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Subject: Sound Transit East Link non-factual analysis

To members of the federal government with oversight over transit and highway agencies:

I am writing you today to be very blunt and to bring to your attention that something is really wrong, and possibly fraudulent going on here.

Sound Transit is proposing to build a train alignment using the I-90 floating bridge into Bellevue along Bellevue Way and 112th Ave. SE (called the B2M). Bellevue Way comes off I-90 and is a four lane road bounded on the east by the Mercer Slough and the west by long time established single family homes in a quiet neighborhood, 112th Ave. SE is bounded on the east by the Mercer Slough and the west by single family long time established family homes in a quiet neighborhood and the Bellefield Town Homes.) This area is a beautiful and green oasis, with treed medians, arboreal in nature, protected by the City of Bellevue's Comprehensive Plan, and a graceful entry to our city.

I first read a newspaper article that mentioned a possible alignment along Bellevue Way and 112th Ave. SE here in Bellevue TEN YEARS AGO. I immediately contacted our Mayor and council to find out more and was told that there would be much public input before an alignment was selected. Thousands of comments against this alignment later, including the Draft Environmental Impact Analysis where over 70% of the comments were against this alignment and for the B7, it looks like Sound Transit never had any intention of any other alignment.

The B7 alignment, which would continue across I-90, using a portion of the abandoned and severed Burlington Northern Santa Fe railroad right of way , paralleling the 405 freeway and then entering downtown Bellevue is a far superior alignment. This alignment avoids impacts to parks, neighborhoods, historic places, has a natural earthen berm to mitigate noise, and is next to the freeway. This alignment would allow for future connections further east (such as Issaquah) utilizing the new park and ride in Eastgate recently built for transit and for points south, such as Renton, where Boeing could benefit from more transit usage, and would pay for it in today's dollars.

Our community has shown factual analysis for YEARS proving the superiority in cost and ridership, as well as the environmental savings of this alignment, but have been met with no refuting of the facts, just scurrilous attempts to paint us as "nimby's" and 'anti-transit'. This is not the case at all.

For many years, regular people and industry professionals have attempted time and time again to bring up the many instances of wrong doing by Sound Transit with no success. Sound

Transit continues to ram through it's projects without factually addressing the issues or taking into account the community it passes through.

Sound Transit has finished an alignment in Tukwila where the neighbors showed repeatedly for years that an alignment closer to the freeway would be quieter on the homes along the proposed route. Boeing engineers in a building close to the alignment showed them the same thing. Sound Transit refused to listen. After years of neighbors trying to reason with them, Sound Transit finally told the neighbors that they were too far along to change the route. Since then, the noise continue to be above federal levels. Sound Transit, in their Final Environmental Impact Analysis and your Record of Decision, stated that the they would use quiet trains (they didn't, said they cost too much), said that the noise would be below Federal levels (still isn't), said the train was traveling in areas that outdoor use was not an issue (these go by single family homes), said they will continue to work on the noise (sort of, they try a few options, only to try another, still not working). It appears they have lied to you - and you have unknowingly granted them a Record of Decision - and now we are paying the price for it.

I have written you with extensive comments on the Final Environmental Impact for Sound Transit East Link project, as well as many others, and have brought to your attention the various instances of inadequate and faulty analysis done by them and their consultants. Here are just a few:

1. Sound Transit refuses to use least cost analysis on the B7 alignment,
2. Sound Transit made the B7 as expensive as possible by using construction methods that run up costs,
3. Sound Transit hasn't analyzed the real costs for trying to build the B2M (which is in the Mercer Slough),
4. Sound Transit has used different traffic numbers to make their traffic analysis look better,
5. Sound Transit does not know how to get across I-90 expansion joints on this floating bridge,
6. Sound Transit is basing this alignment on using traffic lanes on the I-90 bridge that it does not have a legal right to (this issue is currently in court),
7. Sound Transit is ignoring and downplaying the massive impacts to the whole western shore of the Mercer Slough, the Surrey Downs Park and the Winters House (only property on the eastside on the National Registry of Historic Places),
8. Sound Transit is taking lanes on a bridge that serves as a major freight corridor,
9. Sound Transit is ignoring that the City of Bellevue has selected B7 as their preferred route based on factual analysis and massive community input...and on and on - you already have many pages of this analysis

What recourse is there when a ROD is given when the agency gives non-factual information?

Why hasn't the federal government come back and look at what was approved to make sure it got done?

So many times regular people don't get results without having money and attorneys - which we don't have. That is not the way it should be. I hope that you will listen to the homeowners who will have to live with this alignment and which cannot be mitigated. Our homes and investments are at stake here and we are begging you to help us stop this misguided alignment before it is too late.

Very truly yours,
Renay Bennett
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