

01/08/2026 System Expansion Committee
Meeting Written Public Comment
Submissions

Submissions

<i>Jordan Igoe</i>	2
<i>Betty Lau</i>	3
<i>Sean Albert</i>	5
<i>Bill Hirt</i>	6
<i>Linda Seltzer</i>	8
<i>Mary Fertakis</i>	9
<i>Comments received after the meeting's comment deadline</i>	10
<i>Roby Snow</i>	10

Jordan Igoe

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,

Jordan Igoe

jordanjj2004@gmail.com

158 Lower Terrace

San Francisco, California 94114

Betty Lau

Written Public Comment by Betty Lau for System Expansion Committee Meeting, Thursday, Jan. 8, 2026, 1:30 p.m., Union Station

Hello, I'm Betty Lau.

I appreciate the work of the Accessibility Committee staff to help us advise on concerns of those with disabilities, the elderly, and non-English speakers.

Currently, we are revising our procedures to better match with other Sound Transit committees:

1. A key Accessibility staff vacancy needs to be filled. There were 3 staff; now there are only 2.
2. To improve communications, meetings should be monthly, like other ST committees. Two months to get information and then two months later to send input on board decisions is disturbing because decisions aren't made every two months by the Board. Examples of urgency:
 - a. the tunnel study analysis report effects on Accessibility and
 - b. expected Q1 DEIS which may have a shortened comment period
3. We need prepared, described power point presentations on reports impacting Accessibility, such as the recently released single tunnel study compared to having a 2nd tunnel; that helps us weigh pros and cons.
 - a. Presenters need to be able to answer questions.
4. Some have concerns about public or private Accessibility meetings. Meetings need to be open because we don't want to shut out members of the public who themselves have disabilities or special needs.
5. Committee members who need to reveal their private medical info should speak privately with a Sound Transit staff. Or re-word for public consumption, for example:

- a. Low vision people need...
 - b. That doesn't work for deaf-blind because...
 - c. The Limited English Proficient (LEP) are not included in any emergency evacuation plan...
- 6. We request a 90-day DEIS comment period. It's going to take longer for us to go over the new DEIS since most committee members know nothing about the 2022 DEIS.
- 7. We request DEIS language access for immigrants and refugees throughout the Region who also pay taxes to Sound Transit. Chinese speakers don't just live in Chinatown. Somali speakers don't just live in West Seattle. Spanish speakers aren't just on Casino Road.
- 8. We request a tunnel study presentation to the Accessibility Committee. Two to four months after this board has gotten it is unfair because we are the ones who bear the brunt of negative impacts from decisions you make every month. We'd like you to have our input before making decisions impacting us because it's just a matter of time before anyone alive today will need accessibility temporarily or permanently.

Aforethought, not afterthought! Thank you.

I'm Betty Lau, member of the Sound Transit Citizens Accessibility Advisory Committee (CAAC) and co-founder of Transit Equity for All (TEA).

Sean Albert

Dear System Expansion Committee,

Please move forward today by approving funding for design services for the two infill stations on the 1 Line. As a resident of North Tukwila, I can assure you my community is patiently looking forward to having access to safe, reliable, public transportation in our area. Please continue to move the South Boeing Access Rd station forward without further delay... 2031 is just around the corner and doing so will continue to uphold the region's voter approved wishes!

Thank you for all your work on the ST Board, especially during challenging times.

Respectfully,

Sean Albert

North Tukwila Resident

Bill Hirt

Atten: Sound Transit Board. The below post from my blog concludes your CEO, Dow Constantine, continues to show his transit system ineptness.

Bill Hirt

The Seattle Time Jan 1 article, “Sound Transit’s Leader is postponing part of his raise” typifies the paper’s Traffic Lab response to Dow Constantine’s ineptness. Constantine will immediately have his 2025 salary, \$450,000, raised to \$474,276. But, at his request, a \$30,000 “performance” award and \$28,457 from receiving “outstanding” from the board will be delayed.

However, he will eventually get the \$532,733 this year, 35 days of vacation convertible to cash at some rate, and more money added to his retirement fund than the \$34,750 given last year.

The Sound Transit Board’s decision last year to unanimously hire Constantine was based on their assessment he had the “sophisticated local knowledge and commitment to building the Puget Sound rail network”. Yet, he hasn’t been able to propose how to fund the \$35 billion the board added in 2025 for the current \$185 billion long term need (up from \$54 billion voters approved in 2016).

