

03/26/2026 Board of Directors Meeting Written Public Comment Submissions

Submissions

Save ST3 Form Letters	3
Lin Yang	4
Pierce Transit’s Community Transportation Advisory Group	5
Joel Thornton	6
Teresa Stern	7
Alex	8
Adam	13
Brian Kaku	14
Elijah	15
Carole Lieber Glickfeld	16
Bear	17
Eric Meyer	18
Chris Craven	19
Conner Shultz	20
Brien Chow	21
Betty Lau	24
Keith J Weir	26
Bill Hirt	27
Coleman Brnes	29
Chris Petzold	30
Sean Albert	31
Mary Fertakis	32
Patricia Cokus	33

<i>Roby Snow</i>	35
<i>Sheila Stickel of National Nordic Museum</i>	36
<i>John Niles</i>	37
<i>Cory Parris</i>	38
<i>Comments received after the meeting's comment deadline</i>	39
<i>Hannah Hedrick</i>	39
<i>Vanessa Mousavizadeh</i>	40
<i>Unnamed Commenter</i>	41
<i>Keith Newbern</i>	42
<i>Anthony Geren</i>	43
<i>Jesse Patterson</i>	44
<i>Johanna</i>	45
<i>Cole Verner</i>	46

Save ST3 Form Letters

The following form letter was submitted by over 500 individuals. Those individuals are listed at the end of this document.

Sound Transit Board Meeting Comments,
To the Sound Transit Board:

Do not further delay the critical infrastructure of Sound Transit 3 (ST3).

Failure to reach Alaska Junction, Ballard at Market St., Everett Station, the Tacoma Dome, and Issaquah with Link Light Rail in ST3 is a breach of the public trust that we cannot tolerate. In short, the options presented for discussion at the March 18th Board Retreat represent a significant failure of vision, process, and practicality.

Better options exist that will drastically reduce costs, improve the Link Light Rail system, and preserve the scope of ST3, and we, the public, will support you in exploring those options so long as you build to the station locations that voters approved in the timeframe that was promised.

We want the Sound Transit (ST) Board to do the following to ensure ST3 gets built as voted for, and to ensure the future sustainability of the Link Light Rail system:

- Publish an open request for proposals to engineers for ST3 projects

- Investigate more intensive cost-saving alternatives (e.g. an elevated downtown alignment, automation)

- Pursue systemic cost-savings (e.g. adopt standardized station designs, etc.)

- Pursue new revenue sources like Enhanced Service Zones (ESZs) and Climate Commitment Act (CCA) funding in conjunction with futureproofing ST3

As Board Member Balducci said: "We keep cycling back to this place of crisis...And we have to figure out why, so that we don't keep doing that. So that ourselves or our successors are not sitting here 10 years from now doing this again, and so that we can deliver more transit more quickly than we have been able to do in the past."

Other cities and regions have solved for many of the issues we face, and employ standards and practices that ensure faster construction at better prices without sacrificing connectivity. Sound Transit must adopt those standards and practices to protect and grow the Puget Sound's own connectivity. We have been very patient, but that patience has run out.

Let's get to work.

Lin Yang

With the light rail system just taking off and more people starting to ride it, it's really important for the Sound Transit Board to look at how we can continue to grow the system without draconian cuts to the number stations and limiting its ambitions. This is because the future of the system is only as good as how many neighborhoods it connects. You don't want a half-ass system that does half the job, because that will give you half the ridership.

I encourage the board to look at ways to boost revenue. The system needs to be more sustainable financially to operate.

1. Increase fares. at \$3, that is too low. Fares should be set so that they are slightly cheaper than the alternative: driving and paying tolls. With gas prices reaching very high levels, fares have room to grow.

2. Make fares contingent on distance traveled. A trip from Redmond to SeaTac should cost way more than a trip of only 1-2 stations. In fact, there should be a fare surcharge just for the airport, given the alternatives are so expensive.

3. To calculate distances, you would need to ensure everybody swipes in and swipes out at every station. Adding turnstiles would ensure more people actually pay. Currently, the fare system is effectively voluntary, because the fare collection area at stations is so visually small that it is effectively telling people to miss it or ignore it.

4. Give Sound Transit the ability to develop commercial space around stations. Look to Asia. They build huge malls and shopping areas above their stations, precisely because there is built in foot traffic. This would give you an entirely new revenue stream to plow back into the transit system: Commercial rents. Imagine people being able to grab a coffee, get a haircut, get takeout to go home, right when they exit a station. This would be a win-win for riders and Sound Transit.

Be more ambitious. Grow revenue. Don't limit the system, and potential of our entire region, by cutting the light rail system from under it

Lin Yang

Sammamish Residen

--

Lin Yang

Mobile: (408) 614-4072

lyang82@gmail.com

Pierce Transit's Community Transportation Advisory Group

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

Good afternoon,

Please find attached formal comments from Pierce Transit's Community Transportation Advisory Group (CTAG) concerning Bus and Light Rail Integration following the opening of the Federal Way Link Extension. Please note that these comments were not formally considered by the Pierce Transit Board of Commissioners.

Thanks so much,

Deanne Jacobson, CMC

Clerk of the Board/PRO

P: 253.581.8066

3701 96th St. SW, Lakewood, WA 98499



Joel Thornton

I am writing to reaffirm my support for ST3. I voted for this measure ten years ago, and if given the opportunity, I would gladly endorse it again. While I recognize that we, as Sound Transit enthusiasts, are still learning the ropes of building effective transit systems, I also acknowledge that some missteps were inevitable. Escalating costs due to inflation have led to necessary budget adjustments, but this shouldn't deter us from pressing forward. Few among us expected a flawless rollout, but the important thing is to address these challenges head-on and continue with determination—now is the time to be bold. Our infrastructure is in a state of serious decline—not just our transportation networks, but also vital systems like water and electricity. To revitalize our communities, I believe we must commit to three key actions: repair what is failing, replace outdated systems with sustainable alternatives such as expanded light rail and improved walkable neighborhoods, and remove elements that encourage reliance on single-occupancy vehicles.

I am also aware of the limitations tied to government funding, and it's clear those restrictions need to evolve. As a member of the Baby Boomer generation who has been fortunate financially, I am willing to pay my fair share in taxes, provided two conditions are met: public funds must be managed responsibly, and everyone should contribute according to their means. It is disheartening to see some individuals use their wealth to influence public officials—some of whom benefit financially as well—while the wealthiest pay less in taxes than those in lower income brackets.

Thank you for considering my perspective.

David Joel Thornton

6533 Seaview Ave NW Unit 505-A

Seattle, WA 98117

Cell 425-495-6937

Teresa Stern

Dear Sound Transit Board,

Please please keep the Ballard extension! I'm a Ballard resident, and I can tell you bus service is terrible here. The horribly named "Rapid" Ride D line takes 50--60 minutes to get to DT during rush hour, and that's if I walk 20 minutes to get to that station, or about same on the 40 plus a 10 minute walk. The 17 that stops right outside my house is only an Express, so doesn't help me at all since I'm an artist and don't work downtown during 9-5 hours. If I want to go to the University District, it's over an hour on the 44. So, I drive alot. or I'll walk 45 minutes to my studio from Sunset Hill to the Ballard Bridge since there's no bus in most of Sunset Hill. We really do get the short straw for transportation here; limited buses, horrible east-west connections, far from I-5, and both the 99 tunnel and 520 routes are tolled. It's like we're being punished for being in NW Seattle. It's one reason we voted for the Lightrail, and our taxes as Seattle and Washington residents are helping pay for it. And we have been waiting and waiting, while lightrail slowing gets built - and it needs to continue making its way to Ballard!

Our neighborhood is a very popular one, and zoned for more housing, and jobs, we are a growing neighborhood village. Please don't build it up yet fail to deliver the rapid mass transportation, and expect us to still pay for it. ALL neighborhoods of Seattle need to be served by lightrail - it's a network! It's ridiculous that those of us paying to live in the city get the shaft, while the suburbs get all the mass transit. You're not going to help keep Seattle vibrant if all the areas outside of Seattle get preference for mass transit. All major neighborhoods of Seattle need lightrail - including SLU (a major employment hub, needs a stop!), West Seattle, and BALLARD! Anything less is just not acceptable. Find the money, make better cost-effective choices, get it done.

Best,

Teresa

--

Teresa Stern

[Alex](#)

As not a transit expert, but a frequent transit user - I feel light rail is a far better solution for short to medium haul trips like Ballard to Downtown Seattle than longer trips like Everett to Seattle which are better served by faster rail like the Sounder.

