

02/27/2025 Board of Directors Meeting
Written Public Comment Submissions

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Bill Hirt

Dear Sound Transit Board,

Your February 27th Meeting Agenda to approve spending on Redmond and Federal Way extensions and preemptively buying property for Ballard and West Seattle extensions should explain where the costs in the following post were approved.

Bill Hirt

A Google search of Sound Transit contracts resulted in the following:

*Open and Closed **Contracts** Awarded in Excess of \$100,000 (Trailing 12 Months). Generated on: 2/3/2025 at: 8:32:20AM. Reporting Period: Trailing 12 Months.*

The result was 5 pages labeled "Sound Transit Proprietary and Confidential" detailing 130 contracts in excess of \$100,000. Contracts with start dates ranging from 02/22/24 to 01/29/25 and end dates from 08/31/24 to 04/30/32 were apparently agreed to by someone at Sound Transit. The search provided the same information previously released 1/7/2025 at 9:48:51 AM.

Both raise several questions. Why were two reports classified as "Sound Transit Proprietary and Confidential" available on Google search. Some of the bigger contracts were used to fund needed elevator improvements. The \$20 million contract with KPMG had previously raised concerns as a "no-bid" contract with CEO Sparrman's former employer.

However the desire to limit access may be due to many of those receiving the funds seemed rather "distant" from Sound Transit's presumed goal: improving public transit. For instance "Clean and Happy" received \$4,697,611.39, "Drug Free Business", \$2,634,641, and "Center for Human Capital Innovation" and "Work With Candor" each \$250,000.

Other Contracts seemed to duplicate former efforts. For example, the Sound Transit Board funded the Transit Advisory Group (TAG) and a private consultant for advice on how to better implement transit system expansion. Board meetings for two years included a detailed response to that advice. Yet the 2024 contracts include Eagle Hill Consultants LLC getting a \$3,650,000 Award Change Order raising the LLC's Total Award in 2024 to \$5,700,000. Again, who signed the contract and what do they expect as a result?

The bottom line is what about contracts for less than \$100,000. It's also not clear how the funds were included in Sound Transits 2024 Financial Plan and Approved Budget, or their 2025 Proposed Budget and Financial Plan. Were

similar “Sound Transit Proprietary and Confidential” contracts awarded in previous years?

It's something the Seattle Times Traffic Lab project to “comment on how public transit money is spent” should “comment on”.

Andrew Velasquez

Sound Transit Board Meeting Comments,

Dear Sound Transit Board Members,

Sound Transit must build Ballard Link Extension stations under 4th Ave in CID, at Madison Street in Midtown, and at 7th and Harrison in SLU. We are writing to you today to urge you to put an end to the plan to start over on the Ballard to Downtown Environmental Impact Statement (EIS) that requires over \$100 million extra in direct costs, adds two years of delay in planning work, and increases the likelihood of future delays in opening the project.

The voters approved major expansion in 2016, and expect you to deliver it. Since then, we have participated in years of process and community engagement which produced the options already available to the board. Do we really have to wait even longer to finally ride a system we are paying for? It's time for the Sound Transit Board to choose from the existing Ballard Link Extension options.

Stopping the new EIS means stopping the deletion of three of the highest ridership stations in the system: Chinatown International District, Midtown, and South Lake Union Stations. Stopping the new EIS means maintaining the high ridership system this entire region voted for in 2016.

A new EIS will take years to complete and is likely to waste of hundreds of millions of dollars in direct and indirect costs, when all is said and done. All in the interest of putting forth worse options that fewer people will use. More self-inflicted delays are unacceptable on their own, but these are costly self-inflicted delays with an end goal of justifying bad decisions.

Do not permanently destroy our transit system out of short sighted priorities. Stop wasting time and money on endless process, choose existing options, and stop the new EIS before it starts.

