

12/15/2023 Board of Directors Meeting Written Public Comment Submissions

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FareStart

Dear Sound Transit Board of Directors:

We advocate for Sound Transit to further study the Westlake Shifted West and 5th/Harrison station combination. We remain highly concerned about any prolonged impact on Westlake Avenue as Sound Transit extends light rail service to the Denny Regrade and South Lake Union neighborhoods. Any proposal that would cause Westlake to be partially or fully closed and hinder public transportation would cause catastrophic damage to FareStart's work, impacting the thousands of people we serve across the Seattle area, as well as our financial viability.

For over 30 years, our community has relied on FareStart to transform lives, disrupt poverty and nourish communities. Our headquarters are located at Westlake, 7th Avenue and Virginia Street. Like many organizations, we are stabilizing and rebuilding post-pandemic. An extended partial or full closure of Westlake would set back our work dramatically, and possibly shutter our ability to operate downtown.

Our headquarters is the heart of where our mission takes place. We are actively growing our job training programs and social enterprise businesses within this location and expect to be back at 100% capacity next year. Any light rail construction proposal that limits access to Westlake would impede our ability to provide job training and raise critical revenue to support our mission. A disruption to Westlake would compound already very difficult traffic challenges devastating meal production and delivery to thousands of food-insecure people across the Seattle area. The closure would also hinder the flow of customers to our dining and private event space, which we began reopening earlier this year. Our businesses not only feed the community but also provide job training and life skills to hundreds of people annually experiencing homelessness and other barriers to employment.

The Sound Transit Board must thoroughly explore all options and their economic impact on our community, including further study of Westlake Shifted West and 5th/Harrison station combination. Downtown Seattle is just beginning to come back after the economic devastation of the pandemic. It's imperative that Westlake remains fully functioning for the viability of FareStart and for other organizations and residents who rely on this critical thoroughfare in our community. There are stronger, more sensible options to bring light rail to the South Lake Union/Denny Regrade neighborhoods while serving our greater community.

Sincerely,
Patrick D'Amelio

Uptown Alliance

The substance of this comment is within a letter attached to the end of this summary document.

We are resending our letter from November 9 , RE: BLE - SLU Stations and Alignment and our continuing engagement on the issues.

Thank you for your consideration.

Mercedes Fernandez, co-chair LURC Uptown Alliance

James Vargas - MoPOP

Dear Sound Transit Board,

The Museum of POP Culture (MoPOP) would like to take this opportunity to comment on Motion M2023-109 and M2023-110. The Museum of POP Culture has been a resident on the Seattle Center campus since June 28th of 2000. Formally known as Experience Music Project (EMP), MoPOP is a leading-edge nonprofit museum, dedicated to the ideas and risk-taking that fuel contemporary popular culture. We would like to address specific concerns that have a direct impact to museum operations. As an iconic building home to thousands of unique and rare artifacts, it is important we take every precaution protecting the environment they are housed in, both internally and externally.

As a representative of the Museum of POP Culture, I would like to voice our opposition to the proposed motions for the addition of an alternative station in the South Lake Union area, and its potential inclusion in the Draft Environmental Impact Statement for the Ballard Link Extension project. Our concern is the proposed location of 5th Ave North, and Harrison Street. The Museum of POP Culture is an iconic building serving millions of visitors in our community and from around the world. As a non-profit museum, we rely heavily on attendance and donations to keep our doors open to the public. The location of a major construction project on the corner of 5th Ave North, and Harrison Street, a crosswalk away from our museum, is problematic for several reasons.

- **Extensive Construction Noise and Vibration:** The tunnel alignment could feasibly run a little over 100 feet from our museum, and potential vibrations that close to our foundation may have negative impacts to the building structure. The design of the building is unique and careful consideration needs to be taken for the long-term preservation of the artifacts in our care.
- **Museum Attendance Impacts:** Construction would significantly impact the walkability of the area, transit routes, access to the 99-tunnel entrance, parking at the 5th Avenue garage and would have a direct impact on the number of visitors who visit MoPOP and the Seattle Center campus. As an example, the Seattle Aquarium has seen decreased visitation on the waterfront with the construction greatly impacting their business.
- **Extreme Revenue Loss:** Having major construction across the street for a period of several years would most likely have extremely negative effects on our revenue-not the least of which would be decreased revenue from the 5th Avenue Garage we share with Seattle Center. This would further decrease revenue for the museum. We also must factor in potential street closures in the area, specifically the Harrison St roundabout and our consequential inability to load in any new shows or load in any equipment necessary for the basic operations of our building. MoPOP does not have an alternative for loading and unloading.

