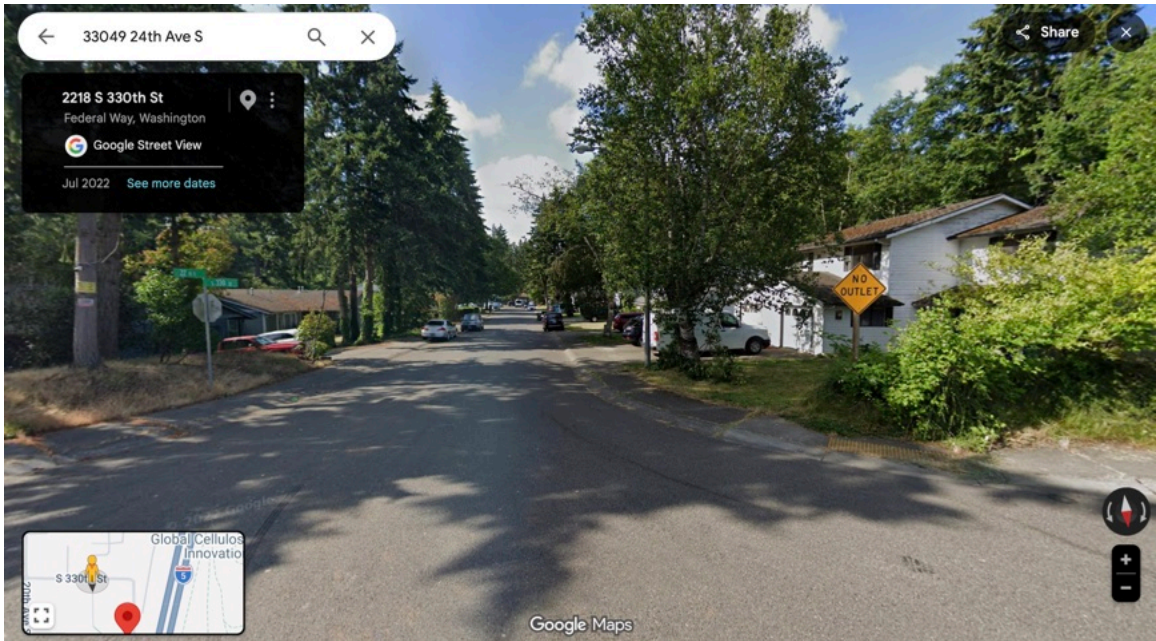
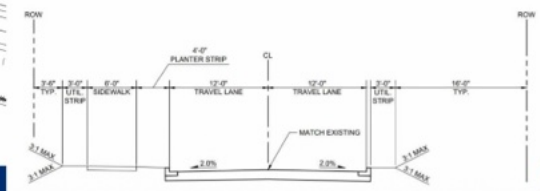
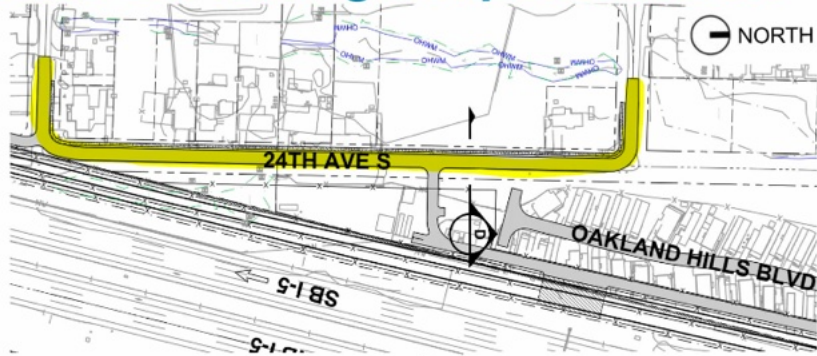


Exhibit L

24th Ave S Frontage Improvements



8

ABOUBACAR_000071