I want a multi modal system that helps me efficiently get to the right places using the right mode - and for me, that means a light rail connection to Ballard (not one that stops in Smith Cove and misses out on the desperate need for more north south capacity)

Alex

----- Forwarded message -----

From: **Councilmember Dan Strauss** <dan.strauss@seattle.gov>

Date: Tue, Mar 24, 2026 at 4:01 PM

Subject: Sound Transit's Approaches are Unacceptable // Town Hall Tomorrow

To: <alex.neier@gmail.com>

Trouble seeing the message? [View this email in your browser.](#)



Dear Neighbor,

Our next town hall is tomorrow, this Wednesday! Over the past year, we have hosted town hall meetings in Magnolia, Green Lake, and Greenwood. Now, we're hosting one in Ballard. This is your reminder to RSVP and send in your questions. More information is below, and I look forward to seeing you all there.

Last week, Sound Transit announced it is considering reducing and deferring the Ballard Link extension indefinitely with no planned date for revenue service. We need to get light rail to Ballard and West Seattle — full stop. The Ballard Light Rail Extension would serve nearly three times the number of new riders of any Sound Transit project in the agency's history. While I understand the need to engage seriously in cost-cutting exercises, these approaches are unacceptable. I agree with my North King County Sound Transit colleagues in calling on Sound Transit to go back to the drawing board and bring us a plan that keeps the promise made to voters when they passed ST3.

Find out more about how to have your voice heard below!

-- Dan



District 6 Town Hall with Councilmember Dan Strauss



**District 6
Town Hall** *with*
Councilmember Dan Strauss
Wednesday, March 25 | 6:30 PM
Ballard Community Center

I will be hosting my next town hall tomorrow, Wednesday, March 25 at 6:30 p.m. at the Ballard Community Center. Please let us know you are coming and pre-submit questions by clicking the button below.

[**RSVP to Attend Town Hall**](#)

This is your chance to ask me questions and for us to have a conversation about the issues our city faces. I look forward to seeing you!

Sound Transit Public Comment Opportunities



Sound Transit presented board members with three options to address their long-term financial challenges. All three options fail to extend light rail to Ballard as was approved by voters under Sound Transit 3 (ST3).

Sound Transit needs a plan to get to Ballard. Anything short of that is unacceptable. The Ballard Link Extension is projected to serve the most riders of any project in Sound Transit history and do so at one of the lowest costs per rider gained of any expansion. Sound Transit needs to sharpen their pencils, do the math, and bring us a plan that gets to Ballard to keep the promise made to voters.

If you would like your voice to be heard by Sound Transit during this important moment, you can attend and/or provide public comment at one of the following Sound Transit Committee meetings. I've listed the relevant committees below and if you would like to know more about how to access Sound Transit public comment or more information about what they are considering please reach out to Anthony Rodriguez in my office. We can help you navigate the process if it is unfamiliar to you.

- **System Expansion Committee**
 - Next Meeting: Thursday April 9, 2 p.m. - 4 p.m.
 - Scheduled every 2nd Thursday of the month
- **Board of Directors**
 - Next Meetings: Thursday March 26, 2 p.m. - 4 p.m. AND Thursday April 23, 2 p.m. - 4 p.m.
 - Scheduled every 4th Thursday of the month

If you would like to provide public comment at any upcoming Sound Transit committee meetings, you have the option to comment in person, virtually, or provide written comment. Below are details on each of these avenues for public comment:

1. **In Person:** Individuals who would like to provide live public comment in person must sign up before the meeting outside of the Ruth Fisher Board room, located inside Union Station ([401 S. Jackson St., Seattle, WA 98104](#))
2. **Virtually:** You may attend the meeting virtually through Zoom. If you go to the [Sound Transit calendar page](#) and click on the committee you are trying to offer public comment on, there will be a “sign up to comment virtually” button that will get you in the queue to speak
3. **In Writing:** written comments can be submitted electronically via meetingcomments@soundtransit.org. To help with the process, please reference the committee you would like to comment on in the subject line. Written comments received up to one hour before the meeting will be provided to Board members electronically during the meeting. However, if you submit your comments after that deadline, your comments will be provided to Board members after the meeting

Resources at the Ballard Service Center

My D6 Office is at the Ballard Service Center. In addition to visiting my D6 Office, you can also:

- Apply for a Passport
- Make an in-person payment for Seattle City Light, Seattle Public Utilities, Parking Tickets and Moving Violations, and Pet Licenses
- Get applications and forms for Business License Tax Certificates, Voter Registration, Collision Reports, Property Tax Exemptions, U.S. Passports, and Pet Licenses
- Get information on [various City programs](#)
- Get Help Meeting FAST Act Requirements
- Grab a free scooter or bike helmet for use with our partner e-Scooter and e-Bike programs
- Pick Up a Litter-pick Kit or a Traffic-calming Yard Sign

Subscribe to My Newsletter

If this email was forwarded to you by a friend, I encourage you to sign up for my newsletter! I send out a regular newsletter about the happenings in our district, updates

from City Hall, and progress reports on the work we are doing to make life better for all of us in Seattle.

To stay up to date, [sign up for my newsletter!](#)

Hearing From You

If you need assistance, please reach out to my office:

- **For all issues** - email me at: Dan.Strauss@seattle.gov
- **Policy related questions** - email Jesse: Jesse.Franz@seattle.gov or Anthony: Anthony.Rodriguez@seattle.gov
- **District issues** or **getting you the help you need** - email Joel: Joel.Raphael@seattle.gov

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600 4th Ave
Seattle, WA 98104-1850
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Adam

Please get light rail to Ballard sooner; we are financing the rest of this build out without any real hope of ever having walkable/bikeable access to rail service. Buses are great! But we're paying for rail.

Thanks,

Adam

6824 33rd Pl NW, Seattle, WA 98117

Brian Kaku

Hello ST Board,

I strongly urge you to develop a light rail plan that serves West Seattle and Ballard as has been planned and communicated. These communities have waited patiently for the system to grow in other areas while anticipating service of its own in the 2030s. Ballard, my neighborhood, is excited for light rail and has developed with this expectation in mind. We will have high ridership and light rail will help absorb additional growth in the region. Please keep your promises and find a solution to ensure light rail in Ballard and West Seattle.

Sincerely,

Brian Kaku

Seattle, WA 98117

206 619 2336

Elijah

To the Sound Transit Board of Directors,

My name is Elijah, and I am the leader of the Snoqualmie Valley Riders Coalition. I am writing to you today—ahead of the March 26th Board meeting—to formally request that Sound Transit initiate a feasibility study for the annexation of the City of Duvall into the Sound Transit District.

Our coalition currently consists of 32 active members who are dedicated to securing reliable regional transit. We are aware that our local leadership, including Mayor Amy McHenry, is supportive of improving transit connectivity. We believe the Valley is ready to move beyond "pilot" shuttles and toward a permanent, robust regional partnership.

The Snoqualmie Valley Riders Coalition is proposing a 4-month ST Express Pilot:

Route: Duvall to South Bellevue Station (utilizing the Fall City-Issaquah Road corridor).

Goal: To provide a high-frequency link to the 2 Line light rail, bypassing the current unreliable "shuttle-to-shuttle" connections.

I will be appearing before the Duvall City Council on April 7th to formally propose that the City move toward a ballot measure for Sound Transit annexation. We are prepared to use our coalition's platform to educate and mobilize the community in support of the necessary tax contributions in exchange for the reliability that only the Sound Transit District can provide.

The Northeast sub-area cannot continue to be an afterthought in regional planning. We request that "Valley Annexation and Regional Express Connectivity" be added to the Sound Transit Long-Range Planning agenda.

Sincerely,

Elijah

Leader, Snoqualmie Valley Riders Coalition

Carole Lieber Glickfeld

Sound Transit has lost hundreds of thousands of dollars from people not paying their fares (I am not talking about homeless and low-income people). Virtually nothing has been done about this. The 2 pairs of fare checkers I saw this year (I am on the Link a few times each week) were totally inept. I would bet not a single dime has been collected from this effort. No one is afraid of encountering them. Why should I vote for ballot issues that appropriate money to Sound Transit when this massive failure to collect revenues exists?

Carole Lieber Glickfeld

www.caroleglickfeld.com

Bear

Dear Chair and Members of the Sound Transit Board,

I am a resident of Issaquah writing in support of the planned light rail extension, and I want to be precise about why. This is not a request. It is a reminder of a contract. Residents of this community have paid ST3 taxes since 2016 on the basis of a voter-approved commitment. Reconsidering that commitment under budget pressure, without returning to voters, is not fiscal responsibility. It is a unilateral restructuring of a public agreement. The Board should be clear-eyed about what that precedent means for future ballot measures and public trust in regional transit governance.