Sincerely,

Andrew Velasquez

Ella Shi

Sound Transit Board of Directors,

My name is Ella, and I am a current senior in high school in the Seattle area. I am urging you to reconsider constructing a 5th Ave Station that threatens to tear apart sections of Chinatown International District. I'm Chinese American, and I have always held CID close to me. When I was young, I was constantly fed with ideas that I needed to be more American, and the only way I could fight these pressures was through my connection to Chinatown. These legendary neighborhoods embedded in Seattle's history were avenues for me to learn what it meant to be Chinese, and what it meant to be proud to be Chinese. It kept me grounded when the world tried to pull me away from who I was. I vividly remember taking the light rail from the International District/Chinatown Station to meet my grandparents at the airport when they visited. The station's convenience made it easier for them, especially as walking long distances became challenging. Some of my fondest memories were sharing Dim Sum, exploring Chinatown's vibrant streets, visiting local shops, and resting in Hing Hay Park with them. International District/Chinatown Station is the most important station in the whole system connecting all the ways people get into CID. It's hard to imagine a future where my grandparents can no longer visit easily because they'd have to walk too far into Chinatown without it. As I think about my future, I've always looked forward to sharing the neighborhoods that shaped my upbringing with my own children one day. We would step off at the International District/Chinatown Station and take a short walk to Hing Hay Park, the same park where I spent countless hours as a kid. I would take them to my favorite restaurants and walk the familiar routes through Chinatown that once felt like a second home. The accessibility of the International District/Chinatown Station allows not just me, but thousands of others, to stay connected to our roots and share that connection with loved ones. I urge you to reconsider this plan and support the 4th Ave Station alternative. These are real experiences and aspirations at stake— we want to hold onto the businesses and institutions that made us proud to be who we are.

Thank you for your time,

Ella Shi

Move Forward on 4th!

Betty Lau

Sound Transit Board Meeting Emailed Public Comment by Betty Lau, February 27, 2025, 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.

I've finished reading the 233 page 4th Avenue Shallow Alignment Info Study by VMS (<https://www.soundtransit.org/sites/default/files/documents/4th-ave-shallow-alignment-info-book.pdf>), dated 11/17/23 yet it was not released to the public until a year later on 11/7/24, in time to dovetail with the Nov. 14 bombshell revelation that 5th Avenue Diagonal endangering CID is back on the table.

The report is chock full of interesting things about 4th Avenue and N&S of CID stations. Now I understand why there was a two-year withholding of information from the public on the promised 4th Avenue Transit Hub, after we were told it was "culturally infeasible" to build on 5th and that the CID "is a gem that must be preserved."

Here are some of the fascinating quotes from the above referenced report; highlights are mine:

S of CID station, p. 172:

- Full Street Closures: • 6th Avenue S between Seattle Blvd S and Royal Brougham Way S (5-6 years)

Pp. 202-203

North and South of CID Alternatives

The level of detail available for these alternatives currently makes a comparison between the baseline project and these alternatives difficult. If one of the primary objectives is to provide a link between the new line and the existing transit lines, then the baseline option provides the most coherent long-term link to the widest number of transit options in the area and acts as the most like a central transfer station. Reducing the connectivity between modes to save schedule for a project of this magnitude and duration would need to be carefully considered.

[My note: the baseline project here is the 4th Avenue Transit Hub for the Region. Not being able to compare alternatives has always been difficult because N&S of CID are shown in terms of walking distance, transfers and generally treated as though they are superior to 4th Avenue, descriptions of which do not include proximity to other transit modes and walking distance, thus implying 4th Avenue is deficient.]

"The North of CID alternative provides the second-best connectivity and is in the central core of downtown which provides good access to businesses. This alternative does place the station in a very constrained space for construction as well. Making construction difficult and risky given the surrounding structures."

[My note: Compare this risk with the so-called risk of building the voter and majority CID approved 4th Avenue Transit Hub.]

"The South of CID alternative does not provide good connectivity between the light rail lines, to the heavy rail corridor, or to a major employment center. It is unclear what the advantage of this location is from a utility standpoint. It is easier to construct."

[My note: As suspected, there is no purpose for S of CID station except to bump up the eminent domain value of a wealthy developer's property.]

Pp. 215, p. 5 of 6 memo

"• The schedule seems to indicate that the parking garages on the east side of 4th Ave. (PMI and Sound Transit) would be closed from July 2025 through November 2030, a period of 5 ½ years. Who is going to

pay for lost revenue for PMI? Where are the ST vehicles and other POVs that have been provided parking in the ST garage going to be housed during this period?"

[My note: It appears PMI and Sound Transit have parking garages they are not willing to close for 5 ½ years or mention in public materials and workshops of 4th Avenue impacts. It's ironic that Sound Transit won't build a parking garage for desperately needed parking in CID saying residents, businesses and visitors need to take transit or ride bicycles, but maintains its very own parking garage for employees and POVs! A hidden hypocrisy!]

And finally, "Traffic Impact: 4th Avenue S. currently carries about 30,000 vehicles per day, and construction activities would result in substantial traffic detours through nearby arterials and neighborhoods such as the CID and Pioneer Square."

SDOT: By utilizing the waterfront corridor for traffic diversion, the impact on the CID and Pioneer Square neighborhoods can be minimized, and traffic flow can be maintained during the construction period.

Seattle Department of Transportation 2022 Traffic Report

I hope that each person on this board now has a better idea of how to compare the alternatives, what questions to ask, and decide what's best for the three county Region, including Chinatown, Japantown, and Little Saigon.