In conclusion, we urge you to focus on the current Preferred Alternatives at Denny (Shifted North) and South Lake Union (7th and Harrison).

Thank you,

James Vegas

James Vegas
Director, Facilities + Museum Operations

Dan McGrady – PEMCO Insurance

To the Sound Transit Board:

I am writing you today on behalf of PEMCO Insurance Company to support the 5th & Harrison SLU station feasibility study.

The agency's current Preferred Alternative ("Westlake Shifted North") would harm Westlake Avenue and does not consider the risks of extensive utility relocations at 7th & Harrison. By studying the 5th & Harrison Station in combination with the "Westlake Shifted West" Denny Station, the Board has the opportunity to pursue a pair of stations that can be delivered in less time and with fewer resources than the current preferred alternative, all while minimizing harm to the South Lake Union area.

As an SLU business for nearly 75 years, PECMO cares deeply about the health of our neighborhood and region. Please vote "yes" to approve the 5th & Harrison station feasibility study.

Thank you.

Dan McGrady

Dan McGrady
Director of Government Affairs

Jon Kiehnau – South Lake Union Chamber of Commerce

On behalf of the South Lake Union Chamber of Commerce and our association of business organizations, I want to express gratitude for the hard work and commitment of the board and staff of Sound Transit to provide our region with a best-in-class transit system that includes two stations in South Lake Union, a growing, vibrant, high-density neighborhood with a bright future.

We've been in support of a two-station plan which enjoys consistent, well-documented widespread support from the public for nearly a decade. M2023-109 provides for the study of an alternate station location which highlights the importance of the east side of Seattle Center, Memorial Stadium, Climate Pledge Arena and it's NHL team, concerts, and prospective NBA team. Exploring a station in the vicinity of 5th and Harrison will assure the system adequately serves residents, visitors, and commuters for decades to come.

M2023-109 offers value and belongs in the EIS given challenges and apparent technical limitations of a 7th and Harrison station, which is vital for a reasonable walkshed in this rapidly growing neighborhood. A study of ridership, access, equity, and transit integration is also important, and we look forward to offering input in these further studies.

Jonathan Kiehnau, Executive Director
South Lake Union Chamber of Commerce

Kathleen Barry Johnson – Historic South Downtown

The substance of this comment is within a letter included at the end of this document summary.

Kathleen Barry Johnson



Executive Director
Historic South Downtown

Jared Johnson – Seattle Chinatown International District Preservation and Development Authority

Hello Sound Transit Boardmembers:

The Seattle Chinatown-ID Preservation and Development Authority (SCIDpda) continues to actively participate in the planning processes for the CID station segment organized by Sound Transit. However, we are particularly concerned about the path forward with the limited information we have currently available. We are particularly concerned about having limited time for public comments following a new DEIS which is not expected until the end of 2024 or early 2025 according to Sound Transit staff. We

ask that the Board and Agency commit to an extended 90-day comment period so that the CID community can fully participate.

We also continue to be aligned with a broad coalition of CID stakeholders who still believe 4th Avenue shallow is the best preferred alternative for the long-term viability of the CID. The connectivity and benefits provided by the 4th Avenue shallow station and alignment is the best choice for the future of the CID, and for the future of transit riders in the region. We urge the Board and Agency to continue to study the 4th Ave option.

