

02/26/2026 Board of Directors Meeting

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Abhas

Cutting the number of metro buses, sound transit buses and now the light rail.

Treating Issaquah as a step child is not right.

If you do not intend to serve this community, then do not charge us going forward and refund all taxes paid till date.

Abhas

Resident, Issaquah

Mel Morgan

I understand that Sound Transit is reconsidering if it can afford to extend light rail to Issaquah.

I hope the Board will consider dropping light rail and instead build a dedicated bus lane in the middle of I-90.

This can be done much sooner, much cheaper and in the same place light rail would have gone.

It could also provide rapid bus service directly from Issaquah to Seattle, something Sound Transit is eliminating this year to force Issaquah and Sammamish riders to transfer to a train in Bellevue to get to Seattle. Yes, Sound Transit is making the commute to Seattle longer and more complicated.

Thank you,
Mel Morgan
Sammamish

Amar Monga

Hello

Issaquah has been home to us for over two decades now. We have seen the area grow as a community. Having public transit connect to the community is vital to offer growth. Commuters need the light rail connectivity to be able to connect to rest of the Eastside ecosystem. As well as for being able to get to downtown Seattle, go to huskies game, for our local UW students to get home or to the airport. Dropping off Issaquah after multiple generations of community have contributed votes and funds enthusiastically in favor of mass transit option feels like a disappointment and a betrayal. If the regional economy is to grow beyond big cities, Issaquah can not be left behind from investments like these.

Please continue with the plan to expand to Issaquah, and connect it to the system as early as possible. Our near adult kids were excited with test runs conducted on I-90 bridge. It would be terrible news to them and impact their future plans to learn Issaquah is further delayed in its plans to connect to the light rail system. Mass transit connectivity is essential to our community's sustained growth.

Thanks

Amar Monga

Ranee Munajm

Dear Board of Directors,

I would like to make sure you keep the light rail plans to Issaquah on track. Our areas of Issaquah, North Bend, Sammamish and Snoqualmie are growing. We need reliable, fast transportation to downtown Seattle and Bellevue and the airport. To mitigate greater Seattle area traffic and single car use this line is essential for daily commuters.

Thank you for listening to my input.

Sincerely,

Ranee Munaim

1553 24th Ave NE

Issaquah, WA 98029

Nicci Trovinger

I'm an Issaquah resident and writing to express my interest/concern to ensure that the planned light rail to Issaquah remains funded and on track. It is critical to create open and affordable and convenient ways for residents to travel the metro, reducing traffic, pollution and increasing mobility of the area.

I'm a tax paying resident of king county, specifically residing in Issaquah: talus- 98027

Thank you!

Nicci trovinger

Crystal Pitts

To Whom it May Concern,

I am writing regarding the proposed elimination of the Issaquah light rail connection.

If Sound Transit decides to remove the light rail extension to Issaquah, then Issaquah taxpayers should no longer be required to fund light rail capital projects that will not serve our community. Issaquah residents have been paying into the Sound Transit system with the expectation of receiving high-capacity transit access. Eliminating the project while continuing to collect taxes from Issaquah residents is inequitable.

In addition, bus service that was cut during the pandemic — specifically routes 214, 216, and 219 — should be reinstated. These routes were reduced or eliminated in anticipation of future light rail service. If that service is no longer moving forward, the bus network must be restored to meet the needs of commuters.

The current commuter experience is already challenging. Riding the 554 from downtown Seattle to Issaquah routinely takes between one and one-and-a-half hours, making it an unreliable and frustrating option. Route 218 does not operate frequently enough during peak afternoon and evening commute hours to serve working residents effectively.

The proposal to eliminate route 554 and shift all commuters to an extended downtown Issaquah route 556, requiring a forced transfer to light rail at Mercer Island, will further increase travel times and reduce reliability. Adding additional transfers will make commutes longer, not shorter, and is not an acceptable substitute for direct service.

Issaquah deserves equitable transit investment and practical commuter solutions — not reduced service and longer travel times.

I urge Sound Transit to either:

1. Maintain the Issaquah light rail connection as planned, or
2. Restore robust, direct bus service and reconsider the taxation burden placed on Issaquah residents.

Thank you for your consideration.

Crystal Pitts
Issaquah Resident and Issaquah-Seattle Commuter

Miranda

Dear Sound Transit Board,

I am writing to express my support for continuing work to bring the light rail to Issaquah. I ask you to please save the Issaquah light rail!!

Issaquah, Sammamish and North Bend are valuable parts of King County. We provide ample resources to the community from beautiful trails to plenty of tax dollars. Unfortunately, I have been repeatedly disappointed with Sound Transit's treatment of our community members. We make up an ample portion of ridership and yet Sound Transit consistently ignores our voice. One example of this is removing the 554, and other express busses into Seattle despite overwhelming opposition. Continued elimination of public transit options will certainly increase traffic stress in the city by making it difficult for those outside of the city to get to work using public transit options.

If you eliminate the Issaquah light rail in favor of servicing Seattle it will widen the imbalance. You would be giving more buses and more public transit to Seattle when they already have multiple busses that service the same areas. Meanwhile anything east of lake Washington Boulevard has maybe one option. If you want to reduce car usage then target the people who are car bound, not those who already have 3 public transit options.

Moreover, making this decision when there is currently no representation for Issaquah is suspicious and political.

I urge you to consider the ramifications this will have on our roadways by reducing or eliminating options for your east side community members. I urge you to please consider the voice of the community that currently does not have ST board representation and I beg you to keep commuting via public transit as an option for the Issaquah community.

Sincerely,
Miranda

A deeply concerned community member, regular rider, and fan of public transit.

MC

Transit:

We have been paying into light rail coming into Issaquah for TEN years and now it is considered being derailed? It is as though our contributions have been dismissed without regard to the promises, benefits, and investment the community has made. Have we just written blank checks for high costs and wages for transit with no results, which we voted yes and have waited on for a specific purpose? There are many residents in the surrounding Issaquah corridor who have little to no means of transportation who would greatly benefit and depend on the light rail services. Please vote YES for light rail to extend to Issaquah, as promised.

MC

James Senior

I'm a resident of Issaquah and have been since well before ST3 passed in 2016. Like thousands of my neighbors, I've been paying into this system for nearly a decade on the explicit promise that light rail would come to Issaquah.

The conversation happening right now at Sound Transit isn't a routine planning exercise — it's a fundamental question of whether commitments made to East King County taxpayers actually mean anything. Redirecting those resources to Seattle-centric priorities would be a breach of trust, plain and simple.

The case for building this line isn't just about transit. It's about giving Issaquah residents a real alternative to I-90 gridlock, reducing the cost of living here, and supporting the kind of density and growth that keeps the city economically healthy long-term. Issaquah is growing. The infrastructure needs to keep up.

I urge the Sound Transit Board to honor the voter-approved plan and keep the Issaquah extension on the table. Delaying or eliminating it isn't a budget solution — it's a broken promise.

James Senior
Issaquah, WA

Simona LaMorticella

Dear Sound Transit,

I am a constituent and electric vehicle owner residing at 5403 47th Ave SW in West Seattle, and I am writing to express my serious concerns about the growing financial burden being placed on EV owners through a combination of state fees, local levies, and surcharges that I believe are both inequitable and counterproductive to Washington's own transportation electrification goals.

As an EV owner, I currently pay the standard \$150 annual EV registration fee, as well as the \$75 transportation electrification fee under RCW 46.17.324. On top of this, King County residents are already paying elevated vehicle registration fees tied to Sound Transit's ST3 light rail expansion — a project that has been plagued by significant cost overruns and schedule delays. These fees collectively place a disproportionate financial burden on residents who made the environmentally responsible decision to go electric.

What I find particularly troubling is that the \$75 transportation electrification fee is being used, in part, to fund the electrification of public transit fleets — including electric buses and group transportation infrastructure. I fully support clean public transit, but I do not believe it is fair or reasonable to place the cost of that infrastructure primarily on private EV owners. All taxpayers benefit from cleaner, electrified public transit, and the funding model should reflect that shared benefit.

Moreover, EV owners like myself are already paying significantly higher insurance premiums compared to conventional vehicle owners. The cumulative effect — higher insurance costs, higher registration fees, ST3 levies, and now the electrification surcharge — is making EV ownership increasingly unaffordable, and it is undermining the very goals our state claims to be pursuing.

I respectfully ask that you:

1. Review the fairness and allocation of the \$75 transportation electrification fee, particularly its use for public transit fleet electrification, and work to ensure these costs are distributed more broadly across all taxpayers who benefit.
2. Conduct or request a comprehensive review of Sound Transit's ST3 cost overruns and timeline delays, and hold the agency accountable for the additional burden these failures place on King County residents.
3. Advocate for fee relief or restructuring that does not disproportionately penalize EV owners, who are already paying more in insurance and registration costs than drivers of gas-powered vehicles.

EV owners in the 34th District are not a revenue source to be tapped for every infrastructure initiative. We made good-faith decisions to support cleaner transportation, and we deserve policies that reward rather than punish that choice.

Thank you for your time and attention. I welcome the opportunity to discuss this further.

Respectfully,
Simona LaMorticella

5403 47th Ave SW
Seattle, WA 98116
(503)544-3251

Katja May

Bring Light Rail to Issaquah ASAP! It is overdue to have rapid public transport.

Thank you,

Katja May

Paul R. Sweum

Note: The attachment corresponding to this comment can be found at the end of this document.

Please find the attached PDF, submitted to the House Committee on Transportation earlier today, supporting SB 6148.

I was also present in-person at the meeting and gave oral testimony, which can be found at the 24 minute mark: <https://tyw.org/video/house-transportation-2026021274/?eventID=2026021274>

The committee asked good questions and I left the meeting feeling positive about the bill's potential passage.

Thank you

"Be kind, for everyone you meet is fighting a battle you know nothing about." -Wendy Mass

Paul R. Sweum,
Designer & Fabricator

AZWAglassworks

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Elizabeth Panni

For years I have personally been waiting for this to come to where I live.

As an elder in the community I look forward to getting to my doctor appointments more easily using the Link from Issaquah into Bellevue and Seattle. And not paying for parking!

I look forward to being able to navigate around to do errands in places outside my own city, get to the airport without spending a small fortune on using Uber and it would really allow me to completely give up my car and ease the ever growing traffic problem.

Last, but not least, we have been paying into this promise for many years; will that be refunded to us?

Thank you,

Elizabeth Panni

Age 74

Franklin W. Taylor

Dear Chair and Members of the Sound Transit Board,

I am an Issaquah resident writing to express my support for keeping the planned light rail extension to Issaquah in the regional system.

I understand that Sound Transit is facing real budget and affordability challenges, and I appreciate the work underway to address them responsibly. At the same time, I want to be clear that light rail to Issaquah is important to me, my family and friends, our broader community, and beyond.

For more than a decade, Issaquah and our region have been planning for this connection. Light rail would provide a much-needed connection and reliable access to jobs, education, and services to folks throughout the region, while reducing traffic and giving people a meaningful alternative to driving. As Issaquah continues to grow, this connection will only become more important.

I respectfully urge the Board to keep Issaquah's light rail station moving forward as originally planned and to work with the City of Issaquah as a committed partner in delivering this project.

Thank you for your leadership and consideration.