I'd also ask the Board to consider the economic argument being left out of this conversation. The case for light rail has never been stronger than it is right now. Vehicle ownership costs are rising sharply. Families that might have absorbed a second car payment five years ago cannot today. Infrastructure that reduces household transportation burden is not an amenity. It is relief. Cutting Issaquah's extension precisely when that relief is most needed is exactly the wrong decision at exactly the wrong time. Density follows infrastructure. Issaquah will grow into this investment. It will not grow into a deferred one.

I respectfully urge the Board to honor what was promised and deliver the system voters funded.

Sincerely,

Bear

Issaquah, WA

Eric Meyer

hello,

Please reconsider extending to Ballard. This will markedly increase visits to downtown by this large community, supporting downtown revitalization.

Thank you for to our consideration.

Eric

Eric Meyer

9253 View Ave NW

Seattle, WA 98117

Chris Craven

If you have ever set on I90 between Issaquah and I405 interchange during rush hours weekend events then you will know that building the Link sooner is the best decision for transportation in our region. North Bend, Cle Elum and Ellensburg are all growing, therefore this traffic is not going away. Please vote to keep the original route.

Chris Craven

Issaquah

Conner Shultz

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,
Conner Shultz
Issaquah Resident



ATTORNEYS



Conner Shultz

Staff Attorney

GLP Attorneys, P.S., Inc.

2601 Fourth Avenue, Suite 600, Seattle, Washington 98121

Direct: (206) 454-2917

Telephone: (206) 448-1992 Fax: (206) 448-4640

www.glpattorneys.com

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Brien Chow

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

Hi, I'm Brien Chow, Transit Equity for All and board member of the Chong Wa Benevolent Association of Washington.

In light of the huge budget shortfalls and truncation "approaches" presented at the March 18th retreat...

*I am writing to strongly urge the Board to formally **study and adopt Interlining** (connecting the Ballard Link Extension directly into the existing Downtown Seattle Transit Tunnel/DSTT1) **as the primary path forward.***

For the residents of Ballard and the CID, the current "Second Tunnel" (DSTT2) plan is no longer a viable path... it is a financial and operational barrier to the service we were promised.

Why Interlining Serves Ballard and the Region Better:

*** Eliminates the "Transfer Penalty":**

The current **DSTT2** plan forces Ballard riders into deep-bore underground stations at Westlake and the CID, requiring 8–10-minute transfers...

Interlining allows for a "one-seat ride" from...

Ballard to the Rainier Valley, CID and SeaTac.

*** Fiscal Responsibility:**

By utilizing the existing capacity of the **DSTT1**, Sound Transit can save billions of dollars currently earmarked for the deep-bore tunnel.

This ensures that the Ballard extension is built rather than truncated at Seattle Center or Smith Cove.

*** Faster Delivery:**

Avoiding the complexity of a second tunnel under South Lake Union and the CID significantly reduces the risk of decades-long construction delays...

We need rail to Ballard in the 2030s, **not the 2050s.**

*** Preserving Neighborhood Fabric:**

Interlining avoids the massive, disruptive "deep hole" construction projects in the Chinatown-International District...

Protecting the community while still providing the high-quality transit access it deserves.

Requested Action:

I ask that the Board direct staff to move beyond "truncation" studies and instead produce a comprehensive Interlining Feasibility Report that includes:

- * Upgrading the signaling system in the **DSTT1** to handle 90-second headways.
- * Engineering a "North Stub" junction near Westlake to connect the Ballard tracks.
- * Revising the timeline showing how much sooner Ballard service can begin without the **DSTT2**.

The promise to taxpayers was a connected regional system...

not a series of truncated stubs...

Let's use the infrastructure we already have... smarter... to deliver that promise... and get the Ballard Link Extension moving.

Finally,

I urge the Board to correct the station name to **Chinatown–International District**... the proper and community-recognized name... prior to the FIFA World Cup 2026.

This is a simple but powerful act of accuracy and respect, ensuring that as the world comes to Seattle, we present this historic community with the dignity it deserves.

Thank you.

Watch the clip: https://drive.google.com/file/d/194INhK-APCBqX_LLjXHy2luMDvub35rT/view

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, March 26, 2026 | Union Station | 1:30 p.m.

Hi, I'm Brien Chow, Transit Equity for All, and a board member of the Chong Wa Benevolent Association of Washington.

Following your March 18 retreat... it's clear the second tunnel is no longer financially viable.

I urge you to advance interlining—connecting Ballard into the existing Downtown Seattle Transit Tunnel—as the primary solution.

Interlining delivers what riders were promised... a one-seat ride, lower costs, faster delivery, and fewer risks.

It avoids deep, disruptive construction in the Chinatown–International District... and protects this historic community while improving access.

Just as important... please correct the station name to Chinatown–International District ahead of the FIFA World Cup 2026.

This is about accuracy... respect... and welcoming the world properly.

We don't need to truncate the system... we need to use what we already have... smarter.

Thank you.

Watch the clip: https://drive.google.com/file/d/194INhK-APCBqX_LLjXHy2luMDvub35rT/view

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, 3/26/26, 1:30 p.m., Union Station.

I'm Betty Lau from Transit Equity for All, Board Member of the Chong Wa Benevolent Association of Washington State, and Citizens Accessibility Advisory Committee member.

At the board retreat on March 18, I learned Sound Transit budget woes are caused by inflation, rising labor costs, and increased material costs.

I wondered about the role of board approved cost overruns, delays, and the addition of extra stations in ballooning the budget to billions.

Ryan Packer, Urbanist reporter, writes the Sound Transit board "...a year later added five different stations options that hadn't been in the mix previously. Some of the new options grappled with neighborhood pushback and engineering challenges, which were most pronounced in the Chinatown International District (CID)...Late additions included the "North and South of CID" (<https://www.theurbanist.org/sound-transit-board-backs-last-minute-proposal-to-skip-chinatown-and-midtown-stations/>) alternative proposed by Seattle Mayor Bruce Harrell and King County Executive Dow Constantine, along with new options in Interbay, Seattle Center, and Denny Way."

The North and South of CID preferred alternatives fall far short of achieving the Principles guiding the Enterprise Initiative: 1) advance regional connectivity 2) provide great passenger experience, 3) support future growth, and 4) protect public investment with integrity.

The North and South of CID stations are highly flawed (HNTB 2023, VMS, 2023). Eliminate them.

Instead, focus on the only approach that saves money while delivering benefits to to CID businesses, residents, and the Region--the single tunnel.

The single tunnel advances:

- regional connectivity from Tacoma to Everett
- provides great passenger experiences (one seat ride, closest to other transit modes, ADA friendly)

- supports future growth (Chinatown, Japantown, Little Saigon businesses flourish), and
- protects public investment with integrity (cost savings since the tunnel needs upgrading and retrofitting anyway; work can be concurrent with interlining).

Defer the 2nd tunnel. Advance the single tunnel approach.

Thank you.

Keith J Weir

Board Chair Somers, and fellow board members:

I write you today to express the impact that moving this critical piece of ST3 forward means for my membership for IBEW 46. Currently as many of you know, construction has slowed, resulting in thousands of skilled trades workers being unemployed, 900 plus of them are members of my local union. Through your projects, my membership has been able to survive and thrive during the last several downturns, I strongly urge you to make sure that this is still the case.

By taking thoughtful consideration, your latest redesign is noted, approving the West Seattle line as redesigned will allow for ridership to be maintained, service to be delivered to N. Delridge and the main business hub at the Junction. It **also avoids displacing nearly a hundred homes and businesses**. Including preserving the beloved West Seattle Health Club and all of the businesses along Avalon and the Jefferson Square. As a lifelong resident of Seattle I cannot express how much the Junction means to members of the community at large, not just those who happen to reside there !! There is still VERY strong support for keeping the expansion to West Seattle, and as we were shown with the West Seattle Bridge debacle, this is a needed connection !!! It is time to think about the FUTURE yet again, and the longer we wait to act, the more costly such projects become, be BOLD and ACT NOW please !!!!!

