

03/13/2025 System Expansion Committee
Meeting Written Public Comment
Submissions

Submissions

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Betty Lau

I'm Betty Lau of Transit Equity for All and board member of the Chong Wa Benevolent Association. Chong Wa is the lead organization of the Chinese community of the State of Washington.

1. The Scoping Comments report left out one crucial feedback: DEIS translations for community members who do not read English.
 - a. The sections impacting the CID and the Region—need to be translated into traditional Chinese and Vietnamese for the CID and made available throughout the region.
 - b. That means sections dealing with N&S of CID stations and New Midtown because they continue the “broken spine” and delay travel.
2. I visited New Holly library to see if my prior plea for translations had been heeded. Nope.
 - a. Sound Transit materials there were only about West Seattle Link—information about the most important link in the system, 4th Avenue wasn't there.
 - b. Not only was the irrelevant West Seattle Link on display, all of it was in English. Where's the information on the linchpin of the southern line—4th Avenue or even N&S of CID? People in South Seattle have very little connection to West Seattle Link.
 - c. At a workshop, I had seen Somali language materials but only for those in West Seattle. Those materials could have been placed in the New Holly library.
 - d. At several workshops I have asked why translations are not readily available to impacted populations. Ans: “We only do translations for the station locations that have speakers of other languages.” That is stereotyping immigrants of color, pretending they don't live beyond station areas.
3. New Holly library in South Seattle serves majority populations speaking Asian and African languages. I was surrounded by bookshelves full of books in Chinese, Vietnamese, Somali, and Amharic.

But there was no Sound Transit information in those languages for residents to understand. That's arrogant and lazy.

I say lazy because I have seen Sound Transit materials in Chinese, Vietnamese and Somali that could have been set out for library patrons.

In fact, translated materials should be readily available throughout the light rail system, just like Seattle Public Schools makes translations into 8 major languages available all over the district.

Sound Transit is a Regional system that Regional taxpayers contribute to. Limiting translations to Chinatown and West Seattle stereotypes where speakers of those languages live. No translations are available in Japanese so the residents of Nikkei Manor have no clue about light rail plans.

Consider that 40% of the Eastside is Asian. Yet I didn't see any translated materials in the King County Bellevue library, despite seeing books in Chinese and a plethora of other languages reflecting the languages of the Eastside.

Come on, Sound Transit. You can do better with Regional outreach to community groups who speak non-English languages!

Thank you.

Photo 1: New Holly library Sound Transit materials on West Link

Photo 2: New Holly resident languages Welcome signage

[Bill Hirt](#)

This individual provided multiple comments:

Atten: System Expansion Committee.

The following posts detail "off ramps" you should consider regarding proceeding with light rail extensions.

Bill Hirt

Bellevue

Light Rail Extension "Off Ramps"

The February 27th Sound Transit Board, Business Items agenda authorized the chief executive “to acquire certain real property interests.....and reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary” for West Seattle and Ballard Link extension projects. The resulting discussion resulted in the board receiving assurance that off-ramps existed to terminate extensions because of cost concerns. It seems like a rather belated concern over costs since the board has approved spending \$150 billion on the 2016 Prop 1 ST3 voters approved in 2016 for \$54 billion. The concern over costs didn’t prevent the board from increasing the West Seattle Link Extension \$3,998,950 cost in its 2025 Proposed Budget & Financial Plan to more than \$7,100,000. The meeting provided potential cost savings in designing and constructing the bridge, but little to defray the huge increase.

The Board also failed to consider that a Link extension off-ramp should be a recognition that 4-car light rail trains don’t have the capacity needed to attract the number of commuters needed to reduce peak-hour multilane roadway congestion and cost too much to operate off peak. Another off-ramp should be recognition that using light rail “spine” to replace bus routes reduces transit capacity into the city and doesn’t reduce freeway congestion. Especially light rail extensions to Everett and Tacoma.

The 2024 Starter Line and Lynnwood Link debut ridership should have suggested additional reason for off-ramp; providing access to light rail trains doesn’t assure riders. Claims that “70,000 residents living within a mile of Starter Line stations will change how Eastsiders think about getting around” were debunked by January ridership reports of 3004 boardings. Assuming each rider had inbound and return boarding only 1502 riders used Starter Line for their commute.

Sound Transit made a similar claim that 80,000 residents living within a mile of one of the Lynnwood extension stations would attract 24,000 to 35,000 riders. Yet, in January, only 6259 commuters boarded at one of the extension's 4 stations. Most of those boarders were former bus riders whose routes were terminated at one of the stations.

The potential lack of new transit riders should be an off-ramp for both the Ballard and West Seattle light rail extensions. Transit riders in areas served by both extensions currently have better access to bus routes into Seattle and more convenient stops in city. Thus, the lack of riders wanting to transfer from bus routes to light rail for the commute from Ballard and Alaska Junction in West Seattle to SODO won’t justify spending \$13 billion on a 2nd tunnel or \$7 billion on a 2nd Duwamish Waterway Bridge.

That the ten to fifteen years of construction disruption to transportation in both areas should be another “off-ramp”. That the cost of Sound Transit providing transit with 4-car light rail trains dwarfs that of a KCM bus, especially during off peak operation.

The bottom line is Sound Transit off ramps should go way beyond just the cost of implementing the light rail extension. The May 10th debut of the Downtown Redmond Link and next winter’s Line 2 extension through DSTT to Lynnwood will “likely” reaffirm the concern.

Dear ST System Expansion Committee,

The following post from my blog <http://stopeastlinknow.blogspot.com> questions how you intend to ensure Line 2 routes from Redmond arrive at International District/CD station 4 minutes before and after Line 1 routes from Angle Lake next winter and from Federal Way in 2026.

Bill Hirt
Bellevue

Sound Transit's Real Complexity Problem.