Sincerely,

Franklin W. Taylor

Issaquah Resident

200 NE Crescent Dr., Issaquah, WA 98027

Karen Richardson

Hello,

I am an Issaquah resident and I think that the light rail line to Issaquah should be eliminated or delayed. I think it is more important to complete the light rail line to Everett and Tacoma. That is where the greatest number of people live. Completing the "spine" of the light rail system first is more important than building an off shoot, dead end line to Issaquah that will not have the same impact in terms of ridership and reducing freeway congestion that building out the "spine" would. Finishing the light rail to Everett and then Tacoma would be a better use of tax payer money.

Thank you,
Karen Richardson

Linda Tang

Dear Chair and Members of the Sound Transit Board,

I am an Issaquah resident writing to ask that you keep the Issaquah light rail extension fully funded and moving forward.

For more than a decade, our community has planned for this connection. Light rail to Issaquah would provide reliable access to jobs in Bellevue and Seattle, reduce congestion on I-90, and give the region a dependable alternative to driving to and from Issaquah. It would also support our region's climate goals and improve affordability by reducing the need for multiple car ownership.

Issaquah is growing, and strong regional transit connections are essential to keeping residents connected to jobs, schools, and services without adding more traffic to our already busy roads. I respectfully urge the Board to honor the commitments made to voters and ensure Issaquah remains part of the region's light rail future.

Thank you,

Linda Tang

Issaquah Resident

Robin Beukers

Dear Chair and Members of the Sound Transit Board,

I am an Issaquah resident writing to express my support for keeping the planned light rail extension to Issaquah in the regional system.

I understand that Sound Transit is facing real budget and affordability challenges, and I appreciate the work underway to address them responsibly. At the same time, I want to be clear that light rail to Issaquah is important to me, my family and friends, our broader community, and beyond.

For more than a decade, Issaquah and our region have been planning for this connection. Light rail would provide a much-needed connection and reliable access to jobs, education, and services to folks throughout the region, while reducing traffic and giving people a meaningful alternative to driving. As Issaquah continues to grow, this connection will only become more important.

I respectfully urge the Board to keep Issaquah's light rail station moving forward and to work with the City of Issaquah as a committed partner in delivering this project.

Thank you for your leadership and consideration.

Sincerely,

Robin Beukers

Issaquah Resident

Kris McClure-Coleman

Dear Members of the Sound Transit Board,

I am writing to express my strong support for the continuation and timely completion of the voter-approved Link light rail extension to Issaquah. As a resident and taxpayer, I am deeply concerned about recent discussions suggesting the project could be delayed indefinitely or potentially removed from the plan.

In 2016, voters approved the ST3 package with the clear understanding that light rail service would expand to communities like Issaquah. Since then, we have continued contributing financially with the expectation that this long-term regional investment would be honored. While I recognize the financial challenges Sound Transit is currently navigating, I respectfully urge the Board to carefully consider the broader implications of significantly delaying or canceling this project.

The Issaquah extension represents more than just a transit line. It is a commitment to reducing congestion, expanding access to jobs and education, supporting local economic development, and advancing our region's climate goals. It also reflects the trust voters placed in Sound Transit to deliver on the promises outlined in ST3.

I strongly encourage the Board to explore all viable options — including phased implementation strategies, alternative funding approaches, or partnerships — to keep the Issaquah Link project moving forward. Preserving this extension is critical to maintaining public confidence and ensuring equitable transit access across East King County.

Thank you for your time and for your continued work on behalf of our region's transportation future. I appreciate the complexity of the decisions before you and respectfully ask that you keep Issaquah's light rail extension a priority.

Sincerely,
Kris McClure-Coleman
21803 SE 33rd Pl
Sammamish, WA 98075
kmclurecoleman@gmail.com
(425)941-0583

Aliak Shchurko

Dear Chair and Members of the Sound Transit Board,

I am an Issaquah resident writing to ask that you keep the Issaquah light rail extension fully funded and moving forward.

For more than a decade, our community has planned for this connection. Light rail to Issaquah would provide reliable access to jobs in Bellevue and Seattle, reduce congestion on I-90, and give the region a dependable alternative to driving to and from Issaquah. It would also support our region's climate goals and improve affordability by reducing the need for multiple car ownership.

Issaquah is growing, and strong regional transit connections are essential to keeping residents connected to jobs, schools, and services without adding more traffic to our already busy roads. I respectfully urge the Board to honor the commitments made to voters and ensure Issaquah remains part of the region's light rail future.

Thank you,

Aliak Shchurko

Issaquah Resident

Dana Macario

Dear Chair and Members of the Sound Transit Board,

I am an Issaquah resident writing to express my support for keeping the planned light rail extension to Issaquah in the regional system.

I understand that Sound Transit is facing real budget and affordability challenges, and I appreciate the work underway to address them responsibly. At the same time, I want to be clear that light rail to Issaquah is important to me, my family and friends, our broader community, and beyond.

For more than a decade, Issaquah and our region have been planning for this connection. Light rail would provide a much-needed connection and reliable access to jobs, education, and services to folks throughout the region, while reducing traffic and giving people a meaningful alternative to driving. As Issaquah continues to grow, this connection will only become more important.

I respectfully urge the Board to keep Issaquah's light rail station moving forward and to work with the City of Issaquah as a committed partner in delivering this project.

Thank you for your leadership and consideration.

Sincerely

Dana Macario

Issaquah Resident

Joe A. Kunzler

Dear Sound Transit Board;

Since you won't be taking oral public comment on the Board approving Tsimerman's exclusion from Sound Transit, let me just share that I'm grateful you decided to exclude Alex Tsimerman again. I'm grateful you decided to stand up to Tsimerman's hate. I'm grateful Sound Transit values showed up.

A core part of the legacy of Claudia "Badassuchi" Balduchi lives on in Boardmember Angela Birney. Because Badassuchi got that callsign for starting the long road to hold Tsimerman accountable in 2018. A trail many weak men and women refused to hike.

But it's 2026 now. We are winning the fight. Redmond is fully armed, struck her own blows, and has her own Jack Hughes in Vanessa Kritzer. The PSRC has kicked Tsimerman out for three years at a time. Bellevue finally no-trespassed Tsimerman from their Council for six months and City Hall for two months.

Finally, I ask that this Board discuss with legal counsel please:

a) Making clear that signs that are vulgar or campaign related not have a place in the Ruth Fisher Boardroom. Please.

b) Placing on the agenda any board vote on public comment rules.

I can't wait to write and speak to you about Thursday's agenda. For obvious reasons, I want that under separate cover.

Thoughtfully;

Joe A. Kunzler

growlernoise@gmail.com

Naomi Bryant

Dear Chair and Members of the Sound Transit Board,

My family moved to Issaquah in 2012 and were extremely excited when we heard the news that the light rail would be coming to Issaquah in the future. Since 2016, our family has been financially investing through higher taxes for a better future for our community. For ten years we have been investing in better transit for our neighbors, our children, and our community.

It is devastating to hear that the board is even considering taking away the funds that our community has been raising for a decade and funneling them away from the Eastside. Issaquah is already cut off from other communities that surround us, with bus services becoming more limited and the available buses becoming more and more crowded.

This decision must take into account the disproportionate impact on marginalized neighbors in Issaquah. Many people depend on public transportation for work, medical care, groceries, and other essential needs. When transit systems are unreliable or inaccessible, the burden does not fall evenly, it falls hardest on those who already experience systemic barriers.

Voters have already approved funding to bring light rail to Issaquah. That commitment reflects the community's priorities and vision for our future. Please respect what residents have already voted for and ensure that decisions reflect the collective will of the community, not just the loudest voices in the room.

Warm Regards,

Naomi Bryant

--



Naomi Bryant (She/They)

Director of Operations and Development

email: naomi@prideacrossthebridge.org

phone: [\(608\) 852-5487](tel:(608)852-5487)

web: www.prideacrossthebridge.org



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Elizabeth W. Larson

Dear Chair and Members of the Sound Transit Board,

My name is Elizabeth Larson and I am writing to express my support for keeping the planned light rail extension between Bellevue and Issaquah. I live in unincorporated Renton, work in Seattle, and find myself wishing for more public transit options and the Issaquah light rail extension would be an option I could use weekly. I have to commute in my car to work, adding to the overwhelming traffic on our roads. If the light rail extension between Bellevue and Issaquah moves ahead as planned, this will unlock incredible opportunities for public transit that residents, businesses, tourists, and guests can all benefit from. Less cars on our road means savings in the pockets of families who live in the area, less traffic, lives saved from road accidents, less pollution in our beautiful Puget Sound region, and improved quality of life for all.

The Issaquah extension has long been part of the voter-approved regional system. Completing planned connections—especially to end-of-line communities like Issaquah—is important to ensuring our future transit system functions as a true regional network and takes people where they want and need to go.

Issaquah continues to grow and plays an important role in the Eastside economy and housing market. Maintaining a high-capacity transit connection between Issaquah and Bellevue strengthens the overall system and supports regional mobility goals.

I recognize the affordability challenges Sound Transit is working to address. As alternatives are evaluated, I respectfully urge the Board to keep Issaquah's extension in the program and work collaboratively with local partners to deliver the full regional vision voters approved.

In a time where there is so much bad news, please don't let this be another upsetting decision. Thank you for your service and leadership.

With Gratitude,
Elizabeth

Elizabeth W. Larson | WOODLAND PARK ZOO

Major Gifts Officer

ph 407.683.7177 | email elizabeth.larson@zoo.org

5500 Phinney Ave. N., Seattle, WA 98103

www.zoo.org

Woodland Park Zoo saves wildlife and inspires everyone to make conservation a priority in their lives.

Luis Llanes and Chao Xiang

Dear Chair and Members of the Sound Transit Board,

We have been Issaquah residents since 2020, and we are writing to express our support for keeping the Sound Transit 3 (ST3) planned light rail extension to Issaquah in the regional system.

Specifically, we strongly support ideas and proposals for lower-cost delivery models that will help preserve the line instead of eliminating it entirely.

We understand that Sound Transit is facing real budget and affordability challenges, and we appreciate the work underway to address them responsibly. At the same time, we want to share that light rail to Issaquah is important to us, our family and friends, our broader community, and beyond.

Aside from Issaquah being a popular and growing regional hub for other nearby cities, such as Snoqualmie, Sammamish, and North Bend, the planned light rail extension was a major factor in our decision to purchase our home in Issaquah. After supporting this plan and paying ST3 taxes, it is disheartening to learn of the possibility of eliminating these plans.

Light rail to Issaquah delivers many benefits to the city and to the region including supporting the growing population with a non-car driving alternative that reduces traffic on I-90. Personally, even though we own cars, we use bus routes #554 and #218 to travel to / from downtown Seattle and to also connect to light rail line #1 when going to Sea-Tac Airport (i.e., SEA).

We are anxiously, but patiently, waiting for the light rail extension to Issaquah, at which point we can use the light rail all the way to downtown Seattle or to Sea-Tac. Light rail to Issaquah will connect Issaquah and nearby cities even more seamlessly to the Greater Seattle area.

We respectfully urge the Board to keep Issaquah's light rail station moving forward and to work and partner with the City of Issaquah to deliver this project.

Sincerely,

Luis Llanes and Chao Xiang

Reava

the density in issaquah has increased significantly and the ability to take light rail would help immensely with traffic.