Keith J Weir
IBEW 46 Journeyman Wireman
Card #A112277

Bill Hirt

Dear Sound Transit Board. The below post on my blog <http://stopeastlinknow> questions why Sound Transit is funding an OPM South

Bill Hirt

Bellevue

The video of the March 12th Sound Transit System Expansion Committee showed them unanimously approving the following:

For recommendation to the Board

B. Motion No. M2026-11: *Authorizes the chief executive officer to (1) execute a progressive design-build contract with Hoffman Construction Company of Washington for all phases of design and construction of the Operations and Maintenance Facility South Buildings and Yard and to exercise the option to include all phases of the OMF South Main Line and Test Track, and to advance certain individual early work construction packages as needed and (2) to authorize funding for Phase 1 and Phase 2 of OMF-South Buildings and Yard and the Main Line and Test Track and for amounts for early works packages under of the Contract, for a total authority to contract in the amount not to exceed \$318,205,477, with an approximate 10% contingency of \$31,794,523, totaling \$350,000,000, contingent upon adoption of Resolution No. R2026-05.*

C. Resolution No. R2026-05: *Amending the Adopted 2026 Budget to progress the Operations and Maintenance Facility South project by a) increasing the authorized project allocation by \$350,000,000 from \$524,729,393 to \$874,729,393 and b) increasing the adopted 2026 annual project budget by \$32,000,000 from \$175,471,265 to \$207,471,265.*

The presentation detailed the OMF South Project Scope as a Progressive Design Build approach used by other organizations, potential cost savings and OMF South Delivery Steps. The presentation took about 7 minutes and the discussion another 5. The result being the expansion committee unanimously recommended Sound Transit authorize spending nearly \$875 million on a facility that will begin maintaining light rail trains in 2032.

Typical of Sound Transit the committee never asked a critical question, Sound Transit already has a OMF in the Bel-Red area on east side. It began with an April 2018 “ground breaking” and Sound Transit plan to spend \$450 million on the OMF. When completed in 2020, the OMF would “assure a safe, clean, and comfortable ride for passengers, with light rail cars cleaned every night and regularly pulled out of service to perform routine maintenance”. That it

could do so on a light rail car fleet of the 214 vehicles needed to accommodate ST3 light rail extensions.

It's not clear when the OMF was completed or what it ended up costing. It is presumably being used to maintain the current 2 Line trains. However, its purported 214-vehicle capacity could surely provide needed light rail train vehicle maintenance and would presumably do so until 2032 when OMF South could begin service.

The bottom line is the Sound Transit Board needs to ask why an "Operations and Maintenance Facility South?"

Coleman Brnes

Build the dam trains. Coleman Brnes

Chris Petzold

Hello,

I'm a 20+ year resident of Issaquah and have been paying transit fees as part of my car registration for as long as I've been required. Part of my willingness and support of paying this fee has been the idea that the light rail would reach my city. Someday.

Now hearing that even the 2040 date - which has always seemed extreme and will be long after I retire - is at risk, I am extremely unhappy. I urge you to find a solution to bring it to Issaquah as promised.

Thank you,
Chris Petzold
1934 NE Kenyon Ct
Issaquah, WA 98029

Sean Albert

Subject: Enterprise Initiative and Boeing Access Road infill station

Dear Sound Transit Board,

I'm writing to urge you to keep the Boeing Access Rd. infill station on track to be completed in 2031. I'm well aware of the massive budget shortfall around completing ST3 and the Enterprise Initiative meant to find cost cutting/saving solutions. As I'm sure you know the BAR station was on the original Sound Move project, long deferred and overdue. Please get creative to cut costs, and build the station, even if it's a bare bones stop. Our South King County sub area should not be competing with West Seattle or Ballard for funding; both very affluent neighborhoods that can wait a little longer for service.

To put things in perspective... the span of tracks between Rainier Beach and Tukwila International Blvd. station is over 5.6 miles, by far the longest section of track on the entire light rail system with no stops. My community of North Tukwila suffers all the negative aspects of an elevated train running through our neighborhood, including deleted metro lines; without the luxury of a station and access to affordable public transportation. Boeing Access Rd. station was meant to open in 2009 on the original WestLake station to TIB line. This station has already been deferred twice! An additional delay of "30% design and defer" as outlined in two of the Enterprise Initiative frameworks is essentially killing the station. You know this too.

My community NEEDS access to affordable and reliable public transportation much more than West Seattle or Ballard does, it's a glaring social justice inequity. Any more delay is a slap to the face of a highly diverse working-class community, a broken promise. Light rail construction is steaming forward in many other very affluent neighborhoods in Seattle and on the East side without much delay (besides the floating bridge). Not to mention the Pinehurst infill station at 130th st. located less than a mile from 148th st. station! How did Pinehurst ever get built before BAR?

The BAR station would improve transportation access for residents of Tukwila, Renton, Skyway, Burien and South Seattle, as well as employees in the local Manufacturing/Industrial Center (MIC). I realize all these cost saving decisions are difficult and it will be impossible to make everyone happy, but BAR should absolutely stay on track to open in 2031.

Thank you,

Sean Albert

North Tukwila Resident

Mary Fertakis

To: Members of the Sound Transit Board

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

I'm writing to express my support for this station, which we have been waiting for since 1996. This station was included in ST 1 and approved by the voters, then deferred, and then included again when voters approved ST 3. Difficult decisions about project timing and cost are expected in initiatives of this size and scope, and some projects will need to be deferred. However, two of the three proposals presented at the March 16 Board retreat, would defer this infill station a **second time**. A **second deferral** sends the message that some communities are more important than others while all of us are paying taxes to support construction of this system. This equity issue was not addressed in the three proposals.

The area the BAR station would serve is a transportation desert and has been underserved by transit for the 35 years we have lived here. The BAR station would serve Tukwila's Manufacturing/Industrial Center (MIC) and directly connects to the Duwamish MIC in Seattle—supporting a critical regional employment hub. It would improve access for residents and workers in Tukwila, Renton, South Seattle, and Skyway. Please disaggregate the data provided on Slide 33 of the March 16 Board Retreat PowerPoint to show where the "Zero-vehicle households with access to rail" and "Population and jobs with access to rail" are located as a part of your deliberations, and seriously consider the locations and socio-economic status of current transportation deserts in your decision-making.

Mary Fertakis
Allentown Resident (Tukwila)

Patricia Cokus

Subject: Enterprise Initiative and Boeing Access Road infill station

Dear Sound Transit Board,

I am writing to emphatically urge you keep the Boeing Access Rd. infill station on track to be completed in 2031. I am well aware of the massive budget shortfall around completing ST3 and the Enterprise Initiative meant to find cost cutting/saving solutions. As I am sure you know the BAR station was on the original Sound Move project, long deferred and overdue.

The sign that had announced a soon to be built light rail station at Boeing Access Road back in 2006 was one of the reasons my husband and I purchased our home....and we are still waiting 20 years later with it constantly under threat of not being built despite being approved again and again...

We all know creativity is needed to cut costs, but this station must be built, even if it's a bare bones stop. Our diverse South King County sub area should not be competing with West Seattle or Ballard for funding; both are very affluent neighborhoods that can wait their turn for service.

My house and community of North Tukwila sit next to the longest section of track with no stops, over 5.6 miles, and we watch the trains bypass us as they run between the Rainier Beach and Tukwila International Blvd stations with no stop here to let this community get on.

We suffer all the negative aspects of an elevated train running through our neighborhood, including deleted metro lines; without the luxury of a station and access to affordable public transportation. Boeing Access Rd. station was meant to open in 2009 on the original WestLake station to TIB line. This station has already been deferred twice! An additional delay of "30% design and defer" as outlined in two of the Enterprise Initiative frameworks is essentially killing the station.

My community NEEDS access to affordable and reliable public transportation much more than West Seattle or Ballard does, it's a glaring social justice inequity. Any additional delay would be more than just a broken promise to our highly diverse working-class community. Light rail construction is steaming forward in many other very affluent neighborhoods in Seattle and

on the East side without much delay (besides the floating bridge). Not to mention the Pinehurst infill station at 130th st. located less than a mile from 148th st. station! How did Pinehurst ever get built before BAR?

The BAR station would improve transportation access for residents of Tukwila, Renton, Skyway, Burien and South Seattle, as well as employees in the local Manufacturing/Industrial Center (MIC). I realize all these cost saving decisions are difficult and it will be impossible to make everyone happy, but BAR should absolutely stay on track to open in 2031.

Thank you,

Patricia Cokus

North Tukwila Resident

Roby Snow

To: Members of the Sound Transit Board

My name is Roby Snow and I am a 9 year resident of Tukwila in Allentown adjacent to the proposed location for the Boeing Access Road In-fill Station.

I want to support the funding and construction of this station, which I understand has been planned, voter approved and paid for thru taxes by the residents and workers in the region of King County that this station would serve for many years! It's extremely disappointing to learn that this station may be on the verge of deferment for the second time!

The area the BAR station would serve is a transportation desert and has always been underserved by mass transit. The BAR station would not only serve thousands of employees in this areas Manufacturing and Industrial hub but would spur much needed TOD redevelopment and drastically improve everyday transportation access for residents and workers in Tukwila, Renton, Burien, South Seattle, and Skyway. Please seriously consider the locations and socio-economic status of current transportation deserts in your decision-making process. This is a critical piece of transportation infrastructure that is much needed in this area of King County.