Even more important, Constantine fails to recognize Sound Transit’s Puget Sound rail network won’t reduce the area’s congestion. That 4-car trains won’t provide the capacity needed to reduce peak hour roadway congestion and cost too much to operate off peak. That existing bus transit from Snohomish Community Transit, King County Metro, and Pierce County Transit had the capacity and flexibility needed to meet current and future demand. That the cost of providing access needed for those routes was dwarfed by the cost of providing access at light rail stations.

Thus, light rail tracks should have never been extended past UW Stadium, across I-90 Bridge, and beyond SeaTac airport. Commuters using the extensions to Northgate and Lynnwood in 2025 were far less than predicted, despite Sound Transit terminating bus routes at light rail stations to enhance ridership. Constantine apparently not recognizing that reducing bus routes reduces transit capacity into Seattle and that transferees reduce access to downstream 1 Line riders. Constantine’s ineptness continues his support for an extension to Everett that fails any rational cost/benefit analysis.

His decision to “want to be judged” by East Link debut suggests he doesn’t understand the 2 Line problems later this year. Routing the Line from Redmond to Lynnwood for half the I-5 corridor trains will presumably require 4-car trains; doubling the operating Starter Line costs, but few added riders.

Problems with Sound Transit assuring 1 Line and 2 Line returning from Federal Way and Redmond can safely merge to go through DSTT. A competent transit CEO would've recognized that 2 Line trains should be terminated prior to going through DSTT, with demand set by east side transit demand.

The bottom line is Constantine's 2026 raises, despite his ineptness, are the result of an equally inept Sound Transit Board, most of whom he selected. The 2 Line May debut he wanted to be judged by will "likely" demonstrate the result.

Linda Seltzer

Public comment from Linda Seltzer, Redmond, WA

During 2022-2024, I was a member of the Eastlink Mobility Board that met to provide community input for the buses connecting to the 2-line light rail.

More people will use public transit rather than a private car if transit is available and practical. One of the things I saw lacking when I served on the Mobility Board was coordination of longer distance transit between counties and between transit authorities.

Specifically, I support transit not just for commuting to work, but also transit to health care and transit for recreation.

(1) There isn't a practical way for senior citizens to travel on public transit to healthcare on First Hill. Specifically, this refers to the lack of direct connections, without going through downtown Seattle, from the Eastside and the northern areas along I-90 and areas to the north of Lynnwood with the destinations of Swedish on First Hill, the Polyclinic Building (now Optum) and Harborview Medical Center. The same is true for Fred Hutch Cancer Center at south/east Lake Union.

(2) It would be great to have public transit express tourist buses operating with higher fares to travel from locations throughout the area, such as the Eastside, to more rural recreational areas. Specifically, highway congestion could be alleviated and senior citizens could make a trip if there is service to the tulip farms in April. The same is true for the bird migration at La Conner in the spring or the fall. But there hasn't been coordination between counties and jurisdictions to set up this kind of transit.

Thank you for considering these comments.

Sincerely,
Linda Seltzer
Redmond, WA

Mary Fertakis

To the System Expansion Committee Members:

My name is Mary Fertakis and I am a 35 year resident of the Allentown neighborhood in Tukwila, which is adjacent to the proposed location for the Boeing Access Road In-fill Station.

I'm writing to express my support for this station, which we have been waiting for since it was included in ST 1 and approved by the voters, then deferred, and then included again when voters approved ST 3. We have been paying our taxes into this system since it was initially approved by the voters in Nov. 1996. And 30 years later, after being included in two voter-approved initiatives, we still don't have a station to service this area, which is a transportation desert. We can hear the trains pass by our neighborhood between the Rainier Beach Station and the Tukwila International Boulevard Station, and this time of year we can see them since the trees are bare. It is a daily reminder, multiple times per day, of our neighborhood being marginalized, ignored and bypassed by the decision-makers at Sound Transit. Please honor the wishes of voters who have voted twice for a station to be built in this location and vote "yes" to approve the funding for preliminary design of the BAR Station.

Thank you.

Mary Fertakis

206.941.6053

Comments received after the meeting's comment deadline

Roby Snow

I am Roby Snow and I'm an eight year resident of Allentown adjacent to the proposed sound transit light rail infill station just south of Boeing Field. I would like to express my strong support for this project knowing that it has been decades in the planning and has been voter approved on more than one occasion. The station will provide much needed public transportation to this underserved area of king county and will spur transit oriented redevelopment including multifamily housing/affordable housing plus accommodate the projected workforce growth at Boeing field and surrounding areas. Parking is always a challenge at many stations so I would support a parking garage to accommodate the maximum amount of cars with the smallest land use footprint to allow space for other types of adjacent development i.e. housing and maybe a grocery store! 🙌 😊 Thank You

Sent from my iPhone