Thank you.

S of CID station, p. 172:

- Full Street Closures: • 6th Avenue S between Seattle Blvd S and Royal Brougham Way S (5-6 years) Pp. 202-203

North and South of CID Alternatives

The level of detail available for these alternatives currently makes a comparison between the baseline project [4th Avenue] and these alternatives difficult. If one of the primary objectives is to provide a link between the new line and the existing transit lines, then the baseline option provides the most coherent long-term link to the widest number of transit options in the area and acts as the most like a central transfer station

The North of CID alternative provides the second-best connectivity and is in the central core of downtown which provides good access to businesses. This alternative does place the station in a very constrained space for construction as well. Making construction difficult and risky given the surrounding structures.

Marilyn Kennell

With the board due to vote Thursday on an early real estate acquisition measure for WSLE, **we recommend a No vote**. Our view is that the vote should be delayed until there's more clarity about (1) the FTA's upcoming Record of Decision(ROD), and (2) the federal administration's funding policy for transportation mega-projects such as the \$7 billion WSLE.

The rush to approve early acquisition appears to be a local attempt to make things look as if they're already underway, even though the ROD has not been published, and to shore up over-stretched ST finances. We have found, to our surprise, that Sound Transit staff has been making questionable moves and consistently misinforming ST board members and the public for many years. Of the myriad examples:

- ST never conducted a Modal Alternatives Analysis or Major Investment Analysis environmental review before settling on light rail as its chosen mode. This undermines conclusions in both the DEIS and FEIS
 - ST ignored BRT, urban gondolas and other transit and construction options available and on the horizon when it settled on light rail as the only downtown-WS option it wanted to pursue.
- ST's 5/12/23 memo to FTA, stated that the \$7 billion WS-SODO light rail segment will carry only 5400 riders per day for its first 10 years of service (2032-42), not the 27,000 per day ST forecast for the 2016 ST3 vote, nor the 37,000 per day it forecast before that.
- Neither ST nor the ST board informed the public before the ST3 vote that no proposed light rail segment could be built until it was studied.
 - ST's subsequent DEIS and FEIS studies both state that WSLE will not increase ridership, improve rider experience or reduce traffic congestion, but will cause irreparable environmental damage, high numbers of business closures and hundreds of job losses, and cost nearly \$6 billion more than the original estimate voters approved in the 2016 ST3 proposal.
- Sound Transit doesn't mention that West Seattle CAG members told ST in April 2022 that it offered West Seattle no good light rail options — after ST staff had said it based the ST3 Plan on "years of previous planning and public involvement."
- ST staff does not mention environmental impacts: worsened heat island effects from eliminating acres of forest, irreparable habitat damage, carbon footprint not mitigated until 2100, pollution generated from construction-caused traffic congestion.

- The downtown-SODO connection that will supposedly connect West Seattle to Westlake won't be built until the Ballard project is finished, and Ballard won't be started until after the #1 Line is extended to Everett, according to board member Strauss.

The more ST spends on WSLE, the less will be available to fund the \$12 billion Ballard-downtown segment. For a fraction of WSLE's \$7 billion, Metro Transit could electrify its entire fleet, a ramp to the busway built off the West Seattle bridge so buses could shorten travel times to Westlake station, and the more would be left to fund Ballard.

Brien Chow

Emailed/Verbal Comment by Brien Chow, System Expansion Committee Meeting, Th., 2/27/25, 1:30 p.m., Union Station
I am Brien Chow, co-founder of Transit Equity for All and Chong Wa Benevolent Association Outreach Chair.

Welcome to the newest board members!

The super-majority of our community supports the 4th Avenue station option.

This alignment is the best for efficient and seamless transfers between Sound Transit's planned lines.

It has the closest access and connections to all 3 lines, Sounder, Amtrak, buses, streetcar and ferries...

It's also very accessible for all ages and physical abilities.

No climbing Seattle's steepest hills! Easy transfers...with minimum walking or rolling.

The 200-year benefits of the 4th Avenue Transit Hub are so clear... staff must prioritize and plan for the 4th Avenue Transit Hub at Union Station as promised to voters and the CID community. What's missing is the leadership and will to take on this difficult task...

Will the wealthy get their way with N&S of CID or will visionary thinking for 4th prevail? Thank you.