Reava

Jeff Hilton

Dear Chair and Members of the Sound Transit Board,

I am an Issaquah resident writing to express my support for dropping the planned light rail extension to Issaquah in the regional system.

I understand that Sound Transit is facing real budget and affordability challenges; it is indeed unfortunate that your organization was not able to find better managers to implement your overly ambitious plans. Issaquah is currently growing, but there is grave concern for future prosperity given the Governor's now instituted tax plans.

For more than a decade, Issaquah citizens have been contributing funds for this extension. The Board is considering changes to the original voter approved project and has found this extension to be not financially viable and supporting any unmet regional commuter demand should be met by local and express bus service.

Upon either the eliminating or delaying this extension, The Sound Transportation Board shall cause all motor vehicles registered within the City of Issaquah be declared exempt from ST3 taxes retroactively effective 1 January 2026. And furthermore be directed to provide instructions for City of Issaquah citizens to obtain refund for taxes previously collected within 90 days such qualifying event.

I respectfully urge the Board to do the responsible thing and eliminate the Issaquah extension.

Thank you for your leadership and consideration.

Sincerely,

Jeff Hilton

Mayor Mark Mullet

Note: The letter corresponding to this comment can be found at the end of this document.

Dear Members of the Board,

Please see attached letter of support from Mayor Mark Mullet and our business partners along the I-90 corridor who support maintaining Issaquah's light rail connection to Bellevue and beyond.

Thank you,

Andrea Lehner (formerly Snyder)
Deputy City Administrator
City of Issaquah | 425-866-3663

City of Issaquah

Note: The letter corresponding to this comment can be found at the end of this document.

Dear members of the Sound Transit Board,

Please see the attached letter of support for building out light rail to Issaquah signed by neighboring cities.

Thank you,

Andrea Lehner (formerly Snyder)
Deputy City Administrator
City of Issaquah | 425-866-3663

Carrie Hubert

Dear Sound Transit Board Chair and Members,

I am a resident of Issaquah and am writing in support of continuing the planned light rail extension line to Issaquah, connecting us to the regional light rail system.

While I understand that Sound Transit faces budget challenges in light of increasing costs, the extension of light rail to Issaquah is something that is important to me, my family and friends, and our larger community.

My partner and I regularly use Line 1 to commute from Beacon Hill into downtown and the stadium district for events. We are excited for the opening of the cross-lake extension when we can park at the South Bellevue station and take the train from there, eliminating our car trip over the bridge. When we moved to Issaquah in 2019, we were excited for the prospect that eventually light rail would reach our city, and we would be able to use rapid, reliable, and affordable transit to get into downtown and around the region.

In addition to our own needs, we know that access to light rail will be integral to our community as we continue to grow. Issaquah is already the jumping-off point for many public transit trips as evidenced by our two large park-and-ride garages that fill quickly each weekday morning, and will continue to be an important connection point for those living in further out, less connected areas that are more affordable as housing prices continue to soar (Snoqualmie Valley, NE Renton, Maple Valley). Having this transit connection is important to keeping our larger Seattle-area region connected between housing, jobs, schools, and services.

I respectfully urge the Board to honor the commitments made to voters over 10-years ago from the onset of the ST3 vote. Please ensure Issaquah remains part of the region's light rail future.

Thank you,
Carrie Hubert
Issaquah Resident

Ian Breuser

Dear Chair and Members of the Sound Transit Board,

I am writing to you today as a concerned Issaquah resident and tax payer. I have voted for and pay taxes for the ST3 expansion phase. I, and many community members, will be greatly disappointed and distrustful in Sound transit if this organization does not deliver the line 4 in a timely manner.

Our honorable mayor Mark Mullet has reached out to Sound Transit with suggestions on how to reduce the cost of the project. I support his suggestions. In addition, I would suggest that the whole line 4 can be built from the savings of not boring a second tunnel underneath Seattle. I hope the Sound transit board will consider that and other cost saving measures instead of cutting this line from the 2040's timeline.

I also believe that Issaquah will get it's act together in getting more transit oriented housing built in its west-central area in the next 20 years. This would be through removing the existing hurdles of expensive and complicated permitting, and the promise of getting rapid transit built to the other major employment and housing hubs in the area. This, along with a local bus transfer station, would remove the problem of low ridership compared to cost.

I hope that the Sound Transit board will consider these suggestions in this letter in the upcoming board meeting.

Thank you,

Ian Breuser

Issaquah resident

Mark Clemens

Dear board,

My name is Mark Clemens, I am the executive director of Friends of Issaquah Salmon Hatchery aka FISH and each year we welcome over 250,000 visitors to witness the salmon migration.

Already the hatchery serves as a regional destination & community hub, the light rail station in Issaquah would crucially expand access to the hatchery and its educational programming.

Thank you for supporting a light rail station in Issaquah. I would like to extend the opportunity to tour the hatchery and witness the migration for yourselves.

Mark Clemens

Executive Director FISH

Mario C

Dear Sound Transit Board of Directors,

I am writing to express my strong support for **maintaining the voter-approved timeline and funding for the Issaquah Light Rail extension**. As an Issaquah resident who has been paying into ST3 with the promise of this critical infrastructure, I urge you to recognize that this line is not just a spur, but a **transformational hub for the entire Eastside**.

Scaling back or delaying this project would be a severe misstep. The Issaquah station is perfectly positioned to serve as a vital transit hub, connecting people who live further east in growing, underserved communities like Sammamish, Maple Valley, Black Diamond, Snoqualmie, and North Bend. Right now, these areas are effectively **transit deserts**. The only reasonably cost-effective way to connect these populations to Seattle and the broader regional network is to **establish a strong, reliable Eastside hub** right here in Issaquah.

Furthermore, this line offers incredible, **two-way regional benefits**. Not only will it bring Eastside commuters into the city, but it will also provide Seattle residents with unprecedented access to the Cascades. By building this link, we can offer world-class, **equitable transit access to our region's incredible hiking trails**, lakes, our ever-growing bike network, and even skiing up at Snoqualmie Pass. It's an investment in regional connectivity, outdoor recreation, and sustainability all at once.

We voted for this, we are paying for it, and it is essential for the future of our region. Missing this opportunity will not only lead to abandoning our most underserved Eastside communities, but it will also rob the entire region of a world-class, equitable gateway to the Cascades. **Keep the Issaquah Light Rail project on track**.

Thank you for your time and hard work on these affordability challenges.

Sincerely,

Mario C

Kristina and John Cosley

Hello!

My family and I have been residents of Issaquah since 2012. We have actively voted in support of the light rail project coming to Issaquah. We have helped pay for this project since 2016, for 10 years now!

It is extremely concerning that this project may be delayed or discontinued. We voted and invested in this project to keep Seattle accessible since I commute to Seattle for work. It has been so exciting to see the light rail start to take test rides over I90 recently - a project I have driven by since the very beginning nearly 10 years ago and just started to think that one day soon, it will come to Issaquah!

We voted and invested money in this project even as the cost of living has skyrocketed. We voted and invested our hard earned money in this project to keep Issaquah a desirable place to live.

It would be extremely upsetting and feel like a huge loss of our hard earned money (that no longer stretches as far) if this project is as significantly delayed or discontinued.

Thank you for your time and consideration,
Kristina & John Cosley
Issaquah residents

Sent from my iPhone

The Tyrrel Family

Chair and Members of the Sound Transit Board,

I am an Issaquah resident writing to ask that you keep the Issaquah light rail extension fully funded and moving forward.

Light rail to Issaquah would provide reliable access to jobs in Bellevue and Seattle, reduce congestion on I-90, and give the region a dependable alternative to driving to and from Issaquah. It would also support our region's climate goals and improve affordability by reducing the need for multiple car ownership.

I don't own a car. I rely on public transit to get around. It can be isolating living here with only limited bus options. If I need to get anywhere east of Lake Washington, I have to take at least two buses and the commute time is a couple of hours. We need light rail.

Strong regional transit connections are essential to keeping residents connected to jobs, schools, and services without adding more traffic to our already busy roads. I respectfully urge the Board to honor the commitments made to voters and ensure Issaquah remains part of the region's light rail future.

Thank you,

The Tyrrel Family

Issaquah Residents

Grace Blum Clark

Dear Sound Transit Board,

I've been working in Issaquah for nearly eleven years, and I've been an Issaquah resident for the past seven years. My spouse and I fell in love with the small town feel of our community and access to nature, and we are so hopeful for the potential to keep it even more connected to the greater Seattle area through the Issaquah light rail expansion.

Issaquah residents voted to support the inclusion of our city, and by extension many other Eastside cities via the ST3 project. Through our good faith vote and fiscal support, we demonstrated our trust in Sound Transit to deliver the network we've continually paid for over the last decade, and will continue to support for many years to come. The access the light rail will not just give Eastsiders easy access to Seattle while continuing to live in the city we love, it will ease traffic into Issaquah as we continue to grow and invite new businesses and programs into our area.

Please honor the commitment you made to the Eastside community, and keep the Issaquah light rail expansion fully funded and on the map.

Thank for your your consideration,

Grace Blum Clark

Issaquah Resident

Aiden Bien

Chair and Members of the Sound Transit Board,

I'm 19 and I've lived in Issaquah for my entire life. I've looked forward to the light rail extension for as long as I can remember, as have all of my siblings. We can't afford cars/car insurance and rent at the same time, so being able to rely on public transit in the future was a way to stay in Issaquah as we grew older. Without reliable transit like the link, it'll be harder for future generations to stay. Most of my highschool friends have already moved away to cheaper areas and continue to do so in droves.

Places like Issaquah will not survive by staying the same way they are now. Things will have to be made more affordable and sustainable, or the community will die off. The light rail is a large part of that plan, and has been for more than a decade. Light rail to Issaquah will provide reliable access to jobs in Bellevue and Seattle, reduce congestion on I-90, and give the region a dependable alternative to driving to and from Issaquah. It would also support our region's climate goals and improve affordability by reducing the need for multiple car ownership.

Issaquah is growing now, but it will cannot sustain the future generation with the current climate it's in. Large scale institutional changes like the link are needed, and cutting off that plan that we have paid for with our taxes will be a large blow to the community for decades to come. Strong regional transit connections are essential to keeping residents connected to jobs, schools, and services moving forward. I respectfully urge the Board to honor the commitments made to voters and ensure Issaquah remains part of the region's light rail future.

Thank you,
Aiden Bien

Chaffin

Hello, Sound Transit Board, In considering your budget, please don't cut Light Rail to Issaquah! All East King Co cities will benefit from a light rail Hub in Issaquah. I live in Issaquah and use buses, however the evening 554 with reduced pick up isn't handy. And, after evening sports events people desperately cram onto the bus. Consider tweaking the plan, but please don't scrap Issaquah light rail. Thank you! Holly Chaffin

Bill Hirt

Dear Sound Transit Board,

The following post from my blog <http://stopeastlinknow.blogspot.com> opines you are ignoring the lack of Federal Way and Lynnwood riders.

Bill Hirt

Earlier blog posts concluded the Federal Way extension's December 6th debut, like the earlier Lynnwood extension debut, would "Benefit the area" by demonstrating Sound Transit's light rail trains' failure to attract the ridership needed to reduce congestion. That CEO Dow Constantine's claim for 200,000 light rail riders to and from the Super Bowl would have taken more than 20 hours.

