

04/23/2026 Board of Directors Meeting Written Public Comment Submissions

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Russell Joe

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Dear Sound Transit Board Members,

Please find the attached letter from the Master Builders Association of King and Snohomish Counties expressing our strong support for advancing the Everett light rail connection as originally planned. As outlined in the letter, this project is a critical investment in Snohomish County's future housing capacity, transportation access, and long-term sustainable growth.

We appreciate your consideration as you evaluate the next steps for this important regional project.

Sincerely,

Russell Joe

	<p>Russell Joe Snohomish County Government Affairs Manager [Redacted]</p> <p>425.941.7689 rjoe@mbaks.com mbaks.com</p> <p>335 116th Ave. SE, Bellevue, WA 98004</p> <p>in butterfly ig f X</p> <p>[Redacted]</p> <p>Everyone deserves a place to call home.</p>
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Fallon Boyle

Hello, I am a Ballard resident and I urge you to only consider ST3 options that include the Ballard link extension. Ballard residents overwhelmingly supported ST3, and it is critical that all of the stations, including West Seattle and Ballard, are built on the timeline that has been promised to voters.
Fallon Boyle

Kit Burns

Note: Documents corresponding to this comment can be found at the bottom of this document.

Please distribute to the System Expansion Committee and other Board Members
Thank you.
April 9, 2026
2026 System Expansion Committee Meeting

Dear Mr. Constantine and Sound Transit Board,
Attached is a proposal for cost savings as part of the TDLE.
This proposal is to save cost of construction, shorten Design and Construction durations, and provide the best user access for transit by the Puyallup Tribe and South Sound Commuters.
This recommendation is made to **eliminate the Portland Avenue E station**, preserve Freighthouse Square for transit rider access, transit comfort, and community use.
I suggest that the City of Tacoma Economic Community Development would be the operator of Freighthouse Square with Sound Transit responsibility for developing and maintaining the structure as part of the TDLE infrastructure.
I welcome the opportunity to discuss this further with you and the transit rider community.

Kit

Kit Burns

PO Box 2341

Tacoma, WA 98401

"Things don't just happen. They are made to happen."

---John F. Kennedy

Dear Sound Transit Board Members,

The attached drawings show an option for the Sound Transit Board to Consider.

This suggestion needs community input and yours as well.

As an Architect with more than 40 years of experience I believe there are ways you can save money and provide better access to transit riders in the South Sound.

This proposal eliminates the Portland Avenue Station and consolidates the transit center adjacent to 25th and 26th Streets with positive results. (shown in your earlier DEIS proposal). It would preserve Freighthouse Square as an element of the Sound Transit Center Complex for riders and the community.

As a result the link to the South Sound would provide better transit access to the Puyallup Tribal Headquarter Complex and services for East Tacoma, shorten design and construction timelines, lower costs, and meet your goals for transit.

See attached PDF file for a graphic recommendation.