BLE - Eastside to SeaTac Airport

<https://www.youtube.com/watch?v=YKQ4W3OFWPQ&t=4s>

BLE - Little Saigon to SeaTac Airport

<https://www.youtube.com/watch?v=Wg9cHBxtavI>

BLE - Othello to First Hill

<https://www.youtube.com/watch?v=mFY7wgzMGLY>

BLE - Auburn to Ballard

https://www.youtube.com/watch?v=wCC_iXS26kc

Kit Burns

Dear Chair Somers and Sound Transit Board,

I want to share my observations regarding the bridge over the Puyallup River for your consideration. This is in addition to other comments made for the DEIS of the TDLE. The bridge option that would be most attractive and cost effective is a bridge design that reflects a character of the existing bridges in the area. That would be a "truss" style bridge. There are many options that use the steel truss "erector set" type of bridge.

The bridge truss structure could be set up quickly on the foundations. This would be a benefit to the construction schedule.

Using today's high performance coatings it would not need painting for more than 50 years.

An alternative might be the cable stay bridge style. A truss bridge would be ideal. If an engineer says it can't be done. . . find a new engineer!

The clunky chunky concrete span should be avoided. In addition to blocking the view of the Mountain, they have no scale, no detail, and no soul.

I would be happy to discuss this with you at a convenient time.

Sincerely,

Kit Burns, Tacoma

Pennsylvania Truss is one of many available styles for consideration.

Using "I" beams and "WF" wide flange beams with high performance coating is the best solution to cross the river.

Kit Burns

"Things don't just happen. They are made to happen."

---John F. Kennedy

Dear Chair Somers and Sound Transit Board,

I have carefully reviewed and considered both proposed locations for the TDLE stations at E. Portland Avenue. I have attended several community presentations and spent time looking at all proposals. (a lot to consider!)

Both proposed stations have serious flaws that must be acknowledged. I believe that these flaws are fatal and cannot be overcome.

The location is unavoidably complex with heavy freight and transportation traffic spanning 7 lanes, 4 in one direction and 3 in the other. Multiple street crossings adds to safety and convenience concerns.

Visualize using this station.

In fact, try it yourself. Walk it with your "overhead luggage" and your "carryon" luggage. Ideally, at night, in the rain for a full experience.

On foot one has to find one's way to a bus connection or trek for maybe 15 to 20 minutes to connect with the EQC Hotel/Casino. At street level we need to recognize this is a dangerous trek, even during the day with good lighting.

Has Sound Transit been clear that the optional "overpass walkway" would likely be a cost for the Puyallup Tribe? (to be constructed by others).

Bridge options across I-5 would avoid street level traffic, however it is not a "fun" solution. The walk would be 15-20 minutes, probably more. Not a cheery welcome after a flight landing at Sea-Tac. The distance may be more than 1,600 feet to travel, similar to a street level pathway.

The proposed station is only 1-1/2 mile from the Tacoma Dome Station. This doesn't appear to make sense for several reasons. Unavoidably having awkward walking route issues and multiple safety concerns.

The Puyallup Tribe is an important and integral part of the community. There is a solution which would give direct, quick, and comfortable transit access to EQC.

The E. 26th Street Station location would be the best transit termination location.

Locating multiple bus lines nearby would allow a traveler multiple options to transfer every 10 - 15 minutes to access to EQC Hotel/Casino. Travel would be quick and convenient.

Traveling down E. 26th Street to E. "L" street, over I-5 to E. 29th Street (E. 29th Street requires some rework) and quickly down to EQC, traveling directly.

No walking, transported and stopping at the front door!

Using E. 26th Street would provide a simple, quick, and reliable transit route for all traveler's to the Puyallup Tribe's Business Center.

The EQC bus stop area would be completely covered and provide weather protected frequent service 10-15 minutes via multiple transit buses.

Eliminating E. Portland Ave. Stations and traveling from E. 26th Street would benefit all travelers, far better than either of the awkward, dangerous, and difficult to navigate proposed stations.

I would be happy to have a community discussion and with the board to consider common sense options.

It is particularly important to find the best solution that serves everyone in the community.

Sound Transit would not be paying for this "optional route". Lengthy (1,600 Ft +) and difficult.

Not user friendly.

Having the transit hub located at E. 26th Street provides the most complete transit hub.

The E. 26th Street location is closest to Sounder and Amtrak. Only a block away from T-Link. With multiple buses nearby, less than a block away.

I hope everyone considering the proposed E. Portland Avenue Stations will grab their full travel luggage and walk the distance, asking themselves, "How does that feel?" Do that and then let's meet and talk.

Sincerely,
Kit Burns

Kit Burns

"Things don't just happen. They are made to happen."
---**John F. Kennedy**

***The attachments referenced in this comment can be found at the end of this document.**

TDLE - Station at E 26th Street

Dear Chair Somers and Sound Transit Board,

I have reviewed the options for the TDLE Station and notice that three of the potential solutions have what can reasonably be considered "fatal flaws".