Thank you!

Roby Snow
Allentown Resident (Tukwila)

Sheila Stickel of National Nordic Museum

To: Sound Transit Board of Directors

FR: Sheila Stickel

National Nordic Museum 2655 NW Market St. Seattle WA 98107

Submitted March 26, 2026

I will be testifying live, but wanted to make sure you have it in writing too.

Written testimony for today's meeting:

Chair Somers, members of the Committee—thank you for the opportunity to speak today.

National Nordic Museum serves as a major cultural and economic anchor—welcoming visitors from across the region, the country, and around the world.

I urge you to recognize the importance of permanent civic and cultural institutions—places like the Museum and the Ballard Locks—that draw tourism, support local businesses, and serve as gathering spaces.

We strongly support following through on the voter-approved plan to extend light rail to Ballard.

The Ballard Link Extension is projected to serve more riders than any project in Sound Transit's history, and to do so at one of the lowest costs per rider of any expansion.

And importantly—our community has already spoken.

When ST3 was approved in 2016, the 36th Legislative District showed overwhelming support. It has one of the highest densities of registered voters in the state, with some Ballard precincts approving the measure by nearly 90 percent.

This is not a new ask. It is a commitment already made—to voters, to neighborhoods, and to the future of our region.

For the National Nordic Museum—and for Ballard—this decision is vital.

Thank you.

Sheila Stickel
National Nordic Museum
2655 NW Market St. Seattle WA 98107

John Niles

As a comment on all the mentions in today's Board Meeting -- beginning with CEO report agenda item -- bearing on the March 18 Board Retreat follow up, I urge Board consideration of an important **out-of-the-box money saving option for getting Sound Transit out of its severe financial troubles** which would be the **cancellation of the West Seattle and Ballard Link extensions supported by** the transfer of a negotiated sum of **ST dollars to King County Metro and City of Seattle DOT** (way less than the billions needed for the Link extensions) with the proviso that the **transferred dollars be used to provide RapidRide bus line enhancements -- including street and highway lane improvements --** that would by design offer West Seattle and Ballard improved bus transit in the near term (way sooner than light rail ribbon cutting) with performance characteristics and rider attractiveness similar to what Link light rail is forecast to offer if eventually built.

Without something as bold as this concept, you are "rearranging the deck chairs on the Titanic instead of sailing well away from icebergs."

--

John S. Niles

Co-chair, smatertransit.org

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

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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>

Cory Parris

Hi,

I live and run a business in Ballard. We were told that there would be a light rail to Ballard. We voted for it. Now, it looks like you plan to cut what would be one of the most popular routes. That is not acceptable. Figure out how to fulfil your promises to the voters. Stop planning low ridership spokes in the suburbs and make a complete system for the people who will actually use it.

Cory Parris

	<p>Cory Parris Chief Photogeek Cory Parris Photography, Inc</p>	<p>(206) 778-8664</p> <p>c@coryparris.com</p> <p>www.coryparris.com</p>
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Comments received after the meeting's comment deadline

Hannah Hedrick

Members of the Sound Transit Board,

My name is Hannah Hedrick. I'm a resident of the Allentown neighborhood in Tukwila—directly adjacent to the proposed Boeing Access Road Infill Station—and a Tukwila City Councilmember. I'm writing in strong support of moving both the Boeing Access Road and Graham Street infill stations forward without further delay.

This station has been promised since Sound Move, deferred, and reaffirmed through ST3. Deferring it a second time sends a clear message: once a project serving certain communities is delayed, it may not come back.

Tukwila just unanimously passed our updated Inclusive City resolution. It's a commitment to equity, access, and making sure all residents—regardless of background or circumstance—can fully participate in our community and access opportunity. Transit access is a core part of that.

Not advancing these stations—serving historically underserved, working communities and zero-vehicle households—runs directly counter to those values. It creates a system where access is uneven and reinforces the very disparities we are actively working to address.

This area is a transportation desert. The station connects Tukwila's Manufacturing/Industrial Center to the Duwamish MIC and supports a critical regional employment hub. It improves access for residents and workers in Tukwila, Renton, South Seattle, and Skyway—especially those without reliable access to a vehicle.

This will only become more important as the region looks at future expansion at King County International Airport.

Please take a closer look at the data behind Slide 33—specifically where zero-vehicle households and jobs are gaining access to rail.

This project has been on the books for nearly 30 years. It's time to follow through.

I look forward to seeing both the Boeing Access Road and Graham Street infill stations move forward.

Thank you for hearing my comments.

Sincerely,

Hannah Hedrick

Vanessa Mousavizadeh

Hi,

I understand that there are discussions that involve cutting the light rail to Issaquah. This is unacceptable. We absolutely need cheaper and easier modes of transportation that extend across the Eastside, not just to Issaquah. We are basically a suburb of Seattle and we share the same county and we need to be treated as such in terms of light rail transportation.

Sincerely,

Vanessa

Vanessa Mousavizadeh, MA

740 W Sunset Way

Issaquah, WA 98027

Unnamed Commenter

Build the Ballard line. Cancelling or delaying it will cost us MORE than building it!! Your CEO should know the impacts this line will provide since he was commissioner of King County, not just for traffic congestion relief but also the economic benefits. Public transit ALWAYS pays back more into the economy than the cost of it. We voted for it in ST3 a decade ago. You wouldn't have gotten ANY of that money if Ballard and North Seattle didn't vote yes on it in overwhelming numbers due to the promise of this line.

I don't care how deep another tunnel needs to be downtown, not doing it correct when built will cost so so much down the line.

Maybe try reducing the salary of yourselves (especially CEO Dow Constantine!) if you need to save money?

Keith Newbern

I would like to make some points specific to the Boeing Access Road and Graham Street Station – these stations:

- Will provide reliable, safe, quick access for local residents, regional employers, and tourists.
- Connect people to and from Georgetown, Skyway, Rainier Valley, Seattle, Bellevue, Redmond, SeaTac, SEA Airport, Federal Way and beyond increasing economic potential and opportunities for the Tukwila and Duwamish Manufacturing Industrial Centers and local businesses as well as the other locales mentioned
- Were in the original plan but deferred to Sound Transit 3. Any further delays or removal implies that this area is not worthy of economic and social development.

Thank you!

Regards
Keith Newbern



Anthony Geren

Dear Sound Transit board,

I am emailing in to comment on my support for the Pink line project in West Seattle. Sound transit's transportation helps so many in our communities get around for leisure and for work, including myself.

Projects like the Pink line allow us to retain the highly skilled workforce needed to complete this work and train the next generation of skilled tradespeople through apprenticeship programs. The new redesign helps us with getting shovels and the many skilled tradespeople back to work and allow for ridership to be maintained and help the businesses in the area it would serve.

Thank you, Sound Transit team, for identifying cost saving opportunities that can deliver on avoiding dozens of properties, retaining ridership goals, and saving over 2.6 billion dollars. As we face rising costs, the answer is to avoid delay and to avoid more expense. Let's move forward now with West Seattle, build the spine from Everett to Tacoma, and commit to finding the funding and a way to ultimately get to Ballard. I ask for you to support the pink line and urge you to move forward with the West Seattle Pink line now!

Thank you to t he Sound Transit Board for your consideration.

Anthony Geren

Jesse Patterson

Dear Sound Transit Board Members,

I am writing to express my strong support for the voter-approved light rail connection to Issaquah and to urge the Board to keep this project on track.

I have called Issaquah home since 2014, and since September 2022 I have served on the City's Planning Policy Commission. In both roles, as a long-time resident and as a commissioner, I have seen firsthand how much our community is counting on this investment.

Issaquah residents and businesses have been paying ST3 taxes since 2016 with the understanding that light rail would come to our community. Diverting those funds away from the Eastside would be a serious breach of the commitment made to voters. The Bellevue-to-Issaquah rail line would deliver meaningful regional benefits, reduce traffic congestion on I-90, and support the kind of transit-oriented growth our city has been thoughtfully planning for.

I recognize the very real budget pressures the Board is working to address, and I sincerely appreciate the difficulty of these decisions. But I ask that you honor the promise made to Issaquah taxpayers and keep our light rail station moving forward.

Thank you for your time and your continued service to the region.

Sincerely,

Jesse Patterson

Issaquah Resident since 2014

Planning Policy Commission Member, City of Issaquah

Johanna

Dear sound transit,

There is a mention of ST3 project of building a light rail to Issaquah being reconsidered or deprioritized. This is a very crucial line for the residents of Issaquah. We want to build a community that is better connected by public transport and reduce reliance on cars. Please do not lower priority on this light rail line.