Kit Burns

PO Box 2341

Tacoma, WA 98401

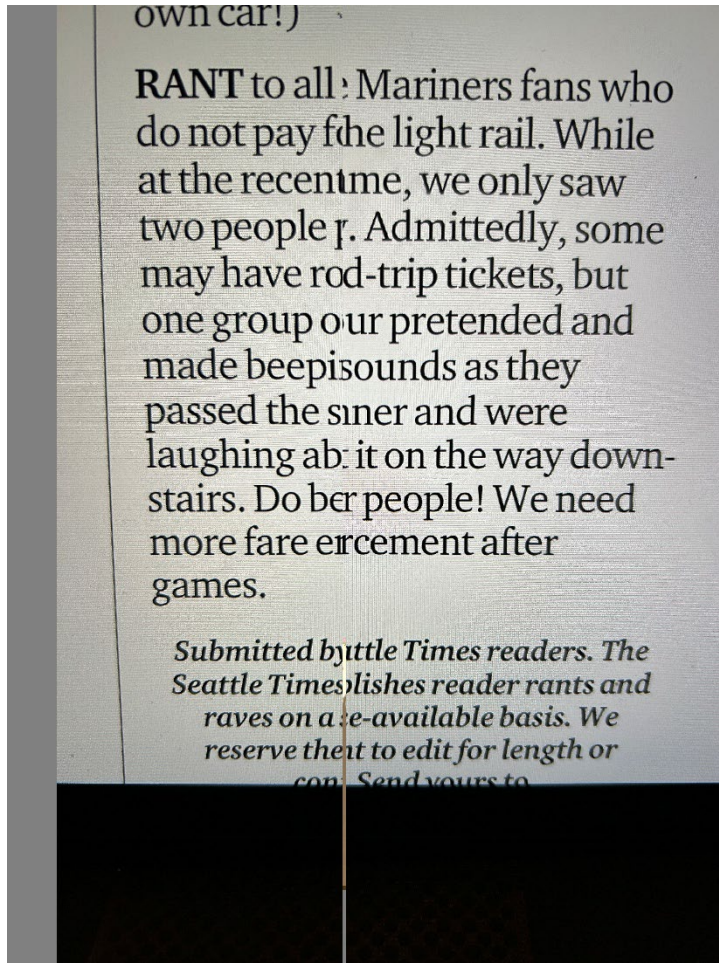
"Things don't just happen. They are made to happen."

---John F. Kennedy

John Balph

With the World Cup and other sporting events happening in SODO, we need fare gates! Sound Transit is billions in debt. This is an easy way to increase revenue.

Thanks,
John Balph



Betty Lau

Hi Meeting Comments,

Thanks so much for such a professional, efficient experience at the meetings! I really like the closed captions— invaluable to read when we get speakers who mumble or who are very soft spoken.

Regards,

Betty

Written Public Comment by Betty Lau at Sound Transit Board Meeting, Thursday, 3/4/26, 1:30 p.m., Union Station.

I'm Betty Lau, co-founder of Transit Equity for All and board member of the Chong Wa Benevolent Association of Washington.

At the System Expansion Committee meeting of Dec. 11, 2025, Board Member Balducci asked about repeated community requests for a 90-day comment period. The answer was the FTA will most likely set it at 60 days. This board can request the FTA to change that to 90 days.

1. A 60-day comment period works against non-English speakers and those with disabilities, specifically the blind, low vision, deaf-blind, neurodivergent and users of braille and tactile devices. Yes, it takes more time, but worth it to conduct genuine community engagement.
2. According to the Sound Transit Public Participation Plan, #4: the board “adopted Resolution R2011-15 Inclusive Public Participation Policy to assure meaningful access to public involvement and community outreach programs for minority, low-income and LEP populations.” It lists the 6 most common languages of the Region: Spanish, Chinese, Other Asian Pacific languages, Vietnamese, Russian, Polish, other Slavic languages, and Tagalog. Translated materials need to be available throughout the Region.
3. The Sound Transit Language Assistance Plan calls for 3 in-language meetings with community organizations and leaders per year. So far, there have been no such meetings for the Chinese community.
4. Language communities need translations of comparison charts of the alternatives into the above languages, as well as braille and other tactile forms of communication for those with disabilities.

“Requirements for Transit Providers: Sound Transit is required by the FTA to measure the quality of service delivered to communities and to demonstrate that resources are distributed in a way that does not discriminate on the basis of race, color or national origin.”

Most of us fail to see how the split stations of North and South of CID can be proven to benefit the CID or even the southern part of the light rail Region, which is where communities of color are concentrated. On the contrary, HNTB and VMS reports (2023) show grave risks and concerns with the split stations.

Executive Order 12898 calls for “Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, which is why this report includes an assessment of disproportionate burden on low-income populations as well as a disparate impact assessment for minority populations.” That was 2022. It's time for an update, and the update perhaps should be included in the new DEIS under NEPA.

Further, “The purpose of the Title VI service monitoring requirement is to ensure that prior decisions related to the distribution of fixed route transit service and facilities have not resulted in a disparate impact or disproportion burden on protected populations.” Has anyone studied the social and economic impacts on the CID? If not, it needs to be done!