- 1. Two of the designs impact the T-Link line for an uncertain amount of time with an uncertain cost.*
- 2. One of the designs requires that Amtrak and the Sounder lines will need to be reconstructed, again for an unknown amount of time and unknown cost.*
- 3. One design requires demolition of Freighthouse Square: others make access to the Freighthouse difficult with an unpleasant "tunnel".*

After careful review of the available options it appears that the E. 26th Street Station gives the best transportation solutions from many angles. There are multiple reasons that this should be the primary recommended solution.

It appears the E. 26th Street location would provide the lowest cost of construction with the shortest construction timeline.

I have attached two illustrative drawings with which I modified Sound Transits drawings to explain some of the critical elements in this solution.

E 26th Street is the most accessible location for events at the Tacoma Dome, with crowds that may reach 21,000.

No need to cross the rail lines with nearly direct access from the Sounder and Amtrak. Service from T-Link is just a block away.

The Buses need to be located nearby as a collection & transfer point. This will allow a nearby drop point to bring passengers to the Sounder, Amtrak, the T-Link, and from multiple local buses.

Service to EQC will be provided using frequent buses in both directions, cycling nearly every 15 minutes, and possibly 10 minutes. This will be key for access to the EQC Hotel, Casino, and other important facilities. Front door service is key.

I would be happy to discuss and review these options with the ST Board and community.

I recognize it is critical to do this right so it functions in the most efficient way for transit riders. Also so that it has the lowest cost and shortest timeline for construction.

Sincerely,

Kit Burns, Tacoma

Attachments.

Kit Burns

“Things don't just happen. They are made to happen.”

---John F. Kennedy

Donna Popich

ST Board,

Please do not seize West Seattle properties via early acquisition before the RoD in an obvious attempt to frontload funding for ST3 and to try to keep pushing through an increasingly unpopular WSLE project. The Westside Community has become acutely aware that they have been misguided, misled and deceived for years by ST regarding WSLE.

VOTE NO on Resolution No. R2025-03

donna popich
4042 38th Ave SW
Seattle, WA 98126
206-371-9003

Jan Roberts

I recommend a No vote on an early real estate acquisition measure for WSLE. My view is that the vote should be delayed until there's more clarity about (1) the FTA's upcoming Record of Decision(ROD), and (2) the federal administration's funding policy for transportation mega-projects such as the \$7 billion WSLE. The more ST spends on WSLE, the less will be available to fund the \$12 billion Ballard-downtown segment. For a fraction of WSLE's \$7 billion, Metro Transit could electrify its entire fleet, a ramp to the busway built off the West Seattle bridge so buses could shorten travel times to Westlake station, and the more would be left to fund Ballard.

Jan Roberts
6600 38th Ave SW
Seattle, WA 98126
206 920 0130

Mary Kate Ryan

In 2022, the comment period for the West Seattle Ballard Link Extension DEIS was extended to 90 days to recognize the complexity of this project but also the challenges of engaging some sectors of Seattle's communities.

Today, we are asking the Board to advocate for *at least* a 90-day comment period for the forthcoming Ballard Link Extension DEIS. Additionally, we ask that translated materials be provided at the outset of this comment period, along with resources for language access throughout the process.

Thank you for your time,

MaryKate W. Ryan (all pronouns)

Preservation Planner
historicsouthdowntown.org
603.219.4081

Mailing address change:

*Hing Hay Coworks, 409 Maynard Ave S
Suite P2, Seattle, WA 98104*

MaryKate W. Ryan (all pronouns)

Preservation Planner
historicsouthdowntown.org
603.219.4081

Mailing address change:

*Hing Hay Coworks, 409 Maynard Ave S
PMB 103*, Seattle, WA 98104*

**Note address change as of Jan 2025*

Comments received after the meeting comments deadline

Martin Westerman

Greetings Board Members,

We urge board members to vote NO on R No. R2025-03. Early property acquisitions are contingent on FTA release of a ROD, which is not set for release until April 29, 2025. Early real estate acquisition measure for WSLE is therefore premature. It should be voted down or at minimum delayed, until the board gets more clarity about (1) the FTA's upcoming ROD, and (2) the federal administration's funding policy for transportation mega-projects such as the \$7 billion WSLE.

Seattle area board members appear to be pushing ST to buy up properties as "money in the bank" (in KCE Constantine's words) for Sound Transit. The agency already receives about \$6 million per day in tax revenues, which we have repeatedly urged the board and staff to use most cost-effectively. Presenting the resolution now appears to be a local attempt to (1) make things look as if they're already underway, and (2) shore up ST's over-stretched finances.