The March 7th Seattle Times Traffic Lab article “Report: Light rail too complex for its own good” details “operating problems associated with power problems, weak governance, inefficient use of maintenance crews, and a lack of crossover rail switches to avoid blockage”. The problem apparently is due to Sound Transit’s decision to use “Rail-to-Ground” power system sensitivity. Proposed recommendations would allow trains to bypass problems and maintain Sound Transit’s promised four-minute-intervals in 2026.

This post opines the “Complexity” resulting from Sound Transit’s decision to route Line 2 trains through DSTT to Lynnwood and beyond dwarfs the power system problem. Sound Transit currently routes Line 1 trains every 8 minutes between Angle Lake and Lynnwood. They could’ve “maintained the frequency of trains every four minutes that’s promised in 2026” by doubling the number of Line 1 trains.

Instead, Sound Transit chose to provide additional trains to Lynnwood by routing Line 2 from Redmond via International District/CID station through DSTT and maintain current 8-minute intervals to Angle Lake and presumably to Federal Way when it debuts in 2026.

The problem becomes how do they assure that Line 2 routes from Redmond arrive at International District/CID both 4 minutes before and after Line 1 routes from Angel Lake and later Federal Way? Line 1 schedules show 36

minutes from International District/CID to and from Angle Lake. The extension to Federal Way will add unknown minutes in both directions.

The current Line 2 schedule shows 17 minutes from Redmond Technology Center to South Bellevue T/C. The extensions to Downtown Redmond and across I-90 bridge will add unknown time to the Line 2 route from International District/CID to and from Downtown Redmond. Assuring the Line 1 and Line 2 trains arrive at the International District/CID 4 minutes apart constitutes a real Complexity problem.

It all could have been avoided if Sound Transit had simply doubled the Line 1 trains and terminated Line 2 at International District/CID. Line 1 riders from South Seattle would have benefitted from additional capacity and Line 2 riders from service that matched east side demand.

Unnamed Commenter

hello! Just writing to say how excited I am for this stop to go in, it will drop off right by my house and save me the walk all the way to Othello station. Pedestrian safety and having really safe crosswalks for it is especially important to me--I see people occasionally run through the red at the crosswalk I often use right off S Morgan. Better visibility and making it super obvious to drivers when they need to stop for pedestrians will make me feel a lot safer walking around the neighborhood

Cameron Thompson

Hello,

I just wanted to voice that adding light rail station at Boeing access would give tremendous access to the South Park community. Ideally we would have light rail station in the community, but this is next best thing. I strongly urge you to open and as soon as possible. Lastly, I ask that you consider adding bus or similar that would take members of SP community to the station on a regular basis, adding to accessibility.

Thank you for your consideration,
Cameron Thompson
Sent from my iPhone

Brandon Miles on behalf of the City of Tukwila

The letter mentioned in this comment can be found at the end of this document.

Good Morning,

Please find attached a comment letter for this Thursday's System Expansion Committee meeting from the City of Tukwila.

Please let me know if you need anything else.

Best Regards,



Brandon J. Miles (he/him/his)

Director | Strategic Initiatives and Government Relations

City of Tukwila

6200 Southcenter Blvd | Tukwila, WA 98188

206.431.3684 Office | 206.731.9071 Cell

[ExperienceTukwila.com](https://www.experiencetukwila.com) | [Facebook](#) | [Twitter](#) | [Instagram](#)

Book a Virtual Meeting: <https://calendly.com/brandon-miles-tukwilawa>

Notice: Emails and attachments may be subject to disclosure pursuant to the Public Records Act (chapter 42.56 RCW).

Brien Chow

This individual submitted multiple written comments:

Written Public Comment by Brien Chow at Sound Transit System Expansion Committee Meeting, Thursday, 3/13/25 at Union Station

I'm Brien Chow, Co-Founder Transit Equity for All and Chong Wa Benevolent Association for the state of Washington.

Defining a "Broken Spine" in Transit Networks

In transit planning, the term "**broken spine**" refers to the disruption or fragmentation of the central line that serves as the core of a transit network. This *central "spine"* ensures smooth, continuous connectivity, linking major destinations and facilitating efficient transfers. A "**broken spine**" occurs when this continuity is interrupted, leading to:

- **Core Network Disruption:** The central line is split or disconnected, creating gaps or detours.
- **Loss of Continuity:** Passengers encounter fragmented segments that disrupt the seamless flow of travel.

- **Reduced Efficiency:** Fragmentation results in increased travel times, reduced reliability, and a diminished user experience.

The Case for the 4th Avenue Super Hub: A Unified Spine

The **4th Avenue SuperHub** preserves the integrity of the regional transit network spine, offering unmatched efficiency and connectivity:

1. Seamless Integration:

- o A centralized hub allows for smooth, direct transfers across all Sound Transit lines, including those from Redmond-Bellevue.
- o Riders from the Eastside benefit from a single, intuitive transfer point to access destinations like SODO, North Seattle, and First Hill.
- o The simple and direct track layout connects Westlake Station and other key nodes efficiently.
- o *Midtown Station, located near the Seattle Public Library*, is projected to become the third most-used station in the network. Its inclusion bolsters the transit spine, supporting high ridership and contributing to an efficient, integrated system.

2. Operational Simplicity and Efficiency:

- o Streamlined passenger flow reduces travel times and improves reliability.
- o A unified hub minimizes operational challenges, keeping transit costs lower and performance higher.

3. Enhanced Accessibility:

- o The 4th Avenue location ensures better access to key areas, such as the CID, Pioneer Square, and First Hill.
- o Strategic feeder connections provide accessibility to medical centers while maintaining the hub's regional functionality.

4. Eastside Benefits:

- o Redmond-Bellevue riders experience quick and convenient transfers at the SuperHub.
- o The design increases Eastside ridership by simplifying and improving transfer experiences, contributing to the system's overall success.