Jared Jonson
Co-Executive Director
SCIDpda

Khushbu Vyas

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!
Khushbu Vyas

Nisha Naryia

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

-Nisha Nariya

Sophia Miyazaki

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!
Sophia Miyazaki

Christina Martin

Hi members of the Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Christine Martin, PhD

Kelli Maguire

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an

alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Kelli Maguire

Chris Griffin

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Chris Griffin

Zahra Megji

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Zahra Megji

Kim Callahan

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Kim Callahan

Resident of Ravenna neighborhood and daily commuter to South Lake Union

Tiffany Clark

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Tiffany Clark

Samir Daftary

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!
Samir Daftary

Zahoor Ahmed

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Zahoor Ahmed

Xuemin

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Xuemin

Micky Singh

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Micky Singh

Narita

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Staton in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Narita

Padma Venkatachalam

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Staton in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Padma Venkatachalam

Neha Nariya

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!
Neha Nariya

Phil Bouie

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Phil Bouie
Senior Development Manager
Pronouns: he/him
703.801.9401 (m) | pbouie@legalvoice.org

Avani

Hi Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an

alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!
Avani

Matt Wittman

Sound Transit Board,

I am the architect who designed the Civic Hotel. I writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Civic Hotel is an important historic structure, maintaining the history of the Century 21 Worlds Fair, and was recently renovated and the building has a great future in it's current condition.

Thank you!

Matt Wittman, AIA LEED AP
Architect, Wittman Estes

Iris Cruz

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Iris cruz

Kyran Hynes

Hello,

Thank you to the Sound Transit team for its ongoing efforts to assess alternatives to minimize the construction impacts of the Ballard Link Extension on Westlake Avenue. As part of the ownership group of Met Tower at 1942 Westlake Avenue, we are very concerned about the impacts that the Denny Station project will have on our residents and retail tenants. We respectfully request that the System Expansion Committee approve Motion # M2023-109 to continue to evaluate the Denny / Westlake Shifted West and South Lake Union 5th & Harrison station locations. Westlake is such a critical and vibrant corridor for the city that it seems well worthwhile to continue advancement of an alternative that would shift a significant amount of the construction activity off of Westlake. Doing so would substantially ease six to eight (or more) years of hardship to tens of thousands of South Lake Union residents, workers, pedestrians, drivers and transit riders. Thank you once again for your continued consideration.

Sincerely,

Kyran Hynes

Vice President

Continental Properties LLC

Juergen Oswald

Dear Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

JUERGEN OSWALD
GENERAL MANAGER

Carey Christie

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

CAREY CHRISTIE

Sandeep Reddy

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!
Sandeep Reddy

Avneet

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an

alternative location for the SLU Staton in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Avneet

Rahul Vasisht

Sound Transit Board,

I am writing concerning the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Staton in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Rahul K. Vasisht

Narita

Sound Transit Board,

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Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Narita

Hamraj Ghumman

Sound Transit Board,

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Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Hamraj S. Ghumman

Megan Miyazaki

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Megan Miyazaki

Aji

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Aji

10 Unnamed Commenters

Sound Transit Board,

I am writing in regards to the Ballard Link Extension. I would like to express my support for the alternate station location at 5th and Harrison for the South Lake Union station. Given that the original location at 7th and Harrison has concerns about utilities and traffic, I believe that evaluating 5th and Harrison as an alternative location for the SLU Station in combination with the Denny Westlake Shifted West Station is worth consideration.

Please include the 5th and Harrison location for the SLU station in the DEIS.

Thank you!

Stephen Fesler

Motion No. M2023-111 is not what the TAG had in mind and this proposal continues to waste agency resources. The agency needs to stop contracting for expertise and instead start bringing expertise into the agency. If this board approves this contract, it is an admission that the board does not believe in the TAG recommendations and is willing to frivolously spend into oblivion on bloated contracts that do not improve operational efficiency and capacity. I strongly oppose this contract and expenditure and you should, too.

Kind regards,
Stephen A. Fesler

Bill Hirt

The November 15th meeting video of the Sound Transit and Board continued with what had been presented earlier to the Executive Board on November 2nd. It followed a “Public Hearing on Proposed Link Fare Structure” where a question was raised about using “zone-based” fares. The response being, “they had not been considered out of direction by the board to consider flat fares”.