It's clear Sound Transit needs to do an Equity Analysis of the split stations. Protected populations are clearly defined and include those with disabilities. Will a disproportionate travel burden fall on protected populations with each alternative?

Please don't overlook protected populations in the stampede to cut corners to save money. We want to be well informed so as to best advise you on what our communities need.

Thank you.

Abigail Wallace

Hello,

I am a Tacoma resident and deeply oppose the proposed cutting of the Tacoma light rail extension. The people of Tacoma need a connection to Seattle and beyond, not a lackluster service of buses that only run half the day. Residents of Tacoma have been paying into and waiting on a Link light rail for YEARS. It would be deeply detrimental to the community to not move forward with adding a light rail expansion to Tacoma.

~

Abigail Wallace
(564) 229-6200

Audrey Carlin

Hi there, I've lived in Everett for the past 4 years now, and previously lived in Redmond for over a decade. I learned recently that a possibility to close the budget gap is to not complete the Everett extension, which was promised from the start. I've been paying for this yearly, and this year my tab renewals are nearly \$1,000 between our two household cars. I commute 2 hours a day back and forth. I cannot begin to fully express how frustrating it is to hear that not completing the promised Spine is an option to compensate for poor management.

We have all paid substantial sums to see this through. Not giving me the access to Seattle that I've been waiting more than a decade for feels like a slap to the face. There are other options, including expanding the pool of Snohomish County tabs being charged the fees - all of the county stands to gain from it. It seems so wasteful to throw all of this progress away, and inevitably waste even more of my and our tax dollars on the inevitable lawsuits that would follow. Please consider other options, but absolutely don't throw us under the bus because it's "easy" since it wouldn't be "your" money being wasted in the courts.

Thanks for your consideration,

Audrey Carlin

Patrick Bertiaux

I'm a resident in Everett

I voted for ST every election it came up

I advocated for you in the community

Don't you dare back out of Everett Link after literally taking \$10k+ from me in RTA taxes on tabs

I will vote against anyone who supports such a decision and join any lawsuit filed against you if you do.

Figure it out

Patrick Bertiaux
Everett, WA

Bryan Glasel

Hello,

I wanted to take a moment to leave a comment specifically regarding the current thought to not complete the Everett Link extension due to budget issues. If that happens, I want my money back. All of it. I've been paying for this service in more ways than one for years now. Every dime with the understanding that the Link service was coming to Everett, making getting around Western WA a blessing. If that is suddenly not going to happen, expect a flurry of lawsuits and more lost time and money for Sound Transit teams. Not completing the Everett Link extension is NOT an option. The people YOU promised are going to hold you to this. You had better deliver and stop considering screwing us over because of your mismanagement.

Thank you for your time.

Regards,

Bryan Glasel

Heidi Haslip

Dear Members of the Sound Transit Board of Directors,

I live in Everett, and I commute to Seattle. I also care deeply about what kind of city Everett becomes over the next 20 years. Those two things are exactly why I'm writing to you today.

Light rail isn't an abstraction for me. It's the difference between a grinding drive down I-5 and a reliable connection to the rest of the region. And for Everett as a whole, it's a generational investment in whether our city grows into something vibrant or gets bypassed while other communities reap the benefits of the transit infrastructure we helped fund.

That's what concerns me most if Everett's stations are scaled back or delayed: not just my own commute, but the economic trajectory of this city. Businesses, residents, and developers follow transit. If Everett's segment is cut from the broader system, we don't just lose train stops — we lose the growth that comes with them, and we fall further behind cities that are already pulling ahead.

I'm grateful that Everett Mayor Cassie Franklin and Snohomish County Executive Dave Somers are already making this case on the Board. Their advocacy reflects what Everett residents actually need, and I'm proud to have local leaders willing to fight for it.

I understand that Sound Transit faces difficult tradeoffs. But I'd ask the Board to consider what it means to ask Everett residents to keep contributing to a system that may no longer fully serve us. The promise made to this community should be honored, not because it's politically convenient, but because it's the right thing to do.

Thank you for considering these comments.