Sincerely,
Johanna (Issaquah resident)

Sent from my iPhone

Cole Verner

Hello,

I prepared a statement to deliver during public comments at yesterday's board meeting, but public comment was cut off before I had an opportunity. I appreciate consideration of my comments below. Thank you.

Good afternoon. My name is **Cole Verner**, and I am a multifamily developer with **Holland Partner Group** and a **Ballard Alliance Board Member**.

Seattle is in a housing crisis that will only be exacerbated as our supply pipeline shrinks. To address this, Seattle's Comprehensive Plan designates **Ballard as a Regional Center**, with a mandate to add **5,000 units this decade** and capacity for over **10,000 more** in the years following.

But this density is only feasible if supported by transit. Sound Transit's own data shows the Ballard Link will carry between **132,000 and 173,000 daily riders**—the highest projected ridership in the entire ST3 package.

Does it make sense to eliminate the one line projected to move the most people?

If this line is cut, Ballard will be the **only Regional Center** in the system without light rail. Without the infrastructure voters were promised, the high-density housing planned for Ballard becomes building-logistically and economically infeasible. We cannot solve the housing crisis by abandoning the very transit that makes growth possible. Please, honor the voters and move forward with the Ballard Link.

Cole Verner | Development Director



Holland Partner Group

Mobile: 253.223.7936

cverner@hollandpartnergroup.com

Proposed CTAG Formal Comment to Sound Transit Regarding Bus and Rail Integration Following the Opening of the Federal Way Link Extension

The Pierce Transit Community Transit Advisory Group, CTAG, appreciates the opportunity to provide comment following the opening of the Federal Way Link Extension on December 6. CTAG serves as a community advisory body to Pierce Transit, with a focus on rider experience, service integration, and regional mobility outcomes for Pierce County residents.

While CTAG strongly supports the Federal Way Link Extension as a major regional investment, we are concerned that the absence of near term express bus integration significantly limits the benefits available to South Sound riders during the first nine months of operation.

Gap Between Rail Opening and Bus Integration

Sound Transit has indicated that broader ST Express service changes connecting to Federal Way Link are currently planned for September 2026. As a result, Pierce County riders will experience little to no direct benefit from the extension for approximately nine months following its opening.

During this interim period, riders continue to rely on existing express bus patterns that do not take advantage of the new rail terminus. This disconnect delays the mobility, reliability, and resilience benefits that Federal Way Link is intended to provide, particularly for regional trips to Sea Tac Airport and for northbound travel when I-5 congestion compromises even HOV lane performance.

From a rider perspective, the lack of interim bus and rail integration creates counterintuitive and inefficient travel outcomes. For example, a southbound Pierce County rider arriving at Sea Tac Airport can take Link light rail to Federal Way, bypassing highway congestion as intended. Upon arrival, however, the rider must wait for a connecting express bus that is not scheduled to align with train arrivals and that remains subject to I-5 congestion.

In practice, this means that time saved on the rail segment is often lost while waiting for a delayed or infrequent bus operating in the very traffic the Link extension was designed to avoid. This experience illustrates how the absence of coordinated schedules and express bus connections undermines the effectiveness of the new rail investment during the interim period.

Missed Opportunity During a High Demand Period

The lack of interim integration is especially concerning given the extraordinary travel demand anticipated in 2026 associated with major regional events, including the FIFA World Cup. Under current plans, Federal Way Link will operate throughout this period without corresponding express bus connections from Pierce County, limiting its usefulness for South Sound residents and visitors alike.

From a rider perspective, this represents a missed opportunity to leverage an already completed capital investment during a time when reliable, high capacity transit will be most needed.

Precedent for Flexible, Phased Service Implementation

CTAG notes that Sound Transit has, in the past, demonstrated flexibility in adapting service plans to better meet community needs during phased rail openings. Most notably, Sound Transit advanced starter service on the Eastside 2 Line to provide earlier access and rider benefit while longer term infrastructure and service plans continued to mature.

CTAG encourages Sound Transit to consider whether a similar, pragmatic approach could be applied following the Federal Way Link opening, allowing riders to realize earlier benefits through limited, targeted service adjustments while a full ST Express restructure is prepared.

Concern regarding equity

CTAG also notes that a similar extension opened to Lynnwood in 2024 and saw just a one-month interim period before a ST Express service change occurred.

Because Lynnwood Link Extension and Federal Way Link Extension are similar in nature and their role in the region's transportation network, CTAG is concerned the stark difference of interim periods could represent favoritism towards the North Sound.

Request for Interim Service Adjustments and Clarity

CTAG respectfully requests that Sound Transit clarify why interim express bus service adjustments were not advanced in conjunction with the December 2025 rail opening and whether limited modifications could still be implemented ahead of the September 2026 restructure.

CTAG encourages Sound Transit to evaluate whether modest, targeted changes, such as enabling Pierce County serving express routes to directly connect with the Federal Way station and align schedules with Link service, could be implemented without waiting for a full systemwide restructure.

Closing

CTAG supports Sound Transit's long term service planning efforts and recognizes the complexity of coordinating rail and bus networks across jurisdictions. At the same time, we emphasize the importance of aligning service delivery with the timing of major capital investments so that riders realize benefits as early as possible.

We respectfully urge Sound Transit to prioritize interim bus and rail integration at Federal Way, communicate clearly about constraints and decision making, and work collaboratively with partner agencies to improve outcomes for Pierce County riders during this critical period.

Chair Marlene Druker

Signed by:
Chair Marlene Druker 3/2/2026
748E26E951774D9...

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SOUND TRANSIT 2026

Board members,

Almost eight years ago we found our church property and sanctuaries were a potential site for the Sound Transit Maintenance Facility. In the fall of 2025 we were given an offer based on the appraised value of our church if it were for sale. That value is less than one half of what it will take to replace the church. In fact there are no 50 acres sights in our community and current building requirements make it impossible to replace. Our best option is to build three smaller campuses and try to keep our congregation together.

We have already given up our school facility that was permitted by the city of Federal Way, our family center and a wedding chapel. The current offer ST has given us will not replace one half of the facilities we have. ST staff says we don't need a large church, churches are shrinking and we are functionally obsolete. That is not true, Christian Faith is growing, even nation wide young families are coming back to church. We are a church of over 50% minorities and many young families. Over 100 nations are represented by our congregation every week.

We are not for sale, ST does not define the church we are or the church we need. It seems the staff of ST will be perfectly happy to close Christian Faith, Christian Faith School and limit our ability to be the church we have been for the past 46 years.

We have had 4 ST CEO's since we started this process, the last 2 have not been to our property, to my knowledge. We are the largest property and the largest people group that will be displaced by ST in the history of this project. We have spent close to \$1,000,000 on legal fees and appraisals already. We will spend millions of dollars on rent for a facility we built before a new sanctuary can be built.

I'm asking for your help. As board members help us continue the community service we have been to Federal Way, Kent, Tacoma, Covington, and surrounding areas. We know the costs to get land and build in this region. ST's own costs are far beyond what they originally budgeted, why would our costs not be the same? There are no buildings available that can house the over 8000 adults, youth and children in our church. I have been told by ST staff that they would help us with building, land acquisition and building permits but there has been no help. Seemingly because this special use facility is very difficult to replace.

You hold the power to effectively divide our faith community and stop us from being the church we've been for over 4 decades. The staff is not concerned with Christian Faith having a place to do church, I'm praying that you are.



Resolution No. R2021-14

Updating Sound Transit's Station, Line and Facility Naming Policy

Meeting:	Date:	Type of action:	Staff contact:
Executive Committee	10/7/2021	Recommend to Board	Russ Arnold, Chief Passenger Experience & Innovation Officer
Board	10/28/2021	Final action	Candace Toth, Manager, Wayfinding and Signage

Proposed action

Adopts an updated Station, Line and Facility Naming Policy and supersedes Resolution No. R2012-02.

Key features summary

- The policy addresses station naming for Link light rail, Sounder, Bus Rapid Transit (BRT), and Tacoma Link, and naming of lines and non-station facilities.
- Recommended name categories and criteria for station names are incorporated into the policy for best practice.
- Standard naming conventions for lines and non-station facilities are also outlined in the policy.
- Compared to R2012-02, this policy is more focused on industry best practices and passenger wayfinding than previously, with a goal of providing better staff guidance, avoiding rework, and ensuring station names prioritize wayfinding and a positive passenger experience.
- This policy incorporates criteria for renaming stations, including a 10 year minimum on renaming efforts. This 10 year minimum is suggested to avoid significant rework costs, to allow existing assets to reach end-of-life, and to align with system expansion efforts.
- This policy would adjust the final naming process to start earlier than it has historically happened – immediately after project is selected to be built.
- Memorial naming of stations and lines, and corporate naming of stations, lines, and non-station facilities is not allowed in this policy. Memorial and corporate naming may be covered in future policies, if there is interest in pursuing policies around these topics.
- Staff will develop an agency procedure to support this resolution, with further details on implementing the policy.