The afternoon briefing was a recap of fare-related work in 2023 and details of the staff recommendation on fare structure. That their fare guiding framework was:

We serve passengers with a fare structure that is regionally integrated to encourage transit ridership through equitable and simple pricing, and financial stewardship.

That a key takeaway was:

No other agency in the region uses a distance-based fare structure.”

That flat fare considerations included:

All trips would be the same fare.

Passengers would no longer have to tap off when completing their trip.

That the initial staff recommendation for the December 15th Board was:

Staff will recommend a flat fare structure on Link.

Thus, Sound Transit’s version of “equitable and simple” is charging someone traveling from Capital Hill to Westlake the same as a rider from Lynnwood. While a flat fare is “simple”, most would believe “equitable” fares should be based on the cost of providing that service. Especially for what Sound Transit proudly proclaims as the "largest transit system expansion in the country".

While other cities use flat fares based on routes into the city, Sound Transit exacerbates the distance problem with fares for routes through the city. The rider from Lynnwood could continue to SeaTac with no increase in fare. Thus, Sound Transit’s choice for flat fares is apparently due to concern that with a “distance-based fare” the Lynnwood commuter wouldn’t tap off at Westgate.

Sound Transit could avoid the tap-off problem with an equitable combination of flat fares and distance-based fares. A flat fare could be used along routes from UW, Mercer Island, SeaTac and eventually Ballard and West Seattle into the DSTT. The fare would reflect the cost of both into and out of DSTT with no fares collected in tunnel, avoiding the need to identify and pay to reach their return destination.

Commuters outside that “flat fare” region would pay a fare based on the distance into the city. Each Link station having a posted fare reflecting the cost of the route to and from the DSTT. Doing so avoids the “inequity” of those traveling from Northgate having to pay the same fare as those from Lynnwood or beyond. Again, a result of Sound Transit’s largest transit system expansion in country.

Flat-fare area commuters wanting to go beyond UW, Mercer Island, or SeaTac would pay fares on the return trip to reflect the cost from and to DSTT. Distance-based commuters wanting to go beyond DSTT to SeaTac or Bellevue would pay fares to reflect cost of to and from on their return.

The bottom line is Sound Transit needs to recognize that an “equitable” fare structure in the "largest transit system expansion" in the country requires a combination of flat fares and distance-based fares. The two fare structures avoid the “inequity” of the flat fare payers having to subsidize the distance-based commuters. Especially since ST3

would have never been approved without the 70% support from those in the flat fee area.

Chio Saeteurn

Hello,

I am writing in opposition to the proposal to change Sound Transit's flat fare. This is in the wrong direction. The upcoming board vote to change from a distance-based fare to a flat-fare discentives riders and unfairly imposed a higher fare to those who are traveling shorter distances and may need to seek a different method of transportation, one that may not be as convenient, but cost less. The flat fare will also have a disproportionate impact on community members who may be from lower-income and communities of color, who may have to get to their destination with the most convenient and faster method of transportation.

Please vote no on a flat fare.
Chio Saeteurn

Brien Chow

Public Comment by Brien Chow at Sound Transit Board Meeting, Thursday, December 15, 2023, 1:30 p.m., Union Station

Hello Sound Transit Board Members, Brien Chow here.

I've learned...

a lot about the TAG recommendations this year:

I learned...

Each month of delay costs \$50 million dollars.

I learned...

The new DEIS for the N&S of CID Preferred Alternatives...
will take 3 years or 36 months or 1.8 billion dollars.

I learned...

The new SLU alternative delay costs don't matter.

I learn...

about the promised 4th Avenue studies...
that would continue in 2023?

NOTHING!... NADA!... Nary a word...

not even at “*your*” November Open House!

Listen to the TAG report and don't delay!

Move Forward on the studies for 4th as promised!

Thank you and have a great winter break!

Happy Holidays!

Brien Chow

[Betty Lau](#)

Emailed Public Comment by Betty Lau, to Sound Transit Board Meeting, Friday, December 15, 2023, 10:30 a.m., Union Station

Hello Board Members,

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

The news about progress for other stations is joyous to many, but for us in the CID, not so much.