Voting for this resolution sets the stage for displacing businesses and residents, and the prospect of scores of boarded up buildings between SODO and West Seattle, waiting for demolition until light rail construction can start 8-10 years from now. Any board member concerned about public safety should be looking at this measure as an invitation to increase squatting, vandalism, crime and community degradation.

All members, particularly those joining the board just last month, need to better understand the significant economic, environmental, and societal impacts on SODO and West Seattle industries and communities before enabling the \$7 billion project to proceed without further study. Please do not rubber stamp this resolution. If you do not know - vote NO.

Thank you,

Martin Westerman, West Seattle

Matt Larson

I am writing to urge you to approve the **early acquisition of our property** as part of the light rail expansion project. As the owner of Skylark Cafe and Club, a long-standing small business in West Seattle, I can attest to the **urgent need for this action**. Without early acquisition, we are stuck in a state of limbo—unable to move forward, unable to invest in our future, and unable to adequately plan for what comes next.

Why Early Acquisition Matters for Small Businesses Like Ours

For nearly two decades, Skylark Cafe and Club has been an essential part of the West Seattle community. We have provided a stage for emerging musicians, offered a space for all-ages performances, and built a loyal customer base that considers us a neighborhood institution. However, with displacement looming, we are now facing the harsh reality that our future is no longer in our hands.

The **uncertainty of this situation is unsustainable** for a small business like ours:

- **We cannot sell our business** – With impending displacement, our business has effectively lost its value, leaving us with no way to recover the years of investment and hard work we've put in.
- **We cannot responsibly invest in Skylark** – Knowing that we will be forced to leave, any investment in equipment, renovations, or long-term planning becomes financially irresponsible. Yet, without these investments, maintaining business as usual becomes increasingly difficult.
- **We cannot move forward without funding** – Without early acquisition, we are left in a holding pattern. We need funding **now** so we can start looking for a new space, securing a lease, and making the necessary moves to successfully relocate our business. Every delay only makes it harder to survive this transition.

The Urgency of Immediate Action

The longer we are left in limbo, the more our business suffers. Small businesses **do not have the financial cushion** to sustain prolonged uncertainty. While large corporations may have the resources to weather displacement, independent businesses like Skylark cannot afford to simply wait and hope for the best.

Early acquisition will allow us to **take control of our future** and begin the difficult but necessary process of rebuilding. It will enable us to seek out a new location, plan for our transition, and make thoughtful, strategic decisions rather than scrambling at the last minute.

A Vote for Early Acquisition is a Vote for Small Businesses

By voting in favor of early acquisition, you are not only supporting Skylark Cafe and Club but **standing up for all small businesses facing displacement**. You are ensuring that local, independent businesses have a fair shot at survival in the face of major infrastructure changes.

We urge you to approve this measure and give us the opportunity to move forward. Our business—and the many people who rely on it—cannot afford to wait any longer.

Thank you for your time and consideration.