Background

This policy documents the new line names, which were previously adopted. The motivation to update this policy began with discussions and plans around renaming University St. Station.

This policy addresses and provides clarity for all modes under expansion, which will reduce analysis and rework time for project teams, with the potential for cost savings. Future Board actions may include policies around memorial and corporate naming.

Policy needs action in Q4 2021 so there is appropriate time for consideration for Federal Way Link Extension, Downtown Redmond Link Extension, and in particular the University Street rename

- 3.3.4 **Public input.** Staff seeks input through public, jurisdiction, partner, passenger and stakeholder engagement that informs the naming process. Staff presents the results of the input to the Board for consideration when selecting final station names.
- 3.3.5 **Board adoption.** The Board adopts final station names based on the criteria outlined in this policy.
- 3.3.6 **Renaming.** The agency renames stations only in rare circumstances when the benefit to passengers outweighs the inherent advantages of retaining the existing name.
- 3.3.6.a The agency should only consider renaming a station after 10 years of revenue service or the adoption of the previous name, whichever is most recent.
- 3.3.6.b To reduce rework costs, renaming should align with system expansion efforts.
- 3.3.6.c **A requestor outside of the agency must complete the following applicable actions to propose a change to a station name:**
- **Conduct outreach in the surrounding community,**
 - Demonstrate significant local support for the rename,
 - **Show a significant quality increase between the old and new name,**
 - Demonstrate how the proposed name adheres to the criteria in this policy and
 - **Commit to pay for the associated systems cost of the station renaming.**
- 3.3.6.d Upon completion of section 3.3.6.c, staff presents the Board with analysis pursuant to this policy. The Board determines whether to adopt the proposed rename.

3.4 Naming of lines

- 3.4.1 Line names for all modes use an alphanumeric identifier as the primary name, end-of-line stations as the secondary name, and line colors and shape icons as supporting visual indicators.
- 3.4.2 Names are determined, used and retired based on the following criteria:
- 3.4.2.a Extensions of existing rail and bus rapid transit lines use the end-of-line station and mode name.
- 3.4.2.b New rail lines use both end-of-line stations and the mode name, while new bus rapid transit lines use the primary corridor and mode name.
- 3.4.2.c Project names are permanently retired after revenue service begins, at which point the line name is used.

3.5 Naming of non-station facilities. Sound Transit-owned non-station facilities should be named according to the following naming conventions.

- 3.5.1 Transit centers that serve express bus lines are named after the city or neighborhood in which they are located.
- 3.5.2 Parking garages follow the name of the station at which they are located.
- 3.5.3 Operations and maintenance facilities, maintenance bases and bus bases are assigned a cardinal direction to differentiate them based on location.

NPS Form 10-900
(3-77)

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OMB No. 1024-0018
Expires 10-31-97

United States Department of the Interior
National Park Service

DT131

For NPS use only

received

date entered

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

WD 74

1. Name

historic Seattle Chinatown Historic District

and/or common International District

2. Location

street & number Roughly bounded by Main and Jackson on the north, Weller on the south, 5th on the west, & I-5 on the east. not for publication

city, town Seattle vicinity of _____

state Washington code 053 county King code 033

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	n/a	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple

street & number _____

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. King County Administration Building

street & number Fourth Avenue at James Street

city, town Seattle state Washington 98104

6. Representation in Existing Surveys

1) International Special Review District Survey

title 2) Washington State Inventory of Cultural Resources has this property been determined eligible? yes no

1) 1979

date 2) 1986 federal state county local

depository for survey records 1) Seattle Office of Urban Conservation

2) Office of Archaeology and Historic Preservation

1) 400 Yesler Building, Seattle Washington 98104-2696

2) 111 W. 21st Ave., KL-11, Olympia state Washington 98504-5411

city, town _____

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

Introduction

The Seattle Chinatown Historic District, located in a downtown neighborhood commonly referred to as the International District, has been the business, residential, and cultural center of the city's Asian community since the first quarter of this century. Although an integral part of the city's historic landscape, today the district is largely severed from the surrounding area by highways and parking lots and is a physically discrete neighborhood.

The boundaries of the district are underscored by major land use changes on three sides. Due west are railroad lines and the Pioneer Square Historic District (National Register, 1970). To the south lies Dearborn Street and the Seattle Tidelands-Duwamish Valley industrial area. Interstate 5 cuts through the eastern portions of the community, dramatically separating the historic district from the neighborhood's original extension eastward into the Central Area.

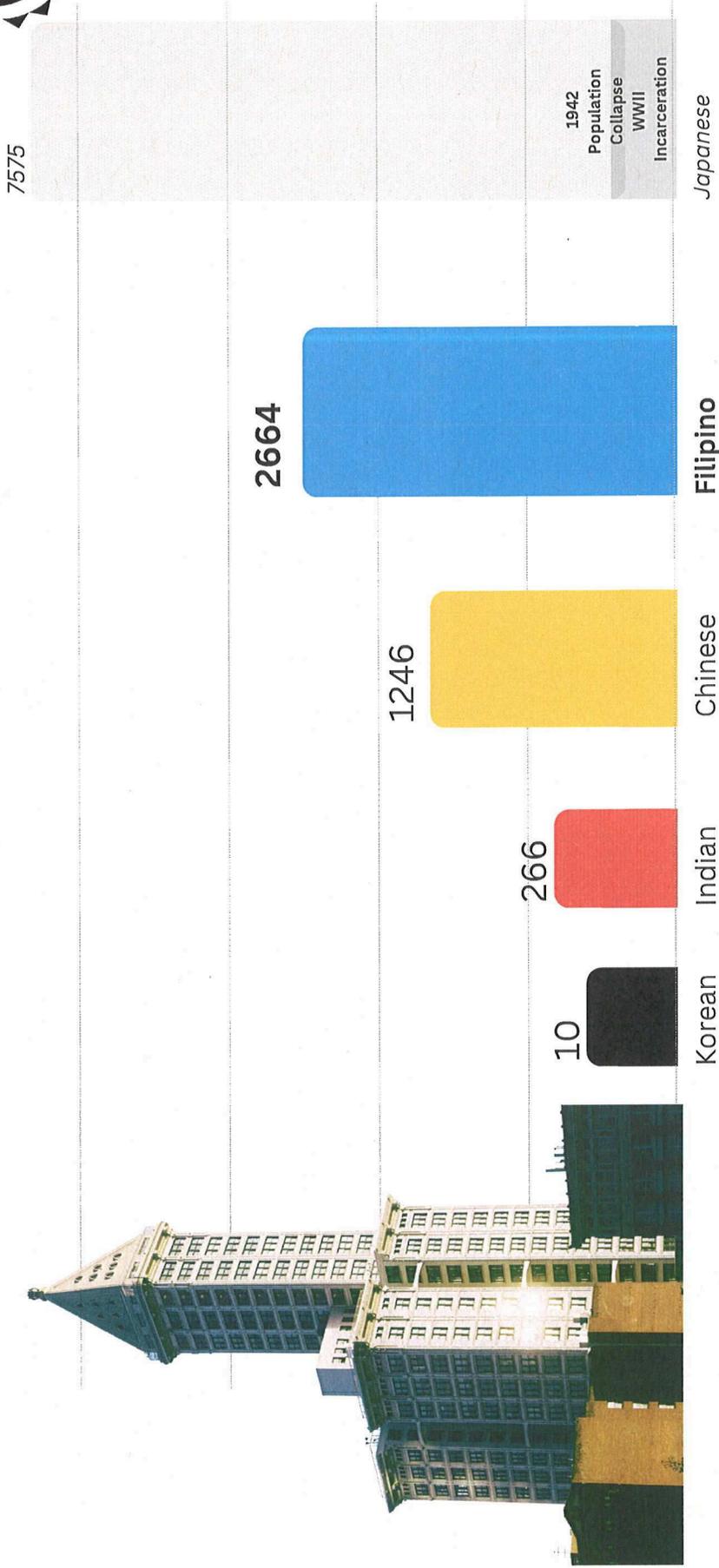
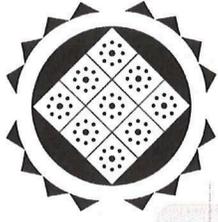
The district is bounded on the north by a change in topography, density, and historic character. A band of noncontributing properties, including expansive parking lots, nonhistoric park and garden areas, and two large scale apartment buildings constructed in the 1960s, form a distinct boundary along the north side of Main Street. Beyond the boundary, land rises steeply uphill and the few historic buildings in the area (including the Nippon Kan Theatre building, NRHP 1980) are separated by large expanses of nonhistoric open space. The dramatic change in topography, the lack of dense historic fabric, and the visual intrusion of contemporary construction clearly distinguish the area north of Main Street from the Seattle Chinatown Historic District.