There's been a dearth of information coming to us, in any language, about this year's vote that studies on 4th Avenue would continue.

Instead, we hear how thorough and how hard the staff is working on South Lake Union, which wants another alternative, their 6th;

We hear reams about the wonders of the 130th Street Station....

We hear about the beautiful parking garages promised to several cities “because it’s important to keep promises” even if garages don’t make sense.

Are BIPOC communities so insignificant that we can’t even be accorded the same attention and respect garnered by South Lake Union advocates?

I urge you to rigorously apply the Racial Equity Toolkit with help from the city Civil Rights Office. We demand racial, economic and social justice!

Thank you!

[Joe Kunzler](#)

10 December 2023

Dear Sound Transit Board and Esteemed CCs;

I am in receipt of some rather unnerving news about potential board picks.

I think it would be safe to say that appointing Redmond Mayor Angela Birney is going to be a problem for you and for the supporters of Sound Transit. Then I will share who I think are better picks.

The first is the Mayor's daughter ripping down posters of kidnapped Israelis. Frankly, I don't care if the kidnapped are Muslim or Arab or Hindu or Christian or Jewish - you don't tear down posters of the kidnapped until the recovery of the kidnapped. You can expect rage from the Right, and right now we don't need this. I think it's time for Sound Transit's friends to make abundantly clear some of us are going to aid those attacking a Sound Transit Board member Birney.

Why?

Reason number two: On Mayor Birney's watch, Alex Tsimerman has been allowed to go there and lob attacks at Bellevue's democracy. Oh and campaign. That's against the rules against campaigning. These things have become issues that follow Sound Transit Boardmembers home to their districts. I don't think this is a good idea.

Reason number three: We just saw three university presidents get their butts kicked for equivocating about anti-Semitism with one forced out and the other two on their way. Thanks to a key Trump ally in Congress made to look like a white knight - ugh! We cannot have this happen here at Sound Transit with state legislators or the Congressional delegation. Having a Boardmember Birney puts Sound Transit at higher risk for exactly this kind of scrutiny that could hurt us for a long time. Any responsible friend of Sound Transit would counsel you against a Birney appointment.

I am drawing the line now as your friend. I did not fight Alex Tsimerman for this Board to have anti-Semitism run wild - or to have someone in Olympia or DC reinvent themselves as the next Elise Stefanik. Which is what we're risking here with a Birney pick.

My *serious* recommendations for a pick knowing the person picked has to be an elected:

- Redmond Councilwoman Vanessa Kirtzer
- Bellevue Mayor Lynne Robinson
- Bellevue Deputy Mayor Jared Nieuwenhuis

Two of the three are firmly in the anti-Tsimerman camp, turning Bellevue into a city of courage like Bakhmut, Ukraine. The third *I think* I can sharpen into an anti-Tsimerman warfighter as good as her climate action work.

You may also have noticed I've got no objection to Teresa Mosqueda on the Board. Frankly, I'm going to make a conditional endorsement, partially earned by a STRONG battle record against Tsimerman. But I also expect that a Sound Transit Boardmember Mosqueda to be the progressive-liberal conscience a Sound Transit Boardmember Heidi Wills would have been, to also *continue to* advocate for labor, *and* also please leave foreign affairs off of the Sound Transit Board.

We have a climate emergency, a threat to progressive taxation for climate, and an agency that just lost a world-class superstar in Karen Kitsis among other troubles. We don't have time to waste dealing with the Birneys' anti-Semitism.

Soon I will write you about flat fares, but as you know by now, issues of parliamentary security are top of mind for me. We've got the Public Disclosure Commission (PDC) moving to prosecute at a speed so slow I had to ask, "Where the hell are you" like a Netanyahu recently. Trust me when I say this: We have to prepare for Tsimerman to attack in January and for a good struggle to get another expulsion.

So I will quote Zelensky to you as I do during matters of crisis, Terror must not be given a single chance anywhere in the world, because terror is always a crime not just against one country or its specific victims, but against humanity as a whole and our entire world. Whoever uses terror commits a crime against the world. Whoever sponsors terror commits a crime against the world.