Respectfully,
Heidi Haslip
10925 10th Dr SE, Everett, WA
heidi.haslip@gmail.com

Joe Kunzler

Note: Documents corresponding to this comment can be found at the bottom of this document.

First, all thoughts mine.

Second, I just want to give sad but necessary notice as antisemitism rises in Seattle, that I will NOT be supporting Ballard or West Seattle getting prioritized for light rail until such time as the Sound Transit Boardmembers for Seattle condemn antisemitism and attacks on their own brave Seattle Police Department.

WHY?

Last year, Boardmember Wilson promised me she'd condemn antisemitism publicly at the next incident. But has not condemned last Sunday's antisemitic attack on an Israeli medic and StandWithUs. Among other antisemitic outbursts.

As per the attached video, Boardmember Wilson is now on blast by the far left to speak out on their side. Saying Seattle is their city. Where the hell is Mayor Wilson?

OK, I'm going to make this easy... I don't need permission slips to defend the Jews, it doesn't depend on the context.

I am calling on Sound Transit to prioritize the spine, move to *punish and sanction* Seattle leaders for inaction against antisemitism if we don't see some action, and end this. Because the minute Link is threatened, Mayor Wilson will come racing home on her eBike to her transit roots and her true brothers & sisters. I'm threatening Link NOW to defend the Jews of the Sound Transit Pod and end this before speculative cuts become real cuts. Bad enough the UW is now on DEFCON 2 with a US Department of Justice Civil Rights investigation.

I guess now Sound Transit has to make the region safe from antisemitism. If not us, then who? If we cannot effect our own rescue, then who are we? Are we the generation that will hand the next a burning planet with the fires of climate change and antisemitism or *end this*?

I'm proud to wear a Sound Transit jacket and will tomorrow to stand with a JEWISH MEDIC who saved lives during the Oct. 7 Wars on the Red Square of the UW at 11 AM because I believe Sound Transit is part of the solution to building back better. GO SOUND TRANSIT!

One last thing: We're in a moment where we need to use ALL of our power. That most certainly includes Sound Transit.

AM REDMOND CHAI!

JOE A. KUNZLER

growlernoise@gmail.com

Gauhar Serikbayeva

Dear Board of Directors,

If financial constraints necessitate a choice between reaching the SW Everett Industrial Center or finishing the "spine" to Everett Station/downtown, I urge the Board to prioritize the connection to North Everett.

Routing light rail along I-5 straight to downtown Everett will maximize cost-effectiveness and fulfill the original vision of reaching North Everett as rapidly as possible.

A direct route to the city center secures the primary "spine" of the system, leaving the Industrial Center as a candidate for a future spur line when additional funding is secured.

Thank you for your consideration and for your work in keeping light rail on track for our community.

Respectfully,
Gauhar Serikbayeva

Wendy Poischbeg

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

Dear Executive Dave Somers and Sound Transit Board Members,
On behalf of the Greater Everett Chamber of Commerce, I am submitting the attached letter expressing our support for prioritizing the completion of the Everett Link Extension, including service to the Southwest Everett Industrial Center and downtown Everett.

This project is critical to workforce mobility, regional connectivity, and the continued growth of Everett's business community. We appreciate your leadership and consideration as the Board evaluates next steps.

Please let me know if you need any additional information.

Thank you for your time and commitment to our region.