The North/South CID Stations: A Fragmented Spine

In contrast, the **North and South CID station** proposals create a "**broken spine**" effect, disrupting connectivity and reducing system efficiency:

1. Fragmented Core Network:

- o Splitting the central line into disconnected segments hampers the seamless experience essential to a unified transit system.

- o Riders face lengthy transfers and disjointed travel between key downtown locations.
2. **Disrupted Transfers:**
 - o Passengers must navigate between multiple stations, encountering long escalators, elevators, or challenging transfers.
 - o Eastside riders, including those on the Redmond-Bellevue line, face additional delays and inconveniences.
 3. **Complex Track Layouts:**
 - o The north and south options require convoluted track designs at Westlake Station, introducing potential points of failure and delays.
 - o These complexities increase dwell times, bottlenecks, and operational inefficiencies.
 4. **Neighborhood Impact:**
 - o Both options reduce accessibility to the CID and Pioneer Square, causing disruptions to these vital neighborhoods.
 - o Passengers traveling through the SODO area also face increased congestion.
 5. **Detrimental Redmond-Bellevue Impact:**
 - o Riders from the Redmond-Bellevue line are hindered by fragmented transfer points, longer travel times, and a decrease in overall convenience.
 - o The inefficiencies discourage Eastside ridership and strain the network's operational capacity.

Why the 4th Avenue SuperHub is the Optimal Choice

The **4th Avenue SuperHub** not only preserves the continuity of the transit spine but strengthens it for future generations:

- **Unified Design:** A singular, cohesive hub ensures smooth transfers and seamless travel across the entire system.
- **Regional Growth:** The Super Hub fosters economic development, equitable access, and increased ridership across the region.
- **Eastside Inclusion:** By integrating the Redmond-Bellevue line efficiently, the hub ensures riders from the Eastside benefit from the same seamless connectivity as others in the region.
- **Long-Term Vision:** The **4th Avenue Super Hub** represents a sustainable and scalable solution, supporting the region's transportation needs for the next 200 years.

Conclusion:

The "broken spine" effect of the North and South CID stations highlights their significant shortcomings, including fragmented connectivity, operational inefficiencies, and negative neighborhood impacts.

Midtown Station, near the Seattle Public Library, is key to avoiding this fragmentation. Its role as the third most-used station ensures the backbone of the light rail system remains intact, functioning at maximum efficiency.

*In contrast, the **4th Avenue SuperHub**, combined with Midtown Station, provides a cohesive, efficient, and future-ready solution that ensures the light rail system functions as a true backbone for the region. Its centralized design not only optimizes regional connectivity but also enhances accessibility and operational efficiency, making it the clear and essential choice for a unified transit network.*

Public Comment by Brien Chow at Sound Transit System Expansion Committee Meeting, Thursday, 3/13/25 at Union Station

I'm Brien Chow, Co-Founder Transit Equity for All and Chong Wa Benevolent Association for the state of Washington.

*A **"broken spine"** in transit networks refers to the disruption or fragmentation of the core transit line, leading to inefficient travel, longer commute times, and fragmented connectivity.*

This issue arises with the North and South CID station proposals... which divide the central transit spine... resulting in disjointed segments... complex transfers... and reduced accessibility.

Key areas like the CID, Pioneer Square, and SODO experience diminished service, while Eastside riders on the Redmond-Bellevue line face unnecessary delays and convoluted routes, discouraging ridership through the entire network.

In contrast, the 4th Avenue SuperHub and the original Midtown Station design near the Seattle Public Library preserve the integrity of a unified spine.

With direct connectivity and centralized transfers, Midtown Station is projected to become the third busiest station in the network, further solidifying its critical role.

*A **functional spine** ensures seamless travel to the entire regional network.*

This cohesive design minimizes travel time, boosts operational efficiency, and enhances accessibility for key neighborhoods, benefiting commuters and supporting economic development.

By avoiding a fragmented **"broken spine"** and prioritizing the 4th Avenue SuperHub alongside the original Midtown Station... the network guarantees long-term growth... equitable access... and a unified transit backbone capable of serving the region's network effectively for generations to come.

"Sound Transit is a once-in-a-generation investment in our future"

Bruce Harrell - Office of the Mayor - February 20, 2025

Michelle Eggert

This comment included an attachment which can be found at the end of this document.

As a property owner within a half mile of the proposed Boeing Access Road location I am deeply concerned about the recommendation to proceed with the E. Marginal Way location. There appears to be strong research bias in the selection process. I have personally experienced this bias including: Neglect of Ryan Hill and South Seattle. An area that has been subject to historical redlining, and has a high population of persons of color. There has been no proactive Sound Transit communication targeted at this area. As a property owner on Ryan Hill, within half a mile of the Boeing Access Road location, I have NEVER received any direct written communication from Sound Transit about the new station. The only way I found out about it was to do a deep search through the Sound Transit websites, and then signed up for communication. My neighbors, who are mostly African and Asian, have likely also been omitted from the ability to comment on this major investment in the community.

Earth disturbance is another bias. Because an area is covered with plants now, does not mean it is undisturbed. Historic maps clearly show significant historic grading around the Boeing Access Road location, including the construction of two retention ponds. Yet the project recommendation implies only the 2nd location has earth disturbance. Lidar maps clearly show the substantial grading and retention pond creation at the Boeing Access Road Site.

These biases lead to appalling recommendation for demolition of warehouses and a 100+ job loss to the area. There are warehouses all along the area where the proposed station parking lot will be placed. The total parcel value likely subjected to eminent domain is \$27M. Plus, likely several more millions for tenant improvements, relocation costs, etc. Also, 100 or more jobs could be impacted by destroying those warehouses. The Boeing Access Road Location has much less value destruction. There is only vacant land at the Boeing Access Road Site. Most of the land is owned by the City of Seattle, the balance by BNSF. Whereas the E. Marginal Way location has significant value destruction. Why destroy \$30-40M in warehouses and dislocate 100+ jobs, while the other location is only vacant land? What a waste of money and severe impact on the lives of 100+ families!