Tsimerman is terror with the Nazi salutes and the mocking of the Holocaust and the racism + sexism he hurls to maliciously destroy our commons, now with open defiance of the PDC also. Tearing down posters of the kidnapped is terror. I am simply making clear that anti-Semitism cannot be appeased and thereby tolerated, much less accepted.

Go Sound Transit... very strategically;

Joe A. Kunzler

[Comments received after the deadline](#)

Chris Woodward – Alliance for Pioneer Square

The substance of this comment is within an letter included at the end of this summary document.

Hello-

On behalf of the Alliance for Pioneer Square, I am submitting the attached document as written comment for today's Sound Transit Board of Directors meeting.

Best,

Chris

Chris Woodward



December 13, 2023,

Sound Transit Board of Directors
401 S. Jackson St.
Seattle, WA 98104

Dear Sound Transit Board of Directors:

We advocate for Sound Transit to further study the Westlake Shifted West and 5th/Harrison station combination. We remain highly concerned about any prolonged impact on Westlake Avenue as Sound Transit extends light rail service to the Denny Regrade and South Lake Union neighborhoods. Any proposal that would cause Westlake to be partially or fully closed and hinder public transportation would cause catastrophic damage to FareStart's work, impacting the thousands of people we serve across the Seattle area, as well as our financial viability.

For over 30 years, our community has relied on FareStart to transform lives, disrupt poverty and nourish communities. Our headquarters are located at Westlake, 7th Avenue and Virginia Street. Like many organizations, we are stabilizing and rebuilding post-pandemic. An extended partial or full closure of Westlake would set back our work dramatically, and possibly shutter our ability to operate downtown.

Our headquarters is the heart of where our mission takes place. We are actively growing our job training programs and social enterprise businesses within this location and expect to be back at 100% capacity next year. Any light rail construction proposal that limits access to Westlake would impede our ability to provide job training and raise critical revenue to support our mission. A disruption to Westlake would compound already very difficult traffic challenges devastating meal production and delivery to thousands of food-insecure people across the Seattle area. The closure would also hinder the flow of customers to our dining and private event space, which we began reopening earlier this year. Our businesses not only feed the community but also provide job training and life skills to hundreds of people annually experiencing homelessness and other barriers to employment.

The Sound Transit Board must thoroughly explore all options and their economic impact on our community, including further study of Westlake Shifted West and 5th/Harrison station combination. Downtown Seattle is just beginning to come back after the economic devastation of the pandemic. It's imperative that Westlake remains fully functioning for the viability of FareStart and for other organizations and residents who rely on this critical thoroughfare in our



community. There are stronger, more sensible options to bring light rail to the South Lake Union/Denny Regrade neighborhoods while serving our greater community.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick D'Amelio".

Patrick D'Amelio
CEO

cc:

Sound Transit Board of Directors
Sound Transit Board Chair Dow Constantine
Sound Transit System Expansion Committee Chair Claudia Balducci
Seattle Mayor Bruce Harrell
Seattle City Councilmember Debora Juarez
Elliot Helmbrecht, City of Seattle, ST3 Designated Representative
Julie Timm, CEO, Sound Transit
Brooke Belman, Chief of Staff, Sound Transit
Greg Spotts, Director, Seattle Department of Transportation
Andrew Lee, General Manager and CEO, Seattle Public Utilities
Debra Smith, General Manager and CEO, Seattle City Light



November 9, 2023

Neighborhood
with a Sense
of Community

Inclusive
and diverse

Thriving
Arts District

Home to
Seattle Center

Great local
businesses

Walk, Bike,
Bus, Monorail,
(and drive)

Diverse and
affordable
housing

Historic buildings
with character

Open space for
healthy living

Distinguished
cultural and
philanthropic
organizations

Council Member Claudia Balducci
Systems Expansion Committee Chair
Sound Transit - Sent via email
401 South Jackson Street
Seattle, Washington 98104

Re: BLE - SLU Stations and Alignment

Council Member Balducci and System Expansion Committee Members:

It has been noted in the agenda that under discussion today may be a request for further studies for the Ballard Link Extension regarding the alignment and station locations in South Lake Union. Uptown Alliance has a long history of working together with SLU as these stations have a tremendous impact on walkshed and ridership in Uptown. Below are key points we ask you to consider:

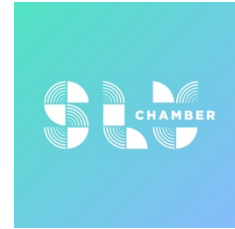
- Support the Preferred Alternative voted by Sound Transit Board of Directors in ST Motion M2023-57 on July 27, 2023 which describes the Denny Station as the Denny Westlake Shifted North alternative with a station located at the current Vulcan Discovery Center site and a second station at 7th & Harrison.
- Additionally, because of concern for technical and engineering challenges, there has been growing community support to add to the upcoming DEIS, a new "further study" with an evaluation of a shift of the 7th and Harrison station west closer to 5th Ave while also shifting the location of the station on the SLU Discovery Center for better alignment. We support this added further study if it does not add significant delay or cost to the project and assumes keeping two (2) SLU stations that ultimately provide similar ridership and walkshed coverage of the current Preferred Alternative.
- Of utmost importance to our community, is that this discussion today allows for a **major correction** from the Board to their Motion M2023-57 and vote to eliminate the consolidated station alignment known as "*Denny Westlake Shifted West alternative*" from the DEIS studies which has virtually no support in any of our communities. Let's not spend staff time and cost on something no one wants.

Thank you for your consideration,

Rick Hooper
Uptown Alliance Co-chair

Mercedes Fernandez
Uptown Alliance Co-chair

December 14, 2023



The Honorable Claudia M. Balducci
Systems Expansion Committee Chair
Sound Transit, 401 South Jackson Street
Seattle, WA 98104

In Support of Motion No. M2023-109

Council Member Balducci and Expansion Committee Members:

On behalf of the South Lake Union Chamber of Commerce and our association of business organizations, I want to express gratitude for the hard work and commitment of the board and staff of Sound Transit to provide our region with a best-in-class transit system that includes two stations in South Lake Union, a growing, vibrant, high-density neighborhood with a bright future.

We've been in support of a two-station plan which enjoys consistent, well-documented widespread support from the public for nearly a decade. M2023-109 provides for the study of an alternate station location which highlights the importance of the east side of Seattle Center, Memorial Stadium, Climate Pledge Arena and it's NHL team, concerts, and prospective NBA team. Exploring a station in the vicinity of 5th and Harrison will assure the system adequately serves residents, visitors, and commuters for decades to come.

M2023-109 offers value and belongs in the EIS given challenges and apparent technical limitations of a 7th and Harrison station, which is vital for a reasonable walkshed in this rapidly growing neighborhood. A study of ridership, access, equity, and transit integration is also important, and we look forward to offering input in these further studies.

Respectfully,

A handwritten signature in black ink, reading 'Jonathan Kiehnau', is positioned above the typed name.

Jonathan Kiehnau, Executive Director
South Lake Union Chamber of Commerce
600 Stewart Street Suite 400
Seattle, WA 98101



HISTORIC SOUTH DOWNTOWN

Dear Sound Transit Board of Directors,

Historic South Downtown (HSD) has partnered with Sound Transit since 2018, beginning with the initial scoping period for light rail expansion. We remain committed to working together on the Ballard Link Extension (BLE) and want to help mitigate construction impact and ensure this project best serves the people and businesses that call Chinatown-International District and Pioneer Square home.

These south downtown neighborhoods are the cultural epicenter for a thriving AAPI community, local artists, small businesses and two National Register of Historic Places districts. It is HSD's mission to ensure their preservation and prosperity.

We continue to have concerns about the proposed path forward for the new light rail stations in south downtown, based on the limited information available. While the issues we raise are diverse, they all stem from, or are exacerbated by, the current delay in the new BLE environmental study and scoping processes.

The delayed timeline is creating confusion and disaffection among community members. As the delay stretches on, our concerns about Sound Transit's ability to effectively conduct public outreach only grow.