Sincerely,

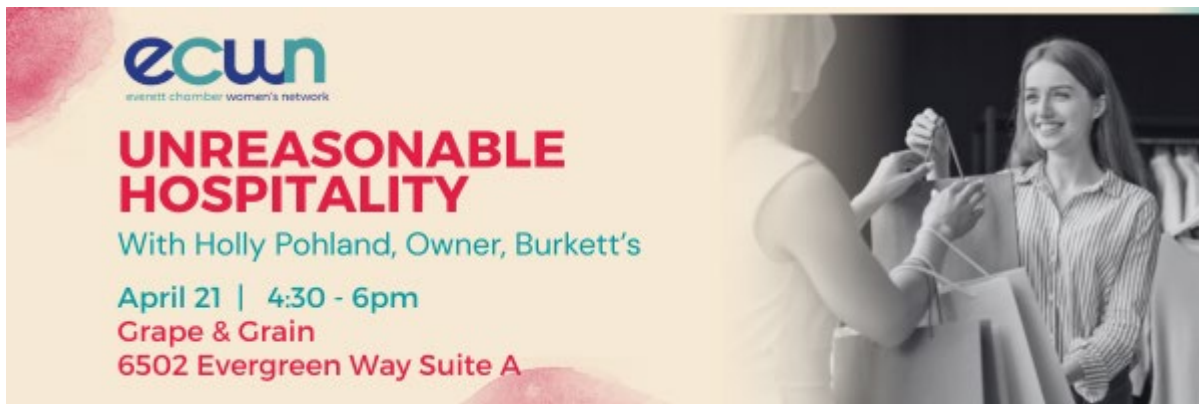
Wendy Poischbeg

President & CEO

Greater Everett Chamber of Commerce

Wendy Poischbeg, CEO

Join me at our next event [↓](#)



ecwn
everett chamber women's network

**UNREASONABLE
HOSPITALITY**

With Holly Pohland, Owner, Burkett's

April 21 | 4:30 - 6pm
Grape & Grain
6502 Evergreen Way Suite A

Sierra Houk

Hello!

I wanted to share my anticipation for the planned upcoming station at Graham and MLK. As someone who doesn't drive due to disabilities and relies heavily on public transit I'm so excited to have a stop that's so much closer to my house. Not only am I looking forward to better accessibility to the light rail for myself, but also to the investment in our neighborhood and more foot traffic for local businesses. It would be a huge disappointment and loss of trust in the local government to see this stop be cut and for this neighborhood to continue to be car-dependent and under-supported by the city.

I hope we can keep the excitement and momentum up following the 2 line expansion and keep connecting the neighborhoods of Seattle!

Sierra Houk (she/her)

Andrew Johnson

Good evening,

Dow Constantine, a longtime West Seattle resident, was a former Sound Transit Board chair, and is now a Sound Transit executive. Surely he knew the construction costs and associated challenges of the WSLE. Was there undue influence to consider West Seattle before less costly extensions with higher ridership? I hope the WSLE is not a vanity project.

Sincerely,

Andrew Johnson

Kevin L. Ballard

Complete the Spine: Delivering on ST3's Promise to Everett

Dear Sound Transit Board Members,

For more than a decade, Everett residents and businesses have paid into ST3 with a clear understanding: the spine would be completed to Everett, with all of the planned stations serving our community. That commitment has always been more than financial. It has shaped how we plan, invest, and grow.

Locally, we have aligned land use, infrastructure, and economic development around the expectation of a complete Everett extension. As a long-time Everett resident with roots in the local business community, where to live, where to invest, and how to grow has always been tied to that future. Our city has done the same. These weren't abstract choices. They came with real costs and real consequences.

Everett is not simply a parking lot for commuters heading south. Residents voted yes and have patiently paid into this system because we understood our contribution and expected it to mean something. From South Everett to North Everett, from Paine Field to our urban core, this investment was always meant to serve equitable mobility within our community, as much as to provide regional access.

When alternatives surface that reduce or delay Everett's full buildout, it erodes the regional trust this system depends on. Voters who said yes and kept paying are watching how that commitment is honored, and so is the broader case for regional cooperation going forward. The original plan included multiple stations designed to serve the whole community, not as enhancements, but as core to the system working as intended.

Overly complex and expensive extensions that function more as lateral expansions into areas already served by a wide array of existing transportation options are unacceptable when the spine remains unfinished. Funding constraints are real, but they are a reason to prioritize the spine, not abandon it. Completing the connection to Everett is the promise. It's what Everett has been paying for all along.

Respectfully,

Kevin L. Ballard

Everett Resident

Graham Golbuff

Thank you for all you do, and for keeping SE Seattle more holistically connected. Save Graham Street Station! Thanks.
-Graham Golbuff, 98112

Ben Breeden

To the Sound Transit Board:

I moved with my family to Everett 9 years ago; this is a wonderful community that has been growing and developing--I'm excited for the future of my city! I am writing to express strong support for the timely completion of the Link light rail extension to Everett and to urge the Board to maintain its commitment to this project without diverting funds to other priorities in the Seattle area.