The biased ignore the local uses of the local properties. Especially the shooting range. . The Seattle Police Athletics Association firing range is just East of the E. Marginal Way location. The proposed station design relocates E. Marginal Way eastward, possibly adjacent to the firing range. The E. Marginal Way Site will put the parking lot very near a heavily used shooting range. And expose riders to regular gun shot noise in parking lot. How will Sound Transit passengers react when they routinely hear gunshots and see police and canine drills while parking their cars? The Boeing Access Road Site is a much more peaceful location 0.25 miles from the firing and practice range.

The comments of the project managers also demonstrate significant bias. At the February 2025 public meeting held in Tukwila, the primary reason given for not studying the Boeing Access Road in depth was that it is "too hard to work with BNSF, SDOT, and the City of Seattle." It seems the project managers instead find it much easier to declare eminent domain on industrial business and remove 100+ jobs from the area, instead of working a little harder on extra communication with larger entities. At the same meeting the project managers claimed the Marginal site is closer to houses, while actually the Boeing Access Road site is closer to more houses and has more land nearby for new apartment construction. I have attached a summary of this analysis for your review.

The substantial bias and lack of communication to large and diverse population of Ryan Hill and South Seattle are of such concern to me that I recommend the Board pauses the recommendation and instead assigns another project team to hold additional stakeholder discussions and conduct an unbiased review of all the facts. It is very likely that further study will select the Boeing Access Road Site as the best location for this important in-fill station.

Best regards,
Michelle Eggert



March 11, 2025

Via Email: meetingcomments@soundtransit.org

Sound Transit
System Expansion Committee
401 S. Jackson St.
Seattle, WA 98104

RE: **City of Tukwila Support**
Motion M2025-14

Dear Committee Members:

I am writing to you today to express the City of Tukwila's support for Sound Transit Motion No. M2025-14 that is currently before the System Expansion Committee. The motion identifies East Marginal Way as the proposed location for the South Boeing Access Road Infill Station for environmental review. I previously provided a letter to the entire Sound Transit Board, dated January 15, 2025, that highlighted the history of a light rail station at or near Boeing Access Road. For your reference a copy of the letter is attached.

I want to thank board members for their work and continued support for this light rail station that was first proposed in the initial Sound Move vote. I also want to offer my appreciation to Sound Transit staff and project consultants in a collaborative planning process that included significant public engagement and dialogue with the City. I look forward to the continued partnership as we move forward with station planning, design, construction, and grand opening.

Sincerely,

Thomas McLeod
Mayor
City of Tukwila



January 15, 2025

Sent by email to emailtheboard@soundtransit.org

Sound Transit Board
401 South Jackson Street
Seattle, WA 98104

RE: Boeing Access Road Station Project

Dear Chair Somers and Sound Transit Board:

I am writing to you today to express the City's continued support for the Boeing Access Road in-fill light rail station that is proposed to be located in north Tukwila. This fast-growing area that includes Tukwila (Allentown, Duwamish, and Ryan Hill), the Georgetown neighborhood of Seattle, unincorporated Skyway, and the City of Renton is desperately in need of more transit options.

I want to offer my appreciation for the work that Sound Transit has done thus far to study and analyze location options for the station. The City of Tukwila supports a location near the intersection of East Marginal Way S. and S. 112th Street, because it provides the best opportunity for integrated transit connectivity and walkability to the station. We understand that Sound Transit is moving forward with additional study and analysis of a station at this location, and we would like to assist with this work however we can.

I want to make sure that the Board fully understands the overall history of the project, the neighborhood, and the community's broad support for siting a station at this location.

About the Project

The project will bridge a 5.5-mile gap on the Link 1 Line between the Rainier Beach and Tukwila International Blvd light rail station. The station's proposed location would connect the North Tukwila Manufacturing Industrial Center to ten regional growth centers and one other Manufacturing Industrial Center. This station was categorized as a "Tier 1" project as part of the 2021 realignment, with construction to be completed in 2031.

A light rail station at this location was included in the original 1996 Sound Move Regional Plan. Due to financial constraints, the Boeing Access Road Station and the Graham Street station were deferred, but not formally eliminated by Sound Transit. Voters again approved construction of the Boeing Access Road Station (and Graham) as part of the 2016 Sound Transit 3 project package. In 2021, after significant public engagement as part of realignment, Sound Transit chose to keep the project completion date of 2031 unchanged.

Area Information

The area around Boeing Access Road is one of the most diverse areas in King County, with 67% being people of color; 40% being foreign born; over 47% speak a language other than English in their homes; 23% have limited English proficiency; and 28% of households being identified as low income. The demographics listed above are well above regional averages.

While Tukwila has light rail, Sounder commuter rail, and a large King County Metro Bus facility, it's largely a transit desert for our residents. Tukwila residents have an average commute time of just under 30 minutes, with over 65% driving alone to and from work. A large number of City residents work in essential, lower income service jobs, such as education, health and social services, manufacturing, and retail trade.

Major employers in the area include King County International Airport/Boeing Field, Museum of Flight, Raisbeck Aviation High School, Boeing, Prologis, King County Metro, and BECU. The area around Boeing Access Road is an economic powerhouse for the Puget Sound region with over 11,500 jobs with projected growth to nearly 25,000 by 2035. These are living wage, lower barrier of entry jobs.

Besides employers, a station at this location would also serve several residential neighborhoods both in and out of Tukwila. Additionally, since the Sound Transit 3 vote there have been several new significant public investments in the immediate area of the station proposed location, including the Duwamish Gardens Park, King County's Chinook Wind shoreline restoration project, the City of Tukwila's combined Public Works Operations facility, and the Duwamish Hill Preserve, a public-private partnership. A nearby Green River regional trail provides non-motorized access from Seattle to Auburn.