We are particularly worried the public review process will be shortened. If the new BLE scoping period begins in mid-2024, as Sound Transit has indicated, and a new DEIS is issued late next year or early 2025, our ability to request an extended 90-day public review period would likely be affected. This, at its core, is an issue of equity for a historically underserved, non-English speaking, and marginalized community.

We urge Sound Transit to advance the environmental review process while simultaneously addressing the following priorities:

1. **Continue to study the 4th Ave S option:** A strong coalition of community members still believes 4th Ave S. delivers the greatest benefit to the community, including efficient regional connectivity, access and navigability, and clear wayfinding and transfers. Additional study is needed to shorten construction duration and reduce impacts on the community while still delivering on these benefits. This should occur simultaneously to the environmental review of the North of CID and South of CID options, and the public should have access to the results of these studies before the DEIS issues.
2. **Remove 5th Ave. as a benchmark:** The community and several board members have repeatedly questioned the continued use of 5th Ave. S. in cost and construction impact estimates to evaluate other studies. The 5th Ave. S. options have been called "culturally


infeasible,” and deemed inequitable, and should therefore be removed as any kind of benchmark for any future studies.

3. **Jackson Hub Planning:** Sound Transit and the City of Seattle must dedicate time, staff capacity and meaningful resources to fulfill the commitments made to the CID as part of the Jackson Hub improvement planning, which began more than a decade ago. In the seven months since you selected the North/South options as the preferred alternative, no progress has been made on the Jackson Hub plan. Planning work should proceed separately from the BLE process, with a goal of implementing improvements as soon as possible.
4. **Pioneer Square Station Improvements:** The existing Pioneer Square station is in critical need of repairs and improvements, with public safety being a top concern. Despite the urgent need, planning is now being tied to the development of the preferred alternative “North of CID” station, which could mean another two decades pass before anything is done to alleviate real threats to businesses, visitors and residents. Improvements to the existing Pioneer Square station should be decoupled from the BLE planning process and moved forward as quickly as possible.

This board and the agency it governs have a responsibility to make meaningful and intentional investments that create more accessibility and contribute to the vibrancy of our neighborhoods. The problems caused by the current delay will only continue to grow and threaten the public process.

We remain committed to being a constructive partner to Sound Transit and request adequate staffing and resources to fully understand the impacts of all available station options and thoughtfully engage our community in the process.

Sincerely,

DocuSigned by:

AE3B74C15527491...

Kathleen Johnson
Executive Director
Historic South Downtown



Dear Sound Transit Board of Directors,

The Alliance for Pioneer Square (the Alliance) has partnered with Sound Transit since 2018, beginning with the initial scoping period for light rail expansion. We remain committed to working together on the Ballard Link Extension (BLE) and want to help mitigate construction impact and ensure this project best serves the people and businesses that call Pioneer Square home.

Pioneer Square is a thriving epicenter of local artists, small businesses, and a National Register of Historic Places district. The Alliance's mission is to help preserve what makes Pioneer Square the most authentic, engaging, and dynamic neighborhood in Seattle.

We continue to have concerns about the proposed path forward for the new light rail stations in south downtown, based on the limited information available. While the issues we raise are diverse, they all stem from, or are exacerbated by, the current delay in the new BLE environmental study and scoping processes.

The delayed timeline is creating confusion and disaffection among community members. As the delay stretches on, our concerns about Sound Transit's ability to effectively conduct public outreach only grow.

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3. **Jackson Hub Planning:** Sound Transit and the City of Seattle must dedicate time, staff capacity, and meaningful resources to fulfill the commitments made to Pioneer Square as part of the Jackson Hub improvement planning, which began more than a decade ago. In the seven months since you selected the North/South options as the preferred alternative, no progress has been made on the Jackson Hub plan. Planning work should proceed separately from the BLE process, with a goal of implementing improvements as soon as possible.
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We remain committed to being a constructive partner to Sound Transit and request adequate staffing and resources to fully understand the impacts of all available station options and thoughtfully engage our community in the process.

Sincerely,

Lisa Dixon Howard

Lisa Dixon Howard

Alliance for Pioneer Square