Light rail ridership should be readily available as riders are tallied by laser devices over the train doors." Yet, Sound Transit continues to delay releasing the results. Their latest data available, the December 2025 "Ridership-Ridership" report showed the three Federal Way Link stations had 4929 average daily boardings. The four Lynnwood extension stations had 8539 average weekday boardings. Both small fractions of Sound Transit pre-debut projections.

This lack of ridership would seem to be worthy of discussion. Yet neither the February 12th Sound Transit Systems Expansion Committee meeting video nor the agenda of the February 26 Board meeting included any mention of light rail ridership.\

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For example, how much did the extensions cost Sound Transit? They currently budget light rail vehicles at ~ \$30 per mile. Thus a 4-car round trip on the 8 mile extension from Angle Lake to Federal Way costs \$1920 The 8.5 mile extension from Northgate to Lynnwood costs \$2040 per round trip. Assuming the current schedule requires 120 trips, the Federal Way extension costs \$230,400 daily, the Lynnwood Link, \$244,800.

Again, the December ridership reports reflect the seasonal variations. However, the report results in Federal Way's 4929 riders costing \$49.75 per rider. The Lynnwood Link's 8539 riders, \$28.67 per rider. Those costs per rider will presumably drop with later ridership data.

The bottom line is the lack of riders on both extensions would seem to merit Sound Transit Board attention, especially regarding additional ST3

extensions Their continued plans for extensions beyond Federal Way and Lynnwood indicates they've chosen to ignore this harbinger of future problems.

Eric and Sally Slippern

Hello Sound Transit Board Members,

We are 25-year Issaquah residents and public transit riders/advocates. We are writing to ask that the Issaquah light rail extension remains fully funded.

Our community has been planning for and looking forward to this connection for many years. Light rail to Issaquah will provide fast and easy access to jobs and events in Seattle and beyond. It will also reduce congestion on I-90 for everyone travelling to, from or through Issaquah.

Just as importantly for my family, improved clean public transit supports green energy goals and preserves our fabulous climate for our children (and hopefully grandchildren by the time light rail opens 😊).

Issaquah is fantastic community with consistent growth. Regional light rail connections are essential to keeping residents connected to jobs, schools, and services without adding more traffic to our already busy roads. We respectfully urge the Board to honor the commitments made to voters and ensure Issaquah remains part of the region's light rail future.

Thank you,

Eric and Sally Slippern

Issaquah Residents

Marcus Nilsen

Honorable Chair & Members of the Sound Transit Board:

I am a long-term resident of the Eastgate-Issaquah area writing to ask that you please keep the Eastgate - Issaquah light rail extension fully funded and moving forward, as approved by the voters supporting this crucial project.

As a one-car family, we rely on transit, especially for medical appointments using the new light rail to our Bellevue medical center, and bus to Issaquah for dental appointments and shopping. The I-90 and side-road chokepoints between Issaquah, Bellevue, and Seattle are bad and getting worse, and abandoning light rail along the Issaquah-Eastgate-Lakemont corridor would be disastrous. Bus service between Issaquah and Eastgate is well intentioned but still gets stuck in traffic and is poorly synchronized with other transit connections. The planned light rail would be a huge, huge improvement.

I appreciate the financial issues and your efforts to address them early on, but please do not break trust with the voters who approved these ST3 projects. A delay would be understandable if slower pacing helps affordability for keeping the promise of Issaquah light rail. Are there elements that can be re-designed for cost savings? Also, I for one would strongly support a new vote to pay extra to expedite ST3, and for long term viability of the system.

I respectfully urge the Board to honor the commitments made to voters and ensure Eastgate and Issaquah remains part of the region's light rail future, even if the timeline needs to shift, or a supplemental funding vote is needed to ensure long term funding.

Thank you.

Marcus Nilsen

Robin Gitelman

Dear Sound Transit Board Members -

Growing up in the Chicago suburbs, I was lucky to live less than a 10 minute walk from what was then called "the Skokie Swift", (now called the Yellow Line) a 5-mile shuttle train route that connects the Northshore suburbs to downtown Chicago stations and beyond. As a high schooler, it allowed me to spread my wings and explore the city. As a college student, it allowed me to get to college on the south side of Chicago easily and without the expense of a car. I also used the train to commute to my first jobs.

Having access to a train changed the opportunities and experiences had and helped shape me into the person I am now. How disappointing it was when I moved to Sammamish only to find that it did not have a world-class metro system for my own children to use to have the same opportunities.

While I understand that there are affordability challenges that the Board must address, the Issaquah line **MUST NOT BE ABANDONED**. It will bring the Eastside closer to the rest of the region in a way that nothing else can and will offer significant benefits, not just regionally, but on a human basis.

In addition, Sound Transit Board must fulfill the promise of light rail that was made when we voted to pay taxes for the ST3 projects. As Issaquah continues to grow, it will only be harder and more expensive to build rail transit that will make the Puget Sound area more accessible to not just Issaquah but Sammamish, Maple Valley, North Bend, and Snoqualmie, and other nearby cities.

My understanding is that the Issaquah City Council and Mayor Mullet have a number of ways to significantly reduce the cost of the line and potentially even bring the project to fruition on a faster timeline. Accomplishing a rail line under budget and ahead of schedule would be a win for the entire Puget Sound area.

I urge the board to take the creative proposals being offered and match them with curiosity, bravery, and commitment to bring Sound Transit to Issaquah.

Sincerely,

Robin Gitelman
Sammamish WA

Susan Glicksberg

I am writing as a citizen who has been paying into the Sound Transit Plan through our taxes and car tabs since the late '90s. I recently heard that, due to cost overruns, the Issaquah to Kirkland line may be on the chopping block.

I am in my late 60s and am counting on public transportation as I age and prefer not to drive into downtown Bellevue and Seattle. The idea of driving to downtown Issaquah and taking a train to Seattle, the university district or Bellevue, Redmond or Kirkland is very appealing. In fact my husband and I "rode the rails" on our anniversary from South Bellevue to Redmond and then back to downtown Bellevue where we had our anniversary dinner. We then returned to South Bellevue. We did not have to find parking. It was a pleasure.

I urge the Sound Transit Board to reevaluate their plan to axe the Issaquah line. People will come from North Bend, Snoqualmie, Sammamish, Maple Valley to use the Issaquah train. Without this mode of transportation, many will stay home which hurts the local economy. We have paid into this plan for years and deserve for Sound Transit to deliver on their plan. Also, please consider connecting to the South Bellevue station instead of having to go into Bellevue to head downtown.

Thank you for your consideration.

Susan Glicksberg
Resident of Issaquah

Kelly Munn and Steve Thues

Most of you have visited Issaquah, maybe hiked some trails, seen the troll. But you probably don't have a sense of our community. We are on the outskirts of rural AND city. And we travel back and forth between all of them. We definitely use our cars more. We try to use public transportation, and we are a city that has strong goals for being green.

Don't cut any possibility of us having light rail in the next 40 years.

King county has growth management goals. How do we meet them? It will be Issaquah, and surrounding towns that will make up most of the growth. Do we really want to use cars and buses to move people around?

Our Mayor and council have come up with a plan that actually has solutions. We are the ONLY city who is saying we will help you, we will ask less of you. Don't cut us out.

I'm 69 and my husband is 70. We won't benefit from light rail. In fact, the building of light rail will likely cause disturbance for us.

Keep the dream alive. We want and need light rail. We voted for light rail. We though light rail was a good idea every time we voted. We have been paying for light rail for a long time, and a lot more every year. We are still happy to pay those taxes.

Listen to the city of Issaquah and partner with us. Reconnect to your own vision of what light rail could be in King County.

Kelly Munn & Steve Thues

[Brien Chow](#)

Public Comment by Brien Chow, Sound Transit Board Meeting, Thursday, February 26, 2026, Union Station, 1:30 p.m. Written

Good afternoon. I'm Brien Chow, co-founder of Transit Equity for All and Chair of the Outreach Committee of the Chong Wa Benevolent Association.

Legal & Policy Argument

Re: Subarea Equity Application to Second Downtown Tunnel (DSTT2)

Including Station Naming Consistency

Introduction

This memorandum addresses two related governance issues currently before the Sound Transit Board:

1. **The application of adopted financial policies — specifically subarea equity — to the allocation of costs for the Second Downtown Tunnel (DSTT2), and**
2. **The legal consistency of the station name is presently styled “[International District/Chinatown.](#)”**

Sound Transit is navigating a significant long-range affordability challenge that demands careful policy alignment between financial commitments made to voters, statutory requirements, adopted financial plans, and regional equity principles. The *Board's Enterprise Initiative* acknowledges this imperative by directing a comprehensive reassessment of financial assumptions, capital delivery approaches, and system-wide prioritization in order to maintain fiscal integrity while maximizing mobility benefits within available revenues. ([Sound Transit](#))

Subarea equity is a foundational financial policy that ensures revenues generated in each subarea are applied proportionally to benefit that subarea, subject to Board discretion when aligned with broader system needs. ([Sound Transit](#)) The Second Downtown Tunnel, as planned for the Ballard Link Extension, would add a new 3.3-mile light rail tunnel under downtown Seattle with multiple stations, including a station at **4th Avenue Station** and a **Midtown Station under Madison or near 5th Avenue between Madison and Columbia Street.** ([Sound Transit](#))

Simultaneously, station naming carries legal and policy significance where the City of Seattle formally recognizes the neighborhood as “**[Chinatown–International District](#)**” (CID).

Inconsistency between Sound Transit's official station names and municipal designations can cause...

- unnecessary governance friction,
- misalignment with adopted plans,
- and community concerns.

These issues require a legally consistent approach grounded in adopted policy, fiscal discipline, and respect for municipal standards.

I. Subarea Equity Policy: Board-Adopted Financial Rules

Under Sound Transit's **subarea reporting requirements**, the Long-Range Financial Plan must:

- Allocate local tax revenues, debt capacity, operating and capital expenditures by subarea.
- Allow Board discretion to allocate systemwide and general revenues in the agency's best interest after considering funding needs to complete, extend, or enhance the system plan. ([Sound Transit](#))

The Second Downtown Tunnel represents one of the largest capital elements in the Ballard Link Extension. It is functionally a **regionwide capacity and resiliency asset**, not solely providing local benefit to Seattle or the North King Subarea.

Assigning a disproportionate share of the project's financial burden to the North King Subarea without clear alignment between subarea benefit and cost conflicts with the structural intent of the policy.

In a period of constrained fiscal capacity, applying subarea equity rigorously requires that:

1. Cost allocations reflect **functional system benefit** rather than purely geographic location, and
2. Board discretion be exercised transparently to balance subarea responsibilities while ensuring overall plan affordability consistent with voter commitments and statutory requirements.

II. Policy on Enterprise Initiative and Financial Integrity

The Board adopted **Motion M2025-36**, which directs the Enterprise Initiative and formalizes the integration of finance, policy, capital delivery, and operations workstreams to address affordability and system priorities. ([Sound Transit](#))

This motion provides legal basis for the Board to revisit cost allocations, sequencing, and scope where necessary to maintain fiscal integrity.

DSTT2 cost implications — given ballooning estimates in BLE cost projections — fit squarely within this mandate.

The Long-Range Financial Plan also confirms that Sound Transit’s planning horizon integrates board-adopted policies, subarea equity considerations, and projected expenditures to produce sustainable debt profiles and operating forecasts. ([Sound Transit](#))

III. Legal Consistency Issue: Station Naming

The neighborhood served by the CID station is formally recognized by the City of Seattle as “**Chinatown–International District**” (CID). ([Seattle City Ordinance 119297](#))

This legal naming should, where feasible, align with Sound Transit’s official station labels to:

- Maintain consistency with municipal code and adopted planning documents
- Avoid confusion in wayfinding materials and legal documents
- Respect community identity and historic recognition

Station naming is an administrative action that does not materially affect capital cost or service planning but *is significant in governance alignment and local law compliance.*

IV. Conclusion

The question before the Board regarding DSTT2 is not whether it has value — it does — but whether its cost allocation complies with adopted subarea equity policy, the agency’s fiduciary duties, and fiscal discipline.

Where a major capital investment delivers multi-subarea and regionwide operational benefit, allocating costs in a manner disproportionate to benefits undermines the purpose of subarea equity. In the present fiscal context, the Board is legally authorized — and in fact directed by Motion M2025-36 — to reevaluate allocation approaches, sequencing, phasing, and scope to ensure long-range financial sustainability and policy consistency.

*Additionally, aligning the station name with the legal designation “**Chinatown–International District (CID)**” is a low-cost governance correction that strengthens interjurisdictional consistency and community respect.*

Adhering to adopted financial policies and legal naming standards preserves public confidence, supports equitable treatment of subareas, and reflects sound governance practices as Sound Transit builds out its regional system.

Brien Chow

Co-Founder Transit Equity for All

FOR MORE INFORMATION... linktr.ee/TransitEquityforAll_MFo4th

Public Comment by Brien Chow, Sound Transit Board Meeting, Thursday, February 26, 2026, Union Station, 1:30 p.m.

Good afternoon. I'm Brien Chow, co-founder of Transit Equity for All and Chair of the Outreach Committee of the Chong Wa Benevolent Association.

Sound Transit faces a \$35 billion funding gap. The primary driver is the second downtown tunnel.

SB 6148 would authorize 75-year bonds. That's two generations of debt.

Depending on interest rates, taxpayers could pay three to four dollars in interest for every one dollar built — and still be paying in the 2090s.

It also makes Sound Transit ineligible for State Regional Mobility Grants if bonds exceed 40 years.

This is not a funding solution. It's a debt extension.

There is an alternative.

Defer the second tunnel. Interline through the existing tunnel. Your own feasibility work shows up to \$4.5 billion in savings.

It delivers service sooner and avoids deep stations that create accessibility fail-points in the CID.

It avoids displacing 800 clients receiving services in Pioneer Square. It avoids demolition of the Reynolds Hotel, which belongs to a family of color... And it avoids altering the King County courthouse and City Hall.

Don't borrow from the 2090s to fix 2020's!

Future taxpayers don't have a seat at this table — you do... Protect them.

Equity includes financial stewardship... Don't burden future riders with today's mistakes.

Defer the tunnel. Protect the region. Stop the 75-year debt.

Grant a 90-day comment period... Thank you.

Brien Chow

Co-Founder Transit Equity for All - FOR MORE INFORMATION... linktr.ee/TransitEquityforAll_MFo4th

Betty Lau

Written Public Comment by Betty Lau, Sound Transit Board Meeting, Thursday, 2/26/26, 1:30 p.m., Union Station

Happy New Year of the Fire Horse! I'm Betty Lau, co-founder of Transit Equity for All, board member of the Chong Wa Benevolent Association, and member of Sound Transit's Citizens Accessibility Advisory Committee.

First, at the Seattle City Council meeting of Monday, Feb. 23, 2026, Council told your staff to correct the backwards name of International District Chinatown station to align with the CID name. CEO Constantine has promised publicly, "We will listen to communities" (KUOW interview, 8/11/25). Please listen and act now. We've been asking for 22 years.

Secondly, I have yet to see a staff report to you about the realities of the North and South of CID preferred alternatives while thousands were spent on a report to you about why 4th Avenue alternative cannot be built.

Here are the excerpts from reports by HNTB and Values Management Strategies (VMS) for you to consider—my comments are in square brackets:

Information from the HNTB report to Sound Transit: (1/24/23)

- Out of direction travel [walking and riding] with N&S of CID alternatives
- 12-minute walks with N&S of CID alternatives [walking minutes not given for 4th Avenue to compare]
- Admission that without a southern transit hub at 4th Avenue, riders will need to ride to Westlake to make their connections to other lines to go south
- S of CID rail platform is at 6th and Royal Brougham

VMS Report Excerpts:

Report to Sound Transit 11/14/23 but not posted online for the public until 11/7/24

- 65 North of CID Constraints
 - Proximity to adjacent structures
 - Maintain operations of Metro routes 3 and 4 (trolley wires)
 - Limit construction traffic through CID neighborhood
 - "Replaces" Midtown Station – needs to serve same area, including connection to Madison Rapid Ride G-Line
 - Geotechnical considerations – future explorations planned late 2023
- Displaces King County Administration Building and other buildings that house social services, including Hotel Reynolds [Work Release Facility] & Group Care Home/Apartments [According to Alliance for Pioneer Square, 800 would be displaced from supportive housing, day care & day services; the work release social worker says most of those in the work release program are Indigenous, who are also served by Chief Seattle Club]
- Full Street Closures:
 - James Street between 3rd and 4th avenues (4 years) (potential)

- Jefferson Street east of 4th Ave and west of Chinook building (6 years)
- Partial Street Closures:
 - East curb lane on 4th Ave between Terrace and James streets (6 years)
 - James Street at the intersection of James Street and 4th Ave (1.5 years)
 - Property acquisitions, displacements, and environmental concerns:
 - Adversely affects four historic properties: KC Administration Building, 420 4th Ave, Hotel Reynolds, and Macrae Parking Garage
 - Potential closure of KC Courthouse south tunnel access

- Full Street Closures:
 - James Street between 3rd and 4th avenues (4 years) (potential)
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 - Property acquisitions, displacements, and environmental concerns:
 - Adversely affects four historic properties: KC Administration Building, 420 4th Ave, Hotel Reynolds, and Macrae Parking Garage
 - Potential closure of KC Courthouse south tunnel access

- Full Street Closures:
 - 6th Avenue S between Seattle Blvd S and Royal Brougham Way S (5-6 years)
- Utilities:
 - High pressure underground gas line along 6th Avenue

- BNSF

“In my experience working near a railroad can cause major schedule problems This can come in the form of lengthy submittal reviews, rigid limitations on settlement or adjacent construction activities, or interference during construction. To the maximum extent possible Sound Transit should try to work through all of BNSF restrictions before the project is solicited and reasonable workable solutions should be adopted which have high probability of success. All parties must clearly understand the BNSF requirements from the beginning. If possible, Sound Transit may consider negotiating with BNSF for them to assign a full-time responsible person to this project (at ST’s expense) to help expedite and stream line communication and approvals. Developing and maintaining a good working relationship with the BNSF will be important to advance the project and avoid delays.”

- **North and South of CID Alternatives**
- Reducing the connectivity between modes to save schedule for a project of this magnitude and duration would need to be carefully considered.
- 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.
- 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.

- Based on the “PSQ 45 Pioneer 45 Draft Conceptual Construction Schedule 121222” the entire station and 100 feet of the crossover will be constructed by cut and cover methods and the remaining 300 feet of the cross-over will be constructed by SEM. The cut and cover will directly impact 3 buildings which must be demolished:

- The King County Administrative Building
- The Crouley Building [currently occupied by the Salvation Army Jefferson Day Care]
- The Corrections Department – Work Release Building [Reynolds Hotel owned by Imai Family, which recovered ownership after coming out of incarceration in WWII, eligible for historic listing]

It will indirectly, but significantly, impact 2 other buildings:

- Seattle [sic] City Hall
- King County Chinook Building.

The ownership of these buildings may make this option politically unacceptable [emphasis mine].

- **4th Shallow Refined Draft Conceptual Construction Schedule**
 - 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?

Finally, it is unclear how bypassing CID, forcing extra transfers, walking or wheelchairs longer distances to other transit modes and out of direction travel for those coming from the South and the East benefits the Region, the CID, or those with mobility impairments.

If we and future generations are to pay billions and hundreds of billions in cost and cost overruns, at least let it be for a system that achieves genuine Transit Equity for All!

Thank you.

Marilyn Kennell

Sound Transit's light rail project undermines its intended environmental benefits by producing significant carbon emissions during construction.

ST has removed 140 acres of trees, eliminating 320 tons of annual carbon absorption, vital shade, and wildlife habitats. Over 10 years, that's 3,200 tons lost; over 20 years, 6,400 tons. All carbon emissions contribute equally to climate change, regardless of their source.

Here are some facts:

- **ST generates about 400,000 metric tons of carbon annually from construction and congestion.**
- **The West Seattle light rail will add 600,000–1,000,000 metric tons of carbon over 10–15 years of construction and congestion.**
- **Sound Transit has already eliminated over 140 acres of green space and forests.**
- **DEIS and FEIS reports say Sound Transit's mitigation strategy will take 50–100 years, and increased light rail use won't offset the carbon from ongoing and planned projects.**
- **As a result, Sound Transit is worsening, not improving, climate change.**
- **WSLE EIS documents predict light rail ridership in 20 years will match current bus levels.**

We need lower-carbon, more sustainable transit solutions now—not decades later.

Vote NO on Motion No. M2026-06

Respectfully,

**Marilyn Kennell
West Seattle**

MaryKate W. Ryan – Historic South Downtown

Note: The expanded comment can be found at the end of this document.

Comment summary for you:

Please advocate for 90 days for review of Ballard Link Extension's second Draft Environmental Impact Statement. Do not seriously consider a 5th Ave S CID Station, an option this board declared culturally-infeasible in 2023 due to its devastating impacts on the Chinatown International District neighborhood and historic district.

MaryKate W. Ryan (all pronouns)

Preservation Planner

historicsouthdowntown.org

603.219.4081

Currently working M-Th 8AM-5PM

In offices T-W-Th

Alan Denson

Dear Chair and Members of the Sound Transit Board,

I am an Issaquah resident writing to express my support for keeping the planned light rail extension to Issaquah in the regional system.

I understand that Sound Transit is facing real budget and affordability challenges, and I appreciate the work underway to address them responsibly. At the same time, I want to be clear that light rail to Issaquah is important to me, my family and friends, our broader community, and beyond.

For more than a decade, Issaquah and our region have been planning for this connection. Light rail would provide a much-needed connection and reliable access to jobs, education, and services to folks throughout the region, while reducing traffic and giving people a meaningful alternative to driving. As Issaquah continues to grow, this connection will only become more important.

I respectfully urge the Board to keep Issaquah's light rail station moving forward and to work with the City of Issaquah as a committed partner in delivering this project.

Thank you for your leadership and consideration.

Sincerely,

Alan Denson
Issaquah

Juliana

Dear Chair and Members of the Sound Transit Board,

I am an Issaquah resident writing to express my support for keeping the planned light rail extension to Issaquah in the regional system.

Issaquah has diligently waited, planned, and paid for light rail service. Issaquah is a growing hub in the region and businesses and residents have invested here knowing that light rail was coming.. The light rail would make my commute more time and energy efficient. It would assist workforce challenges for businesses in Issaquah. I understand that rising costs have been a major challenge for Sound Transit and I appreciate the work the Board and staff are doing to manage these challenges. Please prioritize your commitment to taxpayers and retain the light rail connection to Issaquah.

Thank you,

Juliana

Rhoades Clark

To the Sound Transit Board of Directors,

As a lifelong eastsider and current Issaquah resident, I'm adding my voice to the chorus asking you to keep Issaquah light rail in your plans. I voted for it in 2016 and moved to Issaquah in 2019 on the promise that Sound Transit would deliver light rail to the city - even if it wasn't going to be there for 20+ years. I've been happy to pay toward this promise for 10 years.

I was disappointed to learn ST is considering cutting Issaquah from the ST3 plan. I love Issaquah, but it's entirely too car dependent, and our bus system doesn't get the job done for commuters, including myself. I know light rail is expensive, but we need a better solution connect Issaquah - and its neighbors in Sammamish and North Bend - to Bellevue and Seattle. I attended a rally hosted by Issaquah Mayor Mullet this week came away inspired by the City's plans and commitment to partnering with ST to make the project more affordable. I hope you earnestly consider the City's reasonable proposals and keep Issaquah in your plans.

I know ST is in a tough position. Thank you for your work thus far and for listening to the people most affected by this decision.

Best,

Rhoades Clark

4252414541

rhoadesclark@fastmail.com

Brian Swanson

Hello,

I'm writing because I heard that the light rail link to Issaquah is at risk due to budget constraints. I'm currently riding the 1-line to Westlake, I live near Angle Lake and the light rail has really changed my life and made my daily commute so much more relaxed and enjoyable. The idea that Sound Transit is considering removing expansion plans to Issaquah, North Bend and other spots in the Eastside is really troubling to me!

My understanding is voters approved the extension in 2016 and have been paying taxes for a decade. I think it's extremely important Sound Transit honors this commitment and investment from voters. It's such a logical win: bring more transit to the Eastside, make it easier than ever to navigate the region and showcase how fantastic your system is!

I hope you all reconsider, I've lived my whole life in the greater Seattle area and seeing how you all have revolutionized public transit here has been so great.

Thanks!

Brian Swanson.

Jen Coll

Hi Sound Transit,

As a first-time homebuyer who recently chose Issaquah to plant roots, I am writing to express my strong opposition to any proposals that would cut or further delay the Issaquah Link light rail project.

When I chose to invest in a home here, the voter-approved Sound Transit 3 plan was a deciding factor.

My husband and I are exactly the kind of "young growing family" that Issaquah needs to attract to remain a vibrant, sustainable community. We viewed the promise of a high-capacity transit connection to Bellevue and the wider region as a cornerstone of this area's long-term viability.

The Issaquah Link is a necessity for our community for several reasons:

- Professional Connectivity: Many residents rely on the promise of predictable, traffic-free transit to reach major employment hubs. For young families, this represents the essential work-life balance required to thrive in this region.

- Smart Growth and Sustainability: Issaquah is meeting regional housing needs by increasing density.

This urban growth only works if it is supported by high-frequency transit. If we are serious about climate targets, we must provide viable alternatives to the heavy congestion on I-90.

- Public Trust: We are paying the taxes for these improvements with the expectation that Sound Transit will honor its commitment to Eastside voters. Scaling back now feels like a breach of the trust we placed in the regional transit plan when making the largest investment of our lives.

I understand the budget challenges, but I urge the Board to prioritize the "leaner" design alternatives proposed by the City of Issaquah instead of completely cutting the project. These are sensible, fiscally responsible ways to deliver the project we were promised.

Please keep the Issaquah Link on track for the sake of the residents and families who are the future of this region.

Sincerely,

Jen Coll

Nathan Bosen

Hello,

The citizens and city of Issaquah have committed to plans for light rail expansion and have been paying for that expansion since 2016. This infrastructure is critical to ensure that Issaquah does not remain a public transit desert. In particular, since the city is split by I-90, it makes traveling between north and south Issaquah incredibly difficult.

As someone who works in Bellevue, having a line of transit between Issaquah and Bellevue would make the day-to-day commute so much easier, better on the planet, and boosts the economy of both cities.

Please reconsider your decision to stop the expansion to Issaquah!!

Thank you,

Nathan Bosen

Eric Robison

I know you're dealing with budget issues and I appreciate the work that goes into all of this. But voters approved light rail to Issaquah back in 2016, and we've been paying into this for years - it should actually happen. It doesn't feel right to back out now.

As a Costco corporate employee, Issaquah light rail service would make a huge difference in my commute and for a lot of my coworkers. Right now, pretty much everyone drives separately and tries to find parking in already full garages. A lot of the people I work with live along existing or planned light rail lines, so this would actually cut down a ton of single-car commuters coming into the city.

This area is already really car dependent, and getting between Issaquah, Bellevue, and Seattle isn't easy with the limited transit options we have now. Light rail would make a real difference.

I really hope you stick with the original plan and keep Issaquah included.

Thanks for your time,

Eric Robison

Brent Monroe

Dear Chair and Members of the Sound Transit Board,

Issaquah has a unique opportunity to become an urban growth hub, but we can only realize this potential with robust public transit support. Providing reliable and fast regional connections is critical to unlocking our city's growth.

We paid for it and we want it.

Please commit to moving forward with the Issaquah light rail project.

Sincerely,

Brent Monroe
Issaquah Resident

Larry Franks

Sound Transit Board:

It is critical that transportation infrastructure be available to get me out of my car. Please continue to plan around extending frequent light rail service to Issaquah. The benefits are worth investing to achieve:

1. Reduce congestion on our freeways and main arterials
2. Reduce emissions from my and other vehicles
3. Reduce the deposition of 6PPD-Q (the “tire dust poison”) generated by rubber-tire equipped vehicles

I am a presently a frequent user of route 554, and the availability of light rail service direct from Issaquah would improve on that significantly.

Larry Franks
BS Fisheries UW 1979
24001 SE 103rd St.
Issaquah, WA 98027-8325

Landline: 425.392.2571
Cell: 425.922.9754

Martin Westerman

Greetings esteemed leaders,

Sound Transit has no trustworthy plan to mitigate the 400,000 tons of carbon it generates annually from construction, attendant traffic congestion, and other activities. Its WSLE FEIS states that ST will take 80 years to mitigate the 614,000 tons of carbon it would generate from West Seattle-Downtown link construction alone. That does not include the added carbon and pollution from the traffic congestion it will cause. In a world of worsening climate change effects, that is unacceptable for an agency that claims that it operates “sustainably.” .

Specifics:

- Regardless of source, generated carbon (from construction, vehicle exhaust, manufacturing) is identical. There is only one entry for Carbon on the Periodic Table.
- Sound Transit’s “sustainability” claim is based solely on the power source for its trains. Meanwhile, ST does massive environmental damage to get those trains running.
- ST has cut 140 acres of forest canopy, eliminating heat island mitigation and habitats, erosion management, carbon sink, oxygen production and more. Continuing damage to ecosystems is not sustainable.
- Converting drivers of fossil fuel vehicles to train ridership will never offset ST’s generated carbon and pollution. That plan is not sustainable.
- While Seattle and King County aim to be carbon neutral by 2035, ST’s 80-year mitigation plans (for WSLE and BLE (Ballard-Downtown)) help prevent the city and county from reaching their goals. That is not sustainable.
- The cost explosions for BLE, from 2016 voter-approved \$3 billion, to 2026 \$12 billion, and for WSLE from \$1.7 billion to \$9 billion, are not financially sustainable.
- ST’s failure to invest some of its massive revenue in mitigation and regenerative instruments, to offset its massive ecosystem damage, and carbon and pollution output, is also not sustainable.

We need less expensive, lower-carbon, more sustainable transit solutions now, and Sound Transit’s WSBLE DEIS AND WSLE FEIS, and the regional transit.experts’ EIS-C, explain how that can be done.

For now, we urge you to vote NO on Motion No. M2026-06.

All the best,

Martin Westerman / West Seattle

Kristin Pearson-Franks

Dear Sound Transit Board:

I am very concerned that the board is considering canceling the Issaquah light rail project. This connection is critical to move cars off the road and reduce emissions contributing to global warming. Issaquah is well poised to receive a transit station as a rail route down the middle of I-90 would be much less costly than other routes proposed in the Seattle area. Please reconsider and plan for the next generation.

Kristin Pearson-Franks
24001 SE 103rd St.
Issaquah, WA 98027-8325

Landline: 425.392.2571
Cell: 425.922.9760

Eason Wang

Good afternoon Sound Transit Board of Directors,

On behalf of the Central Puget Sound Youth Transportation Alliance (CSYTA), I am writing to emphasize the importance of seamless connectivity between the 1 Line and 2 Line once full East Link service is operating.

As the network grows, downtown Seattle will contain multiple major transfer pinch points. International District–Chinatown Station will remain the primary connection to King Street Station and regional rail. Westlake Station connects riders to the Monorail and major commercial districts. Symphony Station is already one of the busiest stations in the system.

Rather than concentrating even more transfer pressure at those locations, Pioneer Square Station presents a unique opportunity to diversify and strengthen the system by serving as a dedicated cross-platform transfer hub between the 1 Line and 2 Line.

A center platform configuration at Pioneer Square would allow riders to simply walk across the platform to transfer between lines. This type of arrangement significantly reduces transfer time and confusion, especially for riders traveling with luggage, families, and those with mobility challenges. Elevators and vertical circulation points would no longer determine whether a transfer is successful.

Importantly, train scheduling could be designed so that cross-platform transfers at Pioneer Square are the most efficient option. If arrivals are timed correctly, it would not be faster to remain on board and transfer elsewhere. Instead, riders could intuitively step off one train and board the next across the platform. This reduces missed connections, platform congestion, and unsafe rushing behavior.

This approach also distributes passenger flows more evenly across downtown. With International District–Chinatown serving Sounder and Amtrak connections, Westlake handling retail and Monorail transfers, and Symphony acting as a core downtown access point, Pioneer Square is well positioned to function as a purpose-built transfer node.

Temporary center-platform solutions have been implemented before during construction and service transitions, demonstrating that operational flexibility exists within the system. A similar strategy at Pioneer Square would meaningfully improve safety, reliability, and overall rider experience.

For students, it may mean arriving at class on time. For workers, it may mean catching the last bus home. For riders with mobility limitations, it may mean transferring with dignity rather than difficulty.

We respectfully urge Sound Transit to formally study and prioritize a center-platform transfer solution at Pioneer Square Station as part of long-term system optimization.

Thank you for your consideration.

--

Eason Wang

Co-Founder & Chief Financial Advisor

Mobile: 253.217.3343

Desk: 425.689.8399

csyta.org

[Instagram](#) | [Youtube](#)

Unnamed Commenter

Dear Sound Transit Board Members,

The far east side has endured repeated transit service reductions over the past fifteen years. From the late-2000s and mid-2010s recession-era cuts, to now the risk of a 4-line cut. We have consistently kept our heads in the guillotine awaiting the next chop and with each round of cuts we have fewer options and longer travel times, leaving us with significantly worse transit access than communities of comparable or even lower density and ridership.

The proposed Fall 2026 reroute of Route 554/556 will remove Sammamish's only early-morning and late-evening bus service. Currently, select 554 trips serve Sammamish – 2 westbound and five eastbound. They are the only transit lifeline for Sammamish residents who need to reach Sammamish after the final 269, at 6:08p.

I ask that the Board create a final 2026 service proposal that uses accurate data for all affected ST Express routes and clearly highlights the adverse impacts these changes will have on communities that have already experienced repeated service reductions. One example of inaccurate data would be the incorrect 550 frequency, intentional or not, I don't know. We deserve transparency about what we're losing and what, specifically, replaces it, if anything at all.

During his time in the senate, I seldom agreed with Mark Mullet's policies, but he speaks for many of us on the far east side when he argues that the Line 4 Kirkland–Issaquah project must be built. Issaquah and Kirkland residents have been paying ST3 taxes since 2016 with the promise of a line, and shelled out tens of thousands of dollars, not to mention the money that developers have invested into Issaquah and Kirkland after a promise of light rail construction.

I support the cost-saving measures and collaboration offer that Mayor Mullet and the Issaquah City Council have proposed – parking garages are among the least effective components of any light rail project, and you are planning to build \$1B worth of them for ST3. The proposed garage at the Issaquah station is unnecessary and is contributing to the very budget concerns that threaten the line's existence. Eliminating parking, using WSDOT right-of-way along the I-90 median, and building more compact stations would free up substantial capital.

We're growing rapidly, our road capacity is limited, and transit investment here is essential. I ask the Board to protect Line 4 to ensure that more people can experience Salmon Days without generating tire debris that kills the fish, close the Sammamish service gap in the Fall 2026 plan, and deliver on the promises made to King County voters.

Adam Fuchs

Dear Sound Transit Board,

My name is Adam Fuchs, and I am the Vice Chair of the Issaquah Transportation Advisory Board. I'm writing to express my support for continuing the planned extension of light rail to Issaquah. Given the budget situation, it is understandable that Sound Transit is looking to reposition some of its future projects. However, divesting in the 4 Line, especially the connection to Issaquah, would be a mistake at this time.

Issaquah is well positioned to maximize the return on investment in light rail over the coming decades. Central Issaquah is on its way to blooming into a dense urban village that blends the live, work, and play balance to easily justify light rail. This line will serve multiple large corporate headquarters (Costco, T-Mobile, REI, and Sanmar to name a few), tens of thousands of residents, tens of thousands of students at Bellevue College, and a rich selection of culture, food, and recreation. Our mayor, city council, and city staff are aligned to supporting the growth and infrastructure investment that goes hand-in-hand with light rail, which you can see in the planning work that is already underway. King County is underbuilt by tens of thousands of housing units just to support the current population, and Central Issaquah is one of the best places around to build that housing in a way that optimizes infrastructure investment (i.e. avoids sprawl). Light rail is a critical part of this plan.

East King County is responsible for about a quarter of ST3 tax revenue. Voters expect proportional benefit from these taxes. Light rail will go a long way towards satisfying voters, but the discussed alternatives like Bus Rapid Transit will not. Given the opportunities to build along I-90 and potential station alignments that do not require major right of way purchases, the cost of extending light rail to Issaquah is likely to be significantly less expensive than other lines. The Issaquah City Government is committed to minimizing construction costs by supporting less expensive choices, planning ahead of time to avoid expensive change orders, and leveraging city resources to fulfil the vision post-construction. Whether you're looking at political or economic returns, light rail to Issaquah should be higher on the list of ST3 projects.

Thank you,

Adam Fuchs

Issaquah Resident

Vice Chair, Issaquah Transportation Advisory Board

Matt LaBelle

Dear Chair and Members of the Sound Transit Board,

I am an Issaquah resident writing to ask that you keep the Issaquah light rail extension fully funded and moving forward.

For more than a decade, our community has planned for this connection. Light rail to Issaquah would provide reliable access to jobs in Bellevue and Seattle, reduce congestion on I-90, and give the region a dependable alternative to driving to and from Issaquah. It would also support our region's climate goals and improve affordability by reducing the need for multiple car ownership.

Issaquah is growing, and strong regional transit connections are essential to keeping residents connected to jobs, schools, and services without adding more traffic to our already busy roads. I respectfully urge the Board to honor the commitments made to voters and ensure Issaquah remains part of the region's light rail future.

Thank you,

Matt LaBelle

Issaquah Resident, & home owner

Alvertis Brooks Jr. – Rainier Valley Community Development Fund

Note: The attachment corresponding to this comment can be found at the end of this document.

Hello Sound Transit Board Members,

Attached is RVCDF submission for Public comment.

Alvertis Brooks Jr.
Executive Director



2802 South McClellan St.

Seattle, WA 98144

D 206.722.4009

F 206.722.1729

<http://www.rvcdf.org>

Shannon Anderson

I'm writing as a resident and long-time taxpayer to express my deep concern about the possibility of removing the Issaquah light rail extension from the regional plan. In 2016, voters—including myself—approved and began paying taxes for a system that explicitly included light rail connecting Issaquah to the regional network. For nearly a decade, our community has consistently supported these investments with the understanding that Sound Transit would deliver on the commitments made.

While I recognize the financial challenges Sound Transit is managing, removing the Issaquah extension would break the expectations set with voters and undermine trust in the long-term planning process. The Eastside continues to grow rapidly, and Issaquah in particular faces increasing congestion, limited transit options, and significant housing expansion. A high-capacity transit connection is not just a convenience—it is a critical piece of sustainable mobility, environmental responsibility, and equitable regional access.

I urge Sound Transit to preserve the Issaquah light rail project in its long-range plans and to explore phased construction, alternative funding strategies, or timeline adjustments rather than eliminating the project entirely. The Eastside deserves the transit investments we were promised, and the region's future transportation needs depend on forward-looking infrastructure that connects all major population centers.

Thank you for your consideration and for your ongoing work to build a stronger, better connected Puget Sound.

Sincerely,

Shannon Anderson

John Niles

Mayor Wilson and other Board Members:

While Sound Transit engages in many "green" practices, overall sustainability across the three components of environmental protection, social equity, and sound economics is provably lacking in Sound Transit's construction plans for the future. ST3 is now positioned for the future as a source of regional damage across all three components of sustainability. The evidence is clear in available documents.

Please don't harm our region with a formal board voted claim that Sound Transit is proceeding sustainably with the incomplete considerations covered in the 2026-2030 Sustainability Plan. Vote NO on Motion No. M2026-06 or at least delay formal consideration for another month to have time to read the evidence many citizens will be sending you.

--

John S. Niles

Co-founder, Smarter Transit

President, Global Telematics | globaltelematics.com |

[linkedin.com/in/globaltelematics/](https://www.linkedin.com/in/globaltelematics/)

Executive Research Director, CATES -- Center for Advanced Transportation and Energy Solutions

Research Associate, Mineta Transportation Institute, San José State University

Board Member, Ridesharing Institute

Seattle, WA USA | +1-206-781-4475 | jniles@alum.mit.edu & all previous addresses still valid

New 2nd edition book I co-authored: *The End of Driving: Automated Cars, Sharing vs Owning, and the Future of Mobility*

Free preview of book at

<https://www.sciencedirect.com/book/monograph/9780443223921/the-end-of-driving>

Order at <https://www.amazon.com/End-Driving-Transportation-Planning-Automated/dp/0443223920>

Comments received after the meeting's comment deadline

Unnamed Commenter

Hello,

To whom it may concern. The city of Issaquah has ever been a staple part of the Western Washington hemisphere. To cut its funding from the light rail project has significant implications in the well-being of our state as a whole.

The city of Issaquah proposes the following, which I would consider to be extremely reasonable considerations:

- Acknowledgement of the affordability challenges that the Board is earnestly working to tackle and showing sincere appreciation for their hard work.
- Reaffirm that light rail to Issaquah was committed to voters — we're paying for it and we want it.
- Emphasize that the Bellevue to Issaquah rail line will provide significant regional and local benefits.
- Reiterate that the City of Issaquah and the broader Eastside wants to partner with Sound Transit to keep Issaquah's light rail station moving forward.
- Add a personal touch based on your real lived experience/values to share why light rail in Issaquah matters to you!

Thank you.

Katrina England

Errata: please find the **corrected** message below:

**

Dear Sound Transit Board Members,

Thank you for your continued leadership and thoughtful work as you navigate the difficult financial realities facing the Sound Transit program. I recognize the magnitude of the affordability challenges before you and sincerely appreciate the care and diligence the Board is bringing to these decisions on behalf of our region.

I am writing to urge you to keep Issaquah fully included in the light rail program as originally approved by voters in 2016. Eastside residents have been paying toward this promise for nearly a decade with the clear understanding that light rail would reach Issaquah.

Delivering on that commitment is essential to maintaining public trust in voter-approved regional transit investments.

The Bellevue–Issaquah line will provide substantial regional and local benefits. It will connect growing Eastside communities, expand access to jobs and education, reduce congestion on I-90 and local arterials, and support more sustainable growth patterns across the region. Issaquah is a designated regional growth center, and high-capacity transit is critical to accommodating that growth responsibly while preserving quality of life. I also want to emphasize that the City of Issaquah and the broader Eastside community stand ready to partner with Sound Transit to move this project forward. The City has already put forward constructive, practical proposals to reduce costs while preserving the Issaquah station and the line's core functionality. I strongly encourage the Board to work collaboratively with local partners to refine and implement these solutions rather than removing Issaquah from the program.

On a personal level, light rail in Issaquah matters to me because I commute to Issaquah often. Reliable high-capacity transit to Issaquah would meaningfully improve mobility, reduce dependence on driving, and strengthen connections across the Eastside for residents like me.

Thank you again for your service to our region and for your consideration of these perspectives. I respectfully ask that you keep Issaquah in the Sound Transit light rail plan and continue working with local partners to deliver the project voters approved.

Sincerely,

Katrina England

Katrina England, PhD

Administrative Assistant | **Division of Occupational Therapy**
Department of Rehabilitation Medicine | **UW Medicine**
325 Ninth Avenue | Box 359612 | Seattle, WA 98104
EMAIL: katie@uw.edu

[Book time to meet with me](#)

From: Katrina England

Sent: Thursday, February 26, 2026 1:48 PM

To: meetingcomments@soundtransit.org <meetingcomments@soundtransit.org>

Subject: Public transit in Issaquah

Dear Sound Transit Board Members,

Thank you for your continued leadership and thoughtful work as you navigate the difficult financial realities facing the Sound Transit program. I recognize the magnitude of the affordability challenges before you and sincerely appreciate the care and diligence the Board is bringing to these decisions on behalf of our region.

I am writing to urge you to keep Issaquah fully included in the light rail program as originally approved by voters in 2016. Eastside residents have been paying toward this promise for nearly a decade with the clear understanding that light rail would reach Issaquah.

Delivering on that commitment is essential to maintaining public trust in voter-approved regional transit investments.