The extension of light rail to Everett is not simply a transportation project—it is a critical investment in regional equity, economic vitality, and long-term sustainability of the city and county that I love. Snohomish County residents have consistently supported Sound Transit initiatives with the understanding that high-capacity transit would extend north to serve our communities. Delivering on that commitment is essential to maintaining public trust and the integrity of the voter-approved system plan.

Our region continues to grow, and with that growth comes increased pressure on our transportation infrastructure. Residents and workers in Snohomish County face some of the longest commute times in the Puget Sound region. Expanding Link light rail to Everett will provide reliable, efficient alternatives to congestion, strengthen connections between communities, and support access to jobs, education, and essential services.

Equally important, this investment represents a commitment to equity. Communities outside of Seattle deserve the same level of access to high-quality transit. Delaying or reducing the Everett extension in favor of projects in more centrally located areas risks deepening regional disparities and undermining the principle that Sound Transit serves the entire district.

The Everett extension also presents a significant opportunity to support economic development, housing, and transit-oriented growth in Snohomish County. Advancing this project as planned will help create more resilient, connected, and sustainable communities across the region.

I recognize that the Board faces difficult decisions in balancing competing priorities. However, maintaining the full commitment to the Everett extension is both a matter of fairness and sound regional planning. I respectfully urge you to prioritize completion of the Everett Link light rail project as originally envisioned.

Thank you for your leadership and for your continued work to build a transportation system that serves all communities in our region.

-Ben Breeden

Donald F Padelford

Present public with the option of “best in breed” bus rapid transit for the Ballard and West Seattle extensions.

Best in breed BRT is grade separated (including tunnels) where possible, and with queue jumping traffic signal over-ride where not. ST should also search the world for the best possible smoothest ride (the one place where LRT has an advantage over BRT). The O-bahn in Adelaide, Australia is one system to examine (supposedly as smooth riding as light rail..

Donald F Padelford

Tacoma Community College Board of Trustees

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

Attached is a letter of support from TCC's Board of Trustees for the TCC Line project.



Ivan L. Harrell II, Ph.D.

President

Pronouns: he/him/his

iharrell@tacomacc.edu

(253) 566-5399

6501 S. 19th Street, Tacoma, WA 98466

Stay Connected! [Instagram](#) [LinkedIn](#)

Tacoma Community College President

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

Attached is a letter of support from TCC's President for the TCC Line project.



Ivan L. Harrell II, Ph.D.

President

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iharrell@tacomacc.edu

(253) 566-5399

6501 S. 19th Street, Tacoma, WA 98466

Stay Connected! [Instagram](#) [LinkedIn](#)

Brien Chow

Written Public Comment by Brien Chow, Sound Transit Board Meeting, Thursday, April 23, 2026, Union Station, 1:30 p.m.

**To the newest members of the Sound Transit Board,
Pierce and Snohomish County Board representatives,
Seattle Mayor, and the newly-elected King County Executive:**

My name is Brien Chow, Transit Equity for All and board member of the Chong Wa Benevolent Association of Washington.

I am writing following the March 18 Board retreat to respectfully raise a governance concern—and an opportunity for leadership at a pivotal moment for the ST3 program.

At the retreat, the Board was presented with a range of “building block” scenarios to address the agency’s financial gap. However, each of those scenarios shared a common premise: they assume the second downtown tunnel remains the core solution and then ask how much of the system must be reduced, delayed, or truncated to deliver it.

This leads to a fundamental issue:

Right now, every option assumes the second tunnel is the answer. The Board has been asked to decide how much to cut from that solution—without first confirming it’s the right one.

From a governance and fiduciary standpoint, this creates risk. The decisions ahead—on scope, phasing, and capital investment—are effectively irreversible. Yet a potentially viable, lower-cost, lower-risk alternative has not been evaluated at the same level of detail.

That alternative is **interlining**... connecting the Ballard Link Extension into the existing Downtown Seattle Transit Tunnel rather than constructing a second tunnel.