North Tukwila Access Initiative

The City is currently in the process of implementing and planning several large-scale access projects to serve north Tukwila. By 2029, the City will replace the nearly 100-year-old 42nd Avenue bridge that serves the Allentown Neighborhood. Additionally, the City is currently completing the Allentown Reroute Environmental Impact Assessment (EIS) to construct new access to the BNSF Intermodal yard near the Allentown Neighborhood. This reroute will separate semi-trucks from passenger vehicles, improving safety in the area. Additionally, the City is also planning for sidewalks and other non-motorized improvements in north Tukwila to improve overall mobility in the area.

The proposed light rail station in north Tukwila will be an integral part of the overall transportation improvements serving north Tukwila.

Community Support

In 2015, a broad coalition of community leaders, non-profits, and businesses advocated for the importance of retaining funding for the Boeing Access Road Station in Sound Transit 3. This coalition reconvened again in 2021 when there was a possible threat of the station timeline being delayed or even eliminated due to realignment. Sound Transit's recent community engagement efforts contained in the *October 2024 Boeing Access Station Engagement Summary Report*, also reflected broad support for the station and for providing better connectivity and transit options in the region.

Future City Actions

The City is currently completing its 2024 Land Use Comprehensive Plan and as part of the Plan we have added the following goals with regard to the future station. The City intends to examine the zoning and allowed land uses near the proposed light rail station to ensure that the area is ready to support and benefit from the light rail station. Additionally, the City of Tukwila intends to develop a plan to expand pedestrian connectivity in the general area to improve non-motorized access to the East Marginal Way S. station location. The City is working on a second phase for the build-out of the combined Public Works Operation facility. We are also working on future expansion of the Duwamish Hill Preserve.

Conclusion and Next Steps

It is time that Sound Transit fulfills its commitment to build the Boeing Access Road Light Rail station. Voters have now voted in favor of two funding packages that included the station. We understand the challenges of doing infill stations, specifically an elevated station, and Tukwila is committed to working with Sound Transit to make the station a reality.

As part of this work, we would also ask that Sound Transit consider changing the name for the station. The name Boeing Access Road was a placeholder and does not adequately represent the identity, history, and cultural significant of the site. We would like to work with Sound Transit and our community to identify a name that is more representative.

If you have any questions, please contact Brandon Miles, Director, Government Relations and Strategic Initiatives at Brandon.Miles@Tukwilawa.gov.

Sincerely,



Thomas McLeod
Mayor
City of Tukwila

Boeing Access Road is the better location for the in-fill station.

As a property owner within a half mile of the proposed Boeing Access Road location I am deeply concerned about the recommendation to proceed with the E. Marginal Way location. There appears to be strong research bias in the selection process. I have personally experienced this bias including:

- Neglect of Ryan Hill and South Seattle. An area that has been subject to historical redlining, and has a high population of persons of color. There has been no proactive Sound Transit communication targeted at this area. As a property owner on Ryan Hill, within half a mile of the Boeing Access Road location, I have NEVER received any direct written communication from Sound Transit about the new station. The only way I found out about it was to do a deep search through the Sound Transit websites, and then signed up for communication. My neighbors, who are mostly African and Asian, have likely also been omitted from the ability to comment on this major investment in the community.
- Earth disturbance is another bias. Because an area is covered with plants now, does not mean it is undisturbed. Historic maps clearly show significant historic grading around the Boeing Access Road location, including the construction of two retention ponds. Yet the project recommendation implies only the 2nd location has earth disturbance. Lidar maps clearly show the substantial grading and retention pond creation at the Boeing Access Road Site.
- These biases lead to appalling recommendation for demolition of warehouses and a 100+ job loss to the area. There are warehouses all along the area where the proposed station parking lot will be placed. The total parcel value likely subjected to eminent domain is \$27M. Plus, likely several more millions for tenant improvements, relocation costs, etc. Also, 100 or more jobs could be impacted by destroying those warehouses. The Boeing Access Road Location has much less value destruction. There is only vacant land at the Boeing Access Road Site. Most of the land is owned by the City of Seattle, the balance by BNSF. Whereas the E. Marginal Way location has significant value destruction. Why destroy \$30-40M in warehouses and dislocate 100+ jobs, while the other location is only vacant land? What a waste of money and severe impact on the lives of 100+ families!
- The biased ignore the local uses of the local properties. Especially the shooting range. . The Seattle Police Athletics Association firing range is just East of the E. Marginal Way location. The proposed station design relocates E. Marginal Way eastward, possibly adjacent to the firing range. The E. Marginal Way Site will put the parking lot very near a heavily used shooting range. And expose riders to regular gun shot noise in parking lot. How will Sound Transit passengers react when they routinely hear gunshots and see police and canine drills while parking their cars? The Boeing Access Road Site is a much more peaceful location 0.25 miles from the firing and practice range.
- The comments of the project managers also demonstrate significant bias. At the February 2025 public meeting held in Tukwila, the primary reason given for not studying the Boeing Access Road in depth was that it is *"too hard to work with BNSF, SDOT, and the City of Seattle."* **It seems the project managers instead find it much easier to declare eminent domain on industrial business and remove 100+ jobs from the area, instead of working a little harder on extra communication with larger entities.** At the same meeting the project managers claimed the Marginal site is closer to houses, while actually the Boeing Access Road site is closer to more houses and has more land nearby for new apartment construction.