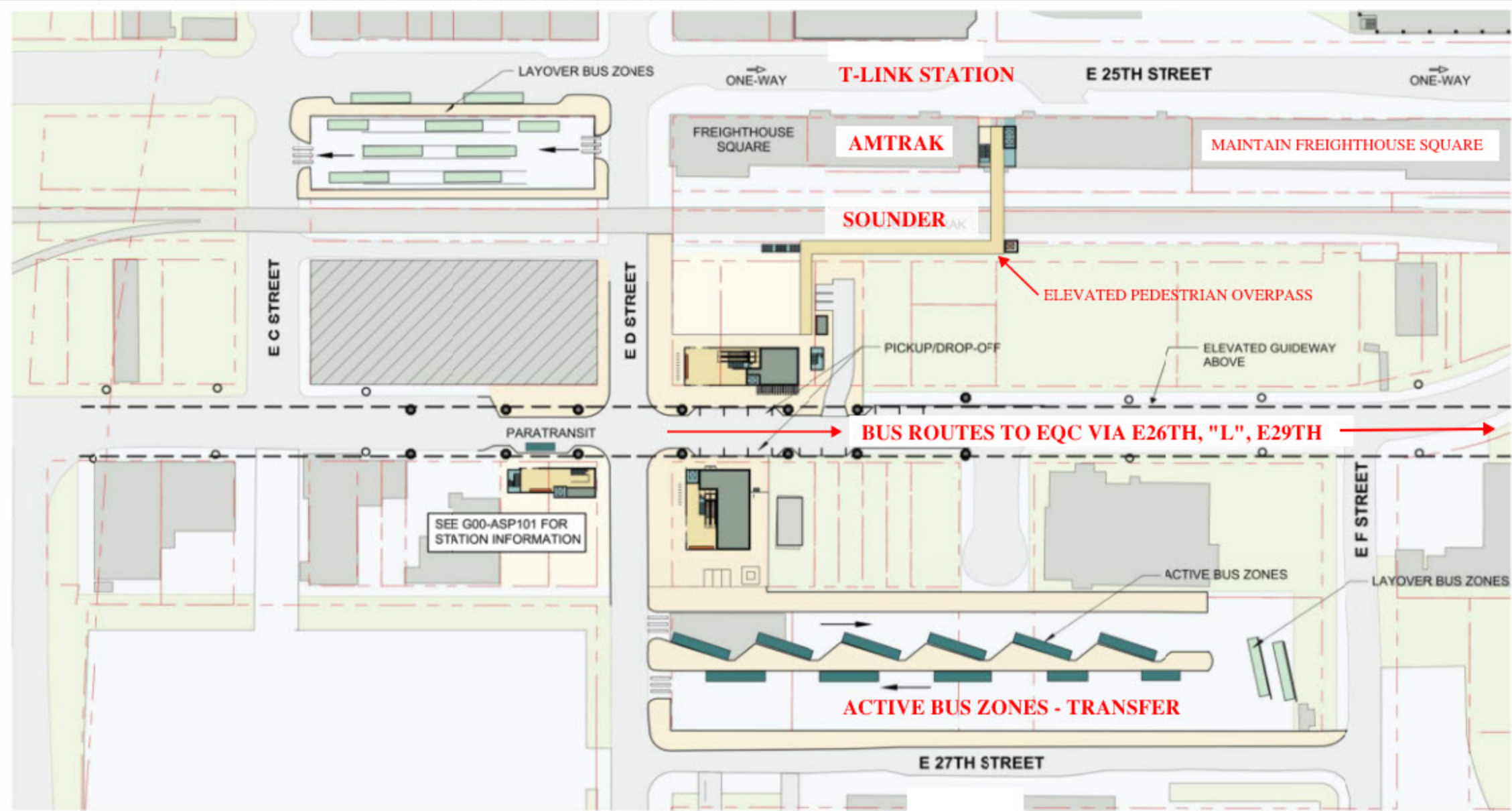
Sincerely,

Matt Larson

Owner, Skylark Cafe and Club

West Seattle, WA

SOUND TRANSIT TACOMA DOME LINK EXTENSION

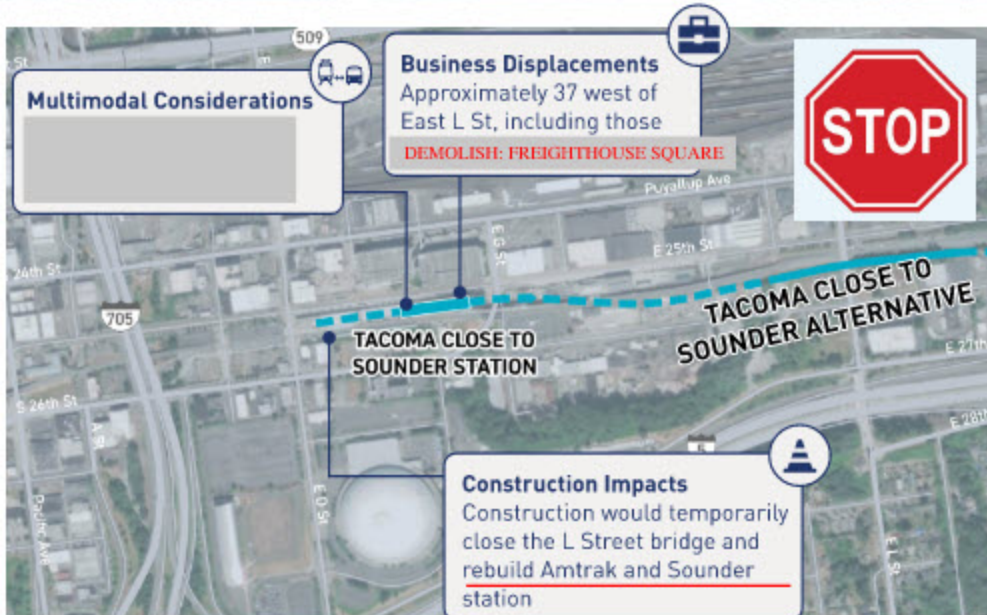
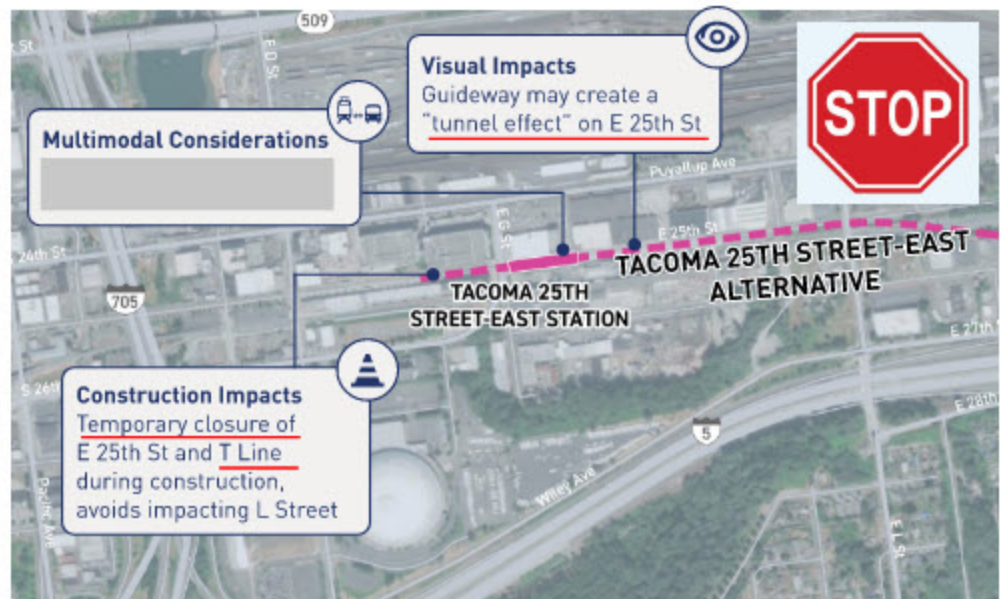
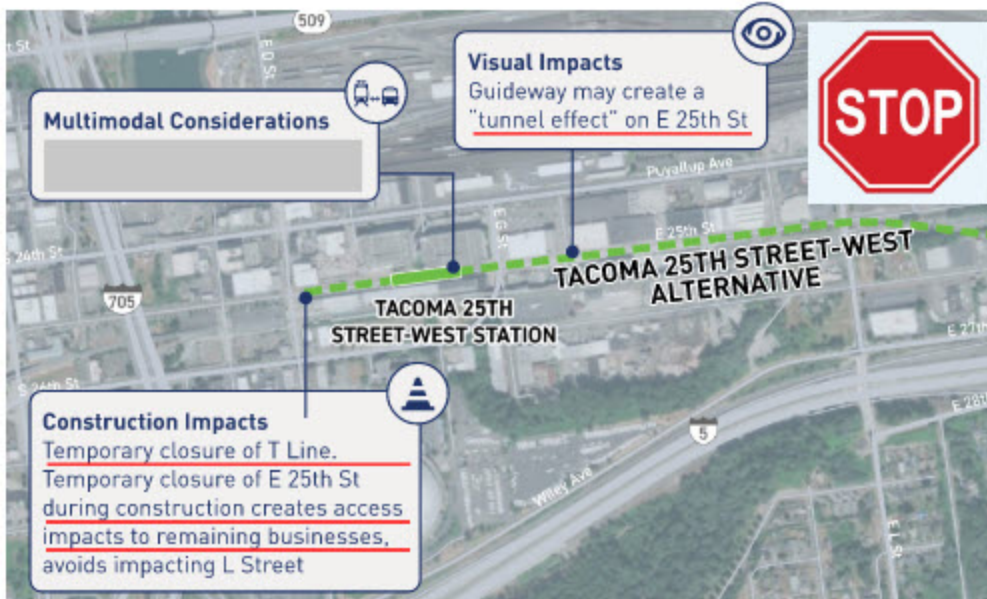


- Platform
- Plaza
- Vertical Circulation
- Bus Load/Unload
- Bus Layover
- Ticketing/Information
- Ancillary Area
- Bike Storage
- Parcel Lines
- Proposed Building (By Others)
- Station Entry

TACOMA DOME EVENTS
CAPACITY - 21,000



~~25th Street West Station, 25th Street East Station, Close to Sounder Station, and 26th Street Station~~



Design shown is approximate. Potential residential and business displacement are estimated.

BUS ROUTE TO EQC AND DESTINATIONS BEYOND

IMPACT OF "STOP SIGN" OPTIONS:

- 1 DEMOLISH FREIGHTHOUSE SQUARE: 2 CLOSES T-LINE FOR UNCERTAIN AMOUNT OF TIME & UNCERTAIN COST
- 3 CLOSES AMTRAK AND SOUNDER FOR UNCERTAIN TIME & UNCERTAIN COST