Interlining is not a new or speculative concept. It is a widely used operating strategy in major rail systems, and it directly aligns with the Board’s stated goals from the retreat:

- **Cost containment** (by avoiding the most expensive capital element)
- **Simplification** (by reducing system complexity and deep-station dependency)
- **Phased delivery** (by enabling earlier service to Ballard)
- **Improved rider experience** (through one-seat rides and reduced transfer burden, think ADA and Senior friendly)

Importantly, this is not a request to adopt a specific outcome today. It is a request to ensure that the Board’s decision-making process is complete.

Before making irreversible decisions, the Board should direct staff to evaluate a full **interlining alternative at the same level of rigor as the current DSTT2-based scenarios. That is not advocacy... it is due diligence.**

For newer Board members in particular, this moment presents an opportunity to ask a simple but critical question:

Have we fully evaluated all viable alternatives before committing to a path that will define the region’s transit system for generations?

For **Pierce** and **Snohomish County** representatives, this is also about protecting the integrity of the broader system. A more cost-effective and deliverable Seattle segment increases the likelihood that regional investments are completed as promised.

For **Seattle** and **King County leadership**, this is about ensuring that the system works operationally and equitably... especially in the **Chinatown International District**, where current concepts introduce significant community and rider impacts.

💡 Then there is the opportunity to reconnect Ballard to West Seattle into a single, continuous light rail line and prioritize full system automation. This is not just a technical adjustment; it’s a strategic reset that restores value, improves service, and rebuilds trust.

The Board has already shown a willingness to reconsider assumptions in response to financial reality. This is the next logical step: ensuring that the foundation of those decisions has been properly validated.

Thank you for your leadership and consideration at this critical juncture.

Sincerely,

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, April 23, 2026, Union Station, 1:30 p.m.

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

Each current approach assumes the second downtown tunnel remains the core solution.

That is severely limited thinking for engineers capable of bringing light rail over water on a floating bridge.

The unexplored alternative is **interlining**... connecting the Ballard Link Extension into the existing Downtown Seattle Transit Tunnel rather than constructing a second tunnel.

Interlining is widely used in major rail systems, and aligns with Board goals:

- **Cost containment**
- **Delivering on a Regional system**
- **Improving rider experience**

Direct staff to evaluate a full **interlining alternative at the same level of rigor as the current approaches.**

The current tunnel needs work anyway so do both at the same time.

Finish the spine!

Ensure the system works for the Region...

especially in the **Chinatown International District**...

which was promised racial, social and economic justice.

Not a bypass.

It's great the Board is willing to deal with financial reality...

Now ensure the system we voted for is appropriately phased and paid for.

Thank you.

Dorothy Gesick

We are West Seattle residents and frequent users of both Metro and light rail. We are however strongly opposed to the West Seattle link,

The recent Board retreat produced 3 approaches to address the ST3 funding shortfall. We support Approach 2 that would defer the WS Link. This is consistent with the original objective to put those funds toward other transit infrastructure and strengthening the spine. The objective of light rail is to serve the region's residents who lack other transit options (i.e., car) to connect with jobs and community services. Everett and Tacoma have more diverse and lower median income populations and higher light rail needs than West Seattle.

The West Seattle Link very likely has the highest cost per mile branch with mostly elevated tracks, a hugely expensive bridge, tunnel and underground station platforms. We don't believe ridership projections justify its costs.

We have friends in West Seattle who are not served by any bus service within walking distance. In truth we need more bus service and improved streets which will serve all West Seattle residents not just commuters and visitors

Shovel ready projects like this one can be deferred. Ridership projections and cost considerations should be priorities. This is a hugely expensive project to complete at this time for a terminus.

We are disappointed that the mayor apparently wants to proceed just to show infrastructure completion. She ignores the premise of the Transit Riders Union: better public transit in the region. There are presumably far more transit riders needing a reasonable reliable transit option from Everett and Tacoma.

Some of us in West Seattle care about regional connectivity. We believe regional needs (i.e., the spine) should have priority. Though we are geographically isolated, we are much closer to downtown and via Metro, we have easy access to light rail now.