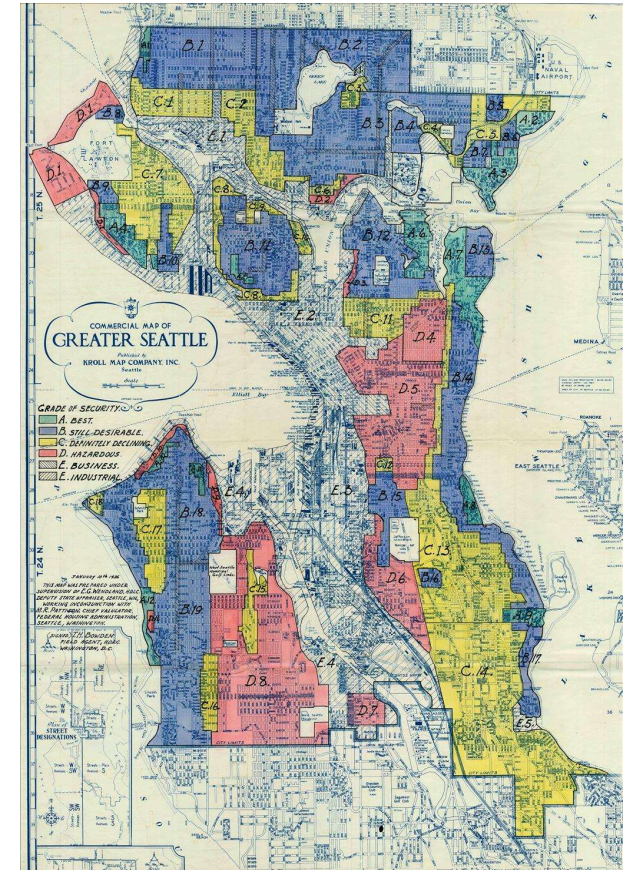
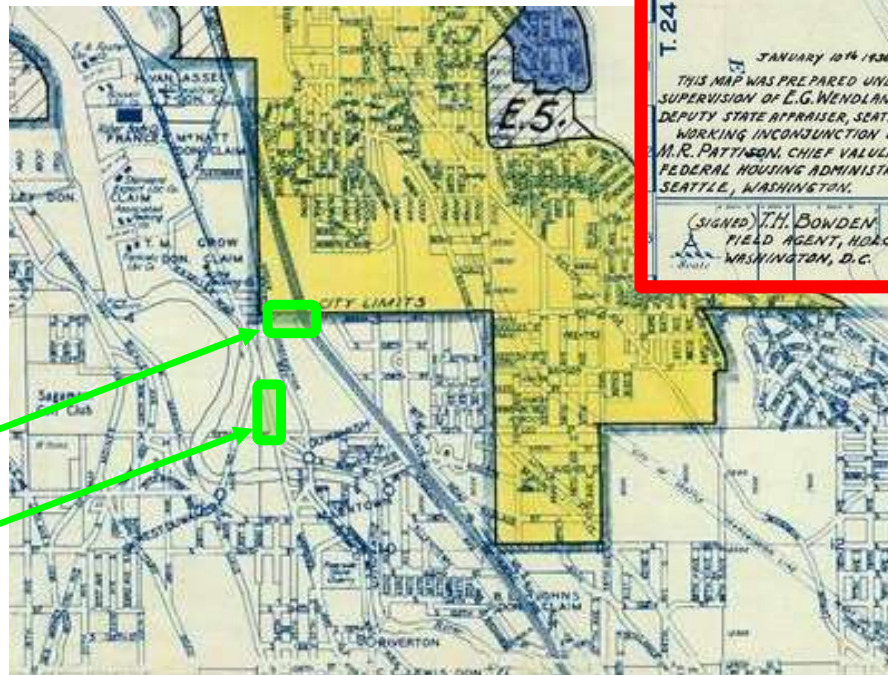
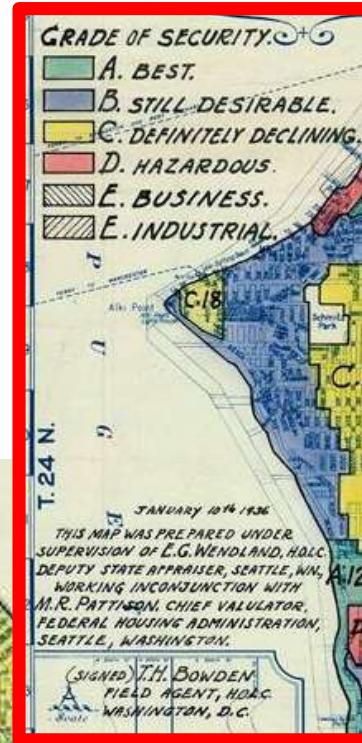
The substantial bias and lack of communication to large and diverse population of Ryan Hill and South Seattle are of such concern to me that I recommend the Board pauses the recommendation and instead assigns another project team to hold additional stakeholder discussions and conduct an unbiased review of all the facts. It is very likely that further study will select the Boeing Access Road Site as the best location for this important in-fill station.

Michelle Eggert, owner parcel #5476800080

Historic Redlining includes Boeing Access Road Location

yet there has been NO Sound Transit communications targeted at the Ryan Hill and South Seattle communities.

Property owners within a half mile of the proposed station Boeing Access Road site have not received notices.