The Bellevue–Issaquah line will provide substantial regional and local benefits. It will connect growing Eastside communities, expand access to jobs and education, reduce congestion on I-90 and local arterials, and support more sustainable growth patterns across the region. Issaquah is a designated regional growth center, and high-capacity transit is critical to accommodating that growth responsibly while preserving quality of life. I also want to emphasize that the City of Issaquah and the broader Eastside community stand ready to partner with Sound Transit to move this project forward. The City has already put forward constructive, practical proposals to reduce costs while preserving the Issaquah station and the line's core functionality. I strongly encourage the Board to work collaboratively with local partners to refine and implement these solutions rather than removing Issaquah from the program.

On a personal level, light rail in Issaquah matters to me because [add your lived experience here — e.g., your commute patterns, reliance on I-90, desire for car-free mobility, environmental values, or connection to the community]. Reliable high-capacity transit to Issaquah would meaningfully improve mobility, reduce dependence on driving, and strengthen connections across the Eastside for residents like me.

Thank you again for your service to our region and for your consideration of these perspectives. I respectfully ask that you keep Issaquah in the Sound Transit light rail plan and continue working with local partners to deliver the project voters approved.

Sincerely,

Katrina England, PhD

Brandon Akers

Dear Chair and Members of the Sound Transit Board,

I am an Issaquah resident writing to express my support for keeping the planned light rail extension to Issaquah in the regional system.

I understand that Sound Transit is facing real budget and affordability challenges, and I appreciate the work underway to address them responsibly. At the same time, I want to be clear that light rail to Issaquah is important to me, my family and friends, our broader community, and beyond.

For more than a decade, Issaquah and our region have been planning for this connection. Light rail would provide a much-needed connection and reliable access to jobs, education, and services to folks throughout the region, while reducing traffic and giving people a meaningful alternative to driving. As Issaquah continues to grow, this connection will only become more important.

I respectfully urge the Board to keep Issaquah's light rail station moving forward and to work with the City of Issaquah as a committed partner in delivering this project.

Thank you for your leadership and consideration.

Sincerely,
Brandon Akers
Issaquah Resident

Sarah Venzon

Dear Chair and Members of the Sound Transit Board,

I'm an Issaquah resident writing to ask that you keep the Issaquah light rail extension fully funded and moving forward.

Our family has lived in Issaquah for nearly 14 years and we have been eagerly anticipating being able to use the future light rail connection in Issaquah to easily access Bellevue and Seattle. In particular, we would love to someday be able to use light rail to get to SeaTac Airport and to enjoy downtown Seattle's entertainment venues without having to worry about traffic and parking.

For more than a decade, our community has planned for this connection. Light rail to Issaquah would provide reliable access to jobs, shopping, events, and entertainment in Bellevue and Seattle, reduce congestion on I-90, and give the region a dependable alternative to driving to and from Issaquah. It would also support our region's climate goals and improve affordability by reducing the need for multiple car ownership.

Issaquah is growing, and strong regional transit connections are essential to keeping residents connected to jobs, schools, and services without adding more traffic to our already busy roads. I respectfully urge the Board to honor the commitments made to voters and ensure Issaquah remains part of the region's light rail future.

Thank you for your time.

Sincerely,

Sarah Venzon

Ann Mestrovich

Hello,

Please find below my letter of support for light rail expansion to Issaquah

Thank you,

Ann Mestrovich

Dear Chair and Members of the Sound Transit Board,

My name is Ann Mestrovich and I am writing to express my support for keeping the planned light rail extension between Bellevue and Issaquah.

The Issaquah extension has long been part of the voter-approved regional system. Completing planned connections—especially to end-of-line communities like Issaquah. These communities agreed to pay for this expansion and expect our investment to come to fruition.

I recognize the affordability challenges Sound Transit is working to address. As alternatives are evaluated, I respectfully urge the Board to keep Issaquah's extension in the program and work collaboratively with local partners to deliver the full regional vision voters approved.

Thank you for your service and leadership.

Sincerely,
Ann Mestrovich
Sammamish

Paul R. Sweum

217 185th Ave SE #111-206
Covington, WA 98042
AZWAglassworks@gmail.com

February 19, 2026

Washington State House of Representatives

416 Sid Snyder Ave SW
P.O. Box 40600
Olympia, WA 98504

Re: Support for SB 6148

Washington State Legislature and House of Representatives:

I submit my comments today as an Eastside resident in King County for the majority of my adult life – a fortunate homeowner, and taxpayer happy to contribute to the system and do my small part in bolstering societal progress. I was born on First Hill and raised in south Bellevue, and I have family ties to Everett and Snohomish County. I have a background in city planning, and have commented several times in the past on transit-related matters in the Puget Sound region regarding issues that span policy, funding, design and implementation.

I represent only myself, an Independent voter, and no organization. I am not on the payroll of any political group, special interest group, nor am I a paid actor. In short, I'm here of my own accord.

I fully support Senate Bill 6148... I'm not a financial expert; but some research, coupled with other thoughts, reveal some gains and benefits of 75-year bonds as a financing option:

- It helps transit agencies fund long-term assets such as bridges, tunnels and operation & maintenance facilities – specifically, assets that are necessary and critical for the successful buildout and completion of Sound Transit's ST3 projects – passed by voters in central Puget Sound in 2016
- It presents a tool to keep infrastructure projects moving during periods of headwinds that erode financing options otherwise typically accessible – then when such headwinds subside, tools such as Federal grants may be used to relieve debt service
- Sound Transit's financial standing... the agency has a AAA rating for first-lien bonds, demonstrating strong financial stability and high creditworthiness. In addition, it has a track record of retiring bond debt early, demonstrating how a transit agency can approach the usage of bond instruments delicately with careful consideration, on an as-needed basis

-
- Such financial tools may assist financial portfolios for future transit efforts across Washington State... off the top, the potential to develop effective streetcar systems in Seattle, Tacoma, Everett, Spokane, Vancouver, and Olympia come to mind

In conclusion, this is about maximizing opportunity for future generations and our future selves....

Growing up in south Bellevue in the 1980s and early 90s, I can only imagine the many ways a rapid transit system in the Seattle area would have bolstered my ability to travel into the city and around the region without relying on a vehicle – had the transit vote for Forward Thrust passed when I was a toddler. I was none the wiser then, but now with the value of hindsight and knowledge, I realize how it would have dramatically changed my upbringing experience for the better – for job opportunities, access to education, athletics & clubs participation, events in the city, and the experiences social opportunities bring – without reliance on a vehicle or a driver.

The primary question we need to ask ourselves: why are we here?

I like to think we're here to set future generations up for success with transit options providing opportunities for folks of all ages, demographics and income ranges. Granted, my crystal ball is currently in the shop for repairs... but know this: when ST3 reaches buildout, I'm certain passengers aren't going to be riding these expanded transit options contemplating the funding mechanisms that brought it to life.

To the contrary, if we don't provide the full range of funding tools transit agencies need, systems buildout will have a greater potential to be ineffective or poorly designed due to cost constraints – and as a result the originally-intended plans will fall short and fail us. Then we'll be left asking why action wasn't taken – and what could have been – as we're left with a subpar transit system that's difficult if not impossible to fix.

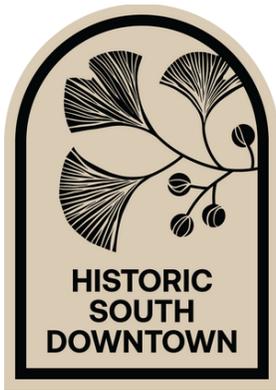
Here... today... we have an opportunity before us to make a difference for the better by passing SB 6148 – to provide funding tools for current and future projects. I don't want to see us deprive our kids and grandkids of added and improved transit mobility and the opportunities it opens up – the way my generation and I were deprived of it in our youth.

Respectfully and with gratitude,

Paul R. Sweum

Paul R. Sweum

Cc: Sound Transit Board of Directors
Others TBD



25 February 2026

Sent via electronic mail

Dear Sound Transit Board,

Historic South Downtown serves the neighborhoods of Pioneer Square and Chinatown International District, two neighborhoods who rely heavily on transit for transportation and quality of life.

We and you are in the middle of planning four expansions to our light rail system – not just Ballard Link, which will introduce new stations in our neighborhoods, but also West Seattle, Tacoma Dome, and Everett. And at the same time, you’re working through a system-wide re-planning and prioritization process with the Enterprise Initiative. We also have disruptions to the federal review processes.

With so many things in flux, we are asking you, as the Board, to work with Sound Transit staff to provide the maximum in transparency and clarity within these many moving parts. Sometimes, clarity is admitting that we don’t have the answers. This, too, helps community know where they stand and how to participate.

Seattle’s transportation history is a series of false starts, dead-end ideas, and regrettable mis-steps. High-capacity transit is the right step forward. What we are asking is that we work together, community and government, to make decisions that we won’t regret in 20 or 50 years.

We ask that you not allow federal delays to negatively impact the timeline for community engagement.

Please advocate for 90 days for review of Ballard Link Extension’s second Draft Environmental Impact Statement. Do not seriously consider a 5th Ave S CID Station, an option this board declared culturally-infeasible in 2023 due to its devastating impacts on the Chinatown International District neighborhood and historic district.

We support the system expansion, and we support the work you are all doing on the Enterprise Initiative. We want the trains. We just don’t want to lose our current thriving communities to get them.

Sincerely,

MaryKate W. Ryan
Preservation Planner

HSD BOARD

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Non-Profit Planning

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Melissa Huggins
PSQ Culture & History

Quynh Pham
CID Non-profit Organization

Aleksa Manila
CID Culture & History

Karen Chung
Local Legislative Authority

Michael Wells
Local Legislative Authority

Good afternoon, Board members,

My name is Alvertis Brooks Jr., and I'm the Executive Director of the Rainier Valley Community Development Fund (The Fund). We are a certified CDFI rooted in equity, access, and opportunity.

The Fund was created because of Link light rail construction in the Rainier Valley through partnership with Sound Transit, the City of Seattle, and the community, with a mission to mitigate harm and promote long-term community vitality. We help small businesses and communities weather construction impacts and build financial strength through times of economic development. We're not just a lender- we are a community partner.

Since our initial public testimonies in 2025, we've had the opportunity to meet with members Balducci and Prince to discuss our work, and we thank you for your time. We've also appreciated the work of Sound Transit staff, under the leadership of Dow Constantine, to ensure the focus on community needs is not lost.

We will continue working with the office Civil Rights (Daphne and Simbi) and West Seattle dedicated staff (Cody and Maria) to ensure harm is acknowledged so healing can take place.

Last Wednesday, we held a meeting in West Seattle at Washington State Black Legacy Institute. In attendance were West Seattle business and community advocates, public officials, and Sound Transit staff. I would like to particularly thank Sound Transit board member Teresa Mosqueda and Seattle City Councilmember Rob Saka for their attendance and participation in the conversation. I earnestly invite other board members to attend future conversations.

The key takeaways from that meeting were clear. Businesses want timely communication regarding changes and resources available to them, and the community wants to be a part of the process to ensure the cultural essence of West Seattle is heard.

We know firsthand the economic and cultural disruptions transit construction can bring, and we're ready to provide our support to keep communities intact and thriving. We believe the future of transit expansion can go hand in hand with community-driven development and we look forward to working with Sound Transit to ensure that progress does not come at the cost of displacement but instead fosters inclusive economic growth.

I will be leaving a document that provides a more in-depth background of our organization, and the work we can do together.

Thank you,

Alvertis Brooks Jr.
Executive Director
Rainier Valley Community Development Fund