Approach 2 is a reasonable path forward.

Dorothy Gesick

Randy Bolerjack

Hello Sound Transit board chair and members,

My comment is simple: Please prioritize completion of the spine from Tacoma to Everett as soon as is possible.

We have been paying and we have been waiting ever so patiently. You have decisions to make, and timely completion of the spine with each station along the way as has been promised, and voters to your south and north deserve, is what should be at the top of your prioritization list while you work through difficult budget scenarios.

Thank you.

Randy Bolerjack

Everett, Wash.

Dwayne Burbridge

Dear Sound Transit Board Members,

Before you convene this week's meeting I am writing to make one thing unmistakably clear: the Tacoma and Everett light rail spine must be completed before one additional dollar is committed to the Ballard extension.

The spine was the foundational promise made to voters across the entire region — not just Seattle. Residents in Pierce and Snohomish Counties have been paying into this system for years and are still waiting for the service they were guaranteed. That is unacceptable.

Continuing to redirect focus and funding toward the Ballard extension while Tacoma and Everett remain unfinished is a breach of trust with your constituents. It signals to the broader region that Sound Transit prioritizes political convenience over contractual and moral obligations.

You were elected and appointed to steward public funds responsibly and to honor the commitments made to all voters — not just those within Seattle city limits.

Finish what you started. Complete the spine. Then, and only then, should the Ballard extension receive further investment.

The riders of Tacoma and Everett are watching. The taxpayers are watching. Please act accordingly.

Respectfully,

Dwayne Burbridge

Matt Werkhoven

Sound transit board members.

Please do not make another mistake in cutting the graham street station. This would negatively impact the entire neighborhood. We have already be waiting decades for a station after the last cut. The amount of people that would suddenly be walking distance to a station and thus use it would increase substantially. Please do not repeat mistakes of the past.

Matt Werkhoven

Lex Howard

Sound Transit Board Members,

I'm writing as an Everett resident to ask that you keep the **Downtown Everett station** in the ST3 program. I understand the agency is facing a major budget gap, but removing the downtown station would break the commitment voters approved in 2016 and would disproportionately impact the part of the system with the *lowest* cost escalation.

Recent public meetings and reporting show that Sound Transit is dealing with a **\$34.5 billion shortfall** and is evaluating multiple cost-cutting scenarios, including one that would stop the Everett Link short of downtown. At the same time, Snohomish County leaders have been clear that the Everett segment is the **northern anchor of the spine** connecting Everett to Tacoma, and that residents here have been paying ST3 taxes for nearly a decade with the expectation that the full extension would be delivered. One point that matters to me is the difference in cost growth between segments. Seattle's in-city projects, Ballard and West Seattle, have seen extremely large increases due to complex alignments and high property costs. Everett, by comparison, has seen **only about 5–10% cost growth**. That's a meaningful distinction. Cutting the Everett terminus despite its relatively stable cost profile doesn't align with a fair or data-driven approach to prioritization.

Removing the downtown station would also reduce the long-term usefulness of the line. Downtown Everett is the densest cluster of jobs, services, and transit connections in the county. It's the logical terminus for future expansion and the place where the system ties cleanly into existing transportation infrastructure. If the goal is to build a durable, high-capacity network that actually shifts regional travel patterns, skipping the core of a county seat undermines that.

I recognize that Sound Transit has to make difficult decisions. But if something has to be delayed, it makes more sense to slow the projects with the **largest cost overruns**, not the ones that remain financially viable and structurally important to the regional spine. That's consistent with what Snohomish County leaders have already said publicly, and it's consistent with what voters approved.

I'm asking the Board to keep the **Downtown Everett station** in the plan and maintain the commitment made to Snohomish County. We've been paying into the system for years, and the extension to downtown Everett is the part that actually delivers the value we were told to expect.

Thank you for your time and for the work you're doing to navigate a difficult situation.

Sincerely, Lex Howard Everett, WA

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

Trace Johnson

Hello,

Below is my public comment for the board meeting 04/23/