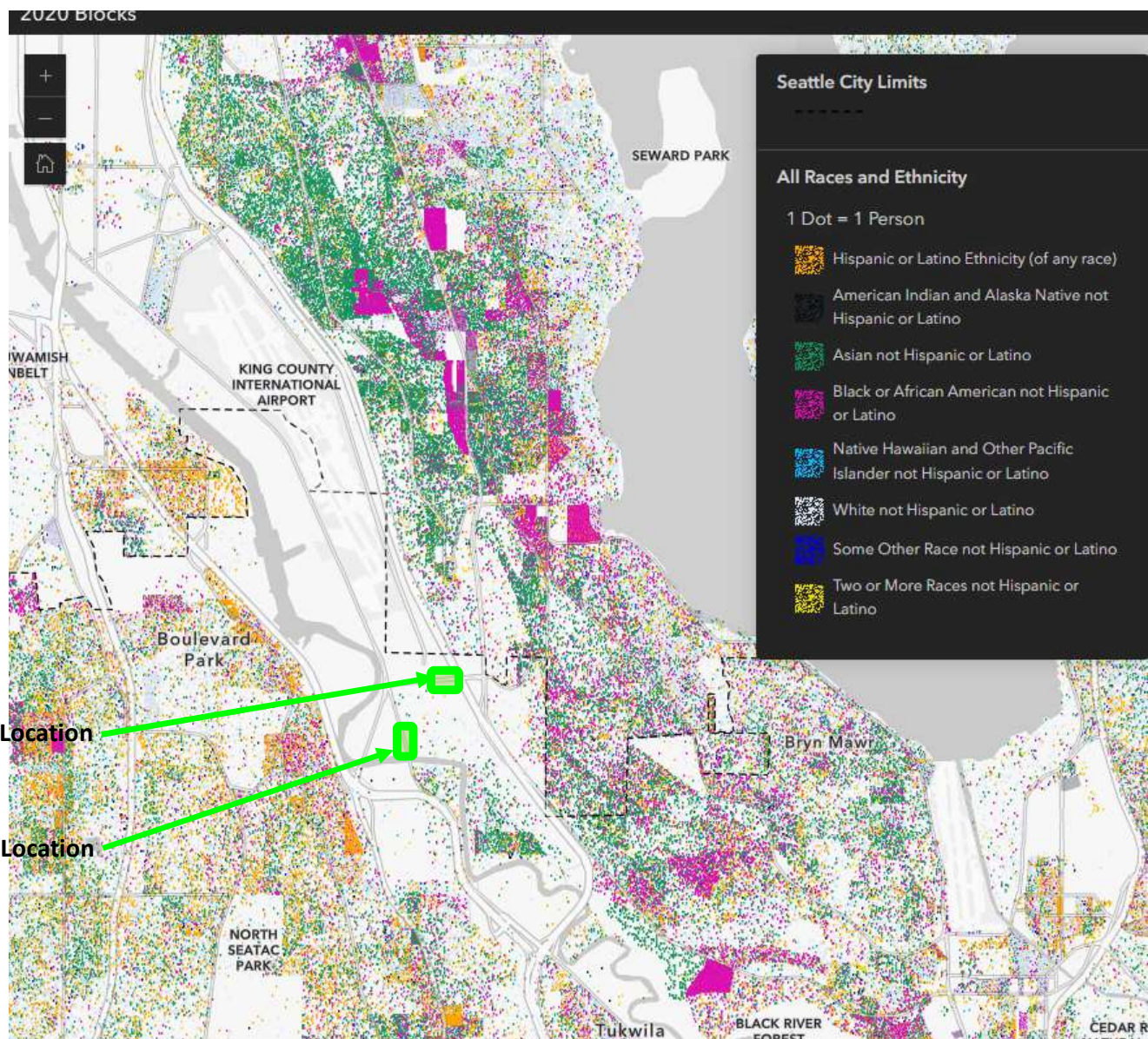
Ryan Hill and South Seattle
Populations have not been reached

There has been NO Sound Transit Communication targeted at the Ryan Hill and South Seattle communities despite the claims of equitable engagement. Is this research bias?

Property owners within a half mile of the proposed Boeing Access Road Station have not received notices.

Boeing Access Road Location

W. Marginal Way Location



\$30-\$40M destruction of warehouses
100+ jobs impacted

	Tax Assessed	Use	Relocation Costs
10828	\$ 15,143,400	Flex warehouse/office	Low
10830		Flex warehouse/office	Low
10832		Paramount Supply Co, industrial	Low
10834		Robbins - industrial gear supplie	Low
10836		Artisan Community Kitchen	Low
10838		Machinists Institute	Low
10848		Catalys, office interiors company	medium
10990	\$ 1,272,900	South Elmgrove - graffiti removal, property cleanup, waste hauling	Low
11004	\$ 542,000	Property Maintenance Company	Low
11020	\$ 2,087,000	Red-D-Arc Welder Rentals	high
11022	\$ 1,425,400	NTS- National Trench Safety	high
11180	\$ 2,197,600	NTS - Training Center	high
11030		Road to Seattle Police Firing Ran	very high
	\$ 22,668,300		
	Plus tenant improvements and relocation costs.		



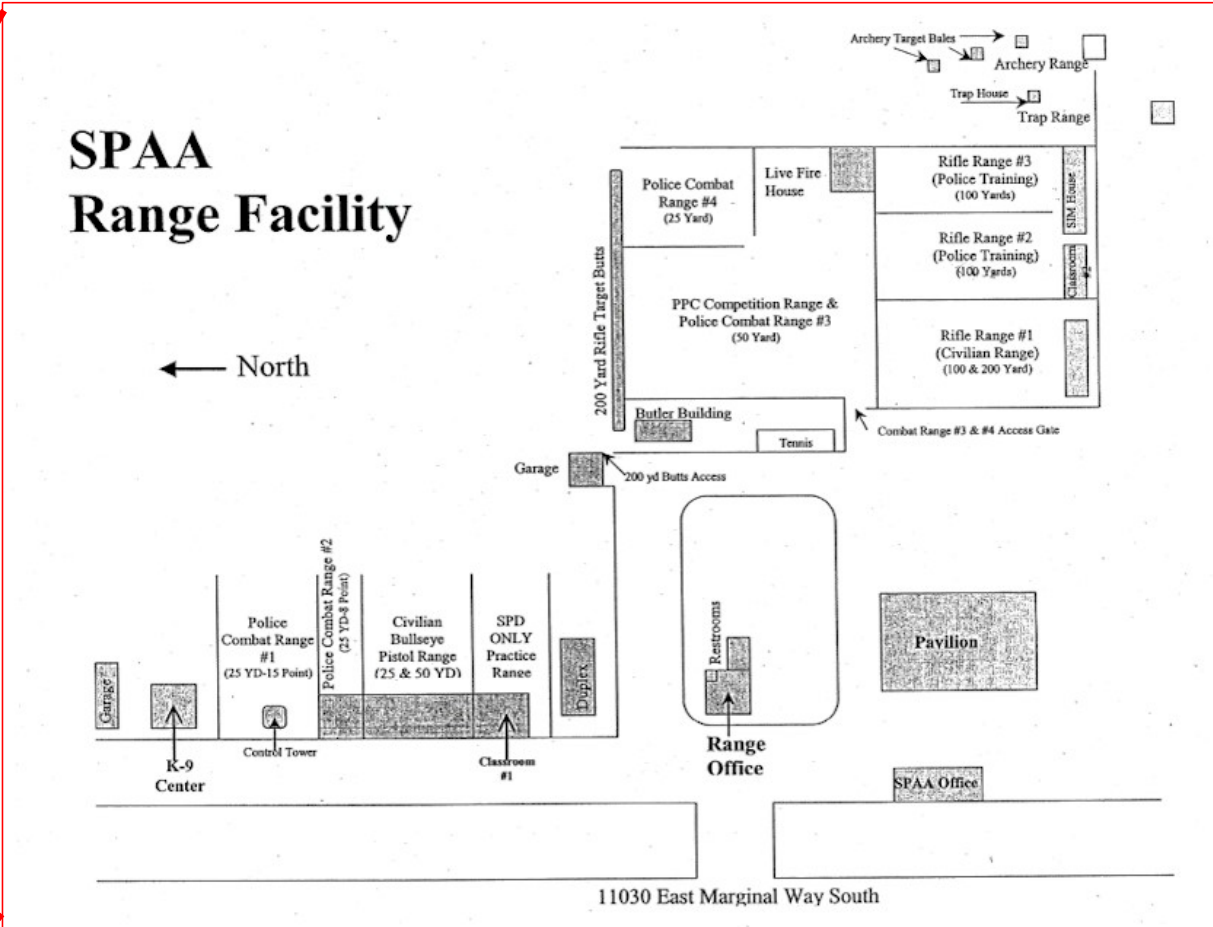
Relocated
E. Marginal Way

Parking too close to an active firing range



Rerouted E. Marginal

Station Parking Lot



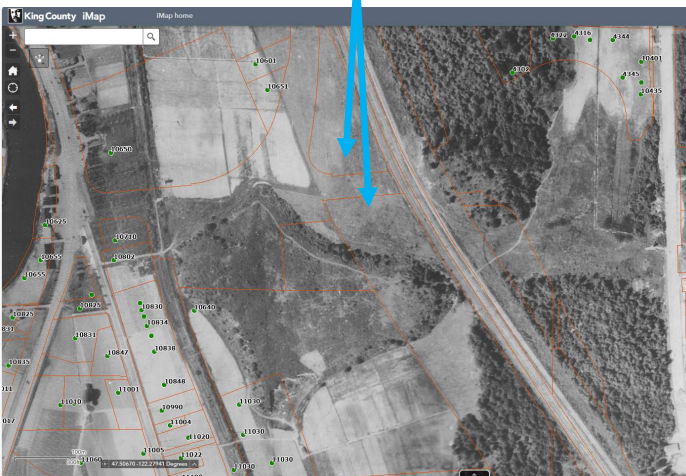
Significant Historic Soil Disturbance and Earthwork at Boeing Access Road Location

- Creation of retention ponds
- Earthwork for highway, roads, and rail

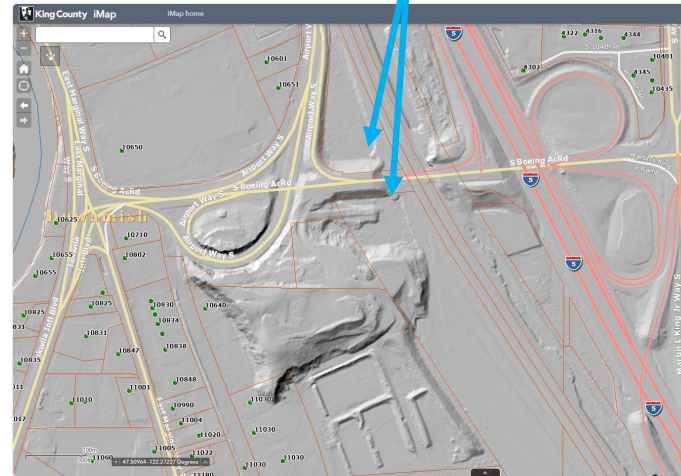
Created by historical grading

- I-5
- Boeing Access Road
- Airport Way
- BNSF
- Sound Transit

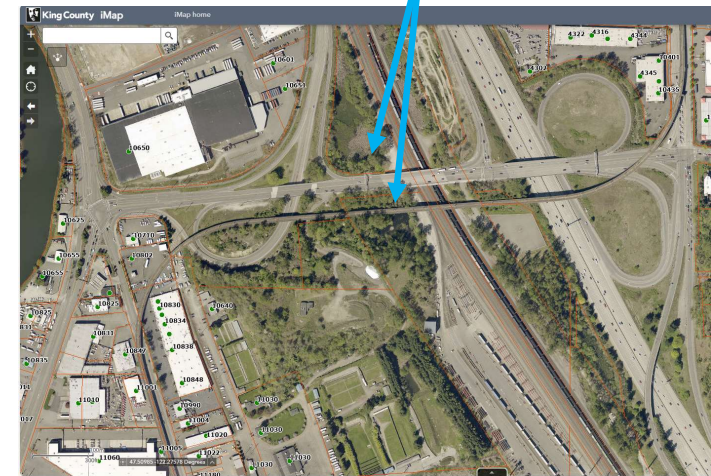
Aerial 1936
flat land, no ponds



Current LIDAR
Substantial Grading, Ponds Created



Aerial 2023
Retention Ponds



Boeing Access Road is a better location

- Undeveloped land
- Easy access with one new roundabout

East Marginal Way

- Further from populations, especially persons of color
- Destruction of \$30-\$40M of Warehouses and 100+ jobs lost from the area
- Too close to a heavily used firing range