Within the district, streets are laid out on a typical rectilinear grid pattern with each block generally composed of eight 60 by 120 foot lots. The district developed in a relatively short period (roughly 1907-1929) and is characterized by three- to six-story brick hotels, one- and two-story commercial buildings, and automobile garages from the period. For the most part, the district is densely developed with historic buildings, although since the 1960's some older buildings within the boundaries have been demolished, leaving gaps in the street where vacant lots and parking lots now exist. Several newer commercial buildings, including banks and restaurants, have been developed as well. Some of the new designs successfully blend with the older buildings; others intrude by the nature of their design, partial lot coverage, or use of materials (see architectural descriptions below). But the general integrity of the district is well preserved, and the district today clearly reflects its historic character as the heart of Seattle's Asian community.

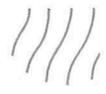
Although the general area was originally referred to as "Chinatown," the district has been home for many nationalities, and different streets within the district are associated with different ethnic groups. Chinese, Japanese, Filipino, Italian, Native American, and black residents have all lived in the district--each adding to the life and look of the area. The name "Chinatown"--in common usage throughout the historic period--has remained, however, despite the rich ethnic heterogeneity of the area.

The principal nationalities tended to concentrate in specific areas, creating physical subcommunities within the district. The Chinese business core is centered along King Street, and still serves as the primary focus of the International District. South Main Street was originally the center of the Japanese business core, called "Japantown" or

1940 Census - Seattle, Foreign Born Population



Sixteenth Census of the United States, 1940, NARA publication T627. Records of the Bureau of the Census, 1790 - 2007, RG 29. Washington, D.C.: National Archives and Records Administration 2012.



BUILDINGS MODERATE TO OLD. MUCH VACANT LAND. (MAYBE IN GOOD CONDITION)

1956 City of Seattle - International Community

JAPANESE DISTRICT

DISTRICT

FILIPINO DISTRICT

HEART OF SHOPPING AREA
MIXTURE OF GOOD & RUNDOWN STORES, HOTELS, ETC.

7TH AVE S

8TH AVE S

9TH AVE S

VACANT SLIDE AREA

KING STREET STATION

UNION STATION

PASSENGER TERMINALS

JACKSON STREET

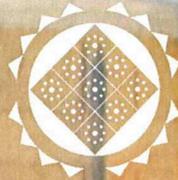
RESIDENCES & MIXED WITH INDUSTRY.

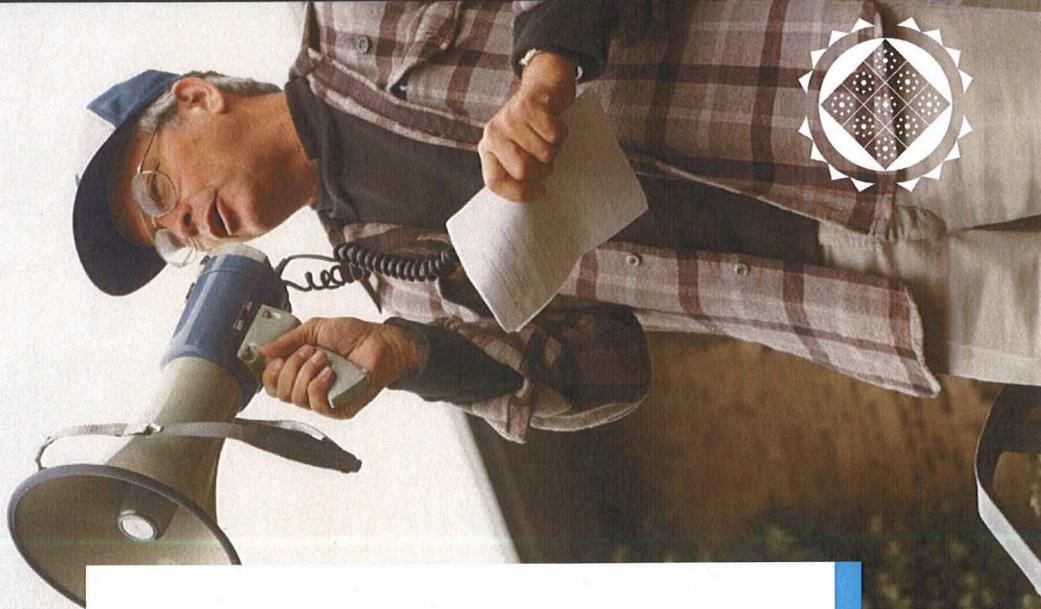
INTERNATIONAL COMMUNITY

CONSIDERABLE

Seattle Municipal Archives

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Our Mission Preserve

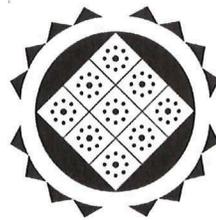
To enhance the historical
and cultural presence of
Seattle's International
District with Filipino
American **activities and**
preservation efforts.

Our Vision Solidarity

To grow the **multicultural**
life & interracial solidarity
of the International District
as championed by city hero
Uncle Bob Santos.



Keep Connected with Us



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Dear Board Members of Sound Transit,

It is a profound honor to stand before you today to share my journey and express my deepest gratitude for the mission of Christian Faith Center. My name is Essie Nsiro, and I come to you not just as a member of this congregation, but as a witness to the life-changing power of the community we are building together in Federal Way.

My story began in a home led by a single parent who worked tirelessly to raise eleven children. While we were encouraged to attend church, the environment lacked the foundational Christian values of empathy and consistent spiritual guidance. Decisions were often made based on emotion and ego, which unfortunately created a rift in our family. This upbringing left me with a deep-seated desire to find a community that truly lived out the gospel through action and compassion.

This search initially led me to Watoto Church in Uganda, where I served as a Child Counselor. I witnessed firsthand the struggles of child-headed households, children parenting children after losing their parents to the AIDS crisis. Through the gospel and the Watoto Children's Choir, I saw hope restored to the hopeless. When I moved to the United States, that same fire to create hope for struggling families burned within me. I was looking for a place that didn't just preach the Word but was the hands and feet of Jesus in the community. That search led me home to Christian Faith Center.

At first, my husband and I, and our children attended another church near our home in Kent. However, my kids did not like to go to church and this grieved me. After our first time at Christian Faith, our kids wanted to come back. They said it felt like home.

From the moment I walked through those doors, I felt it, love that doesn't ask what you've done first. From the Monday night free meal ministry that feeds the hungry to life groups that have strengthened my marriage and financial literacy. CFC doesn't just preach a sermon about feeding the hungry and changing lives, they actually do it, week after week, no questions asked.

But the program that has truly changed my life is Fierce and Free. This is not just a women's group, it is a launching pad. Through Fierce and Free, I have grown spiritually, found my economic footing, and stepped into a social confidence I did not know I had. I now believe, deep in my bones, that I can do anything I put my mind to. That kind of transformation doesn't happen by accident. It happens because CFC intentionally invests in women like me.

The impact of CFC extends directly to my children, Nigel, Neal and Erinah. Nigel joined CFC when he was 5yrs old, he is 17 now and, in a world, where many young people feel lost, Nigel has found a sanctuary here. He loves coming to church because of the palpable sense of love and unity. This environment has transformed him into a young leader; he regularly visits parks and teenage centers to talk to his peers from troubled families. He encourages them to join The Movement, our youth ministry, where they find a safe environment to foster their relationship with God. Many of his friends have joined and, like Nigel, have fallen in love with this community.

The work of CFC is not free. Free meals cost money. Programs like Fierce and Free and the Youth Movement require investment. Media training takes equipment and instructors. Every life that has been changed, every woman who found her confidence, every teenager who chose community over the streets, every family that sat down to a warm meal on a Monday night, was made possible because someone decided this work was worth funding.

I am standing here today as living proof that this investment works. I am asking you to partner with Christian Faith Center so that the next Essie, the next Nigel, the next family walking in desperate and leaving with hope, will have a place to land. Your generosity keeps these doors open. And when these doors are open, lives change.

With Faith and Gratitude,

Estellah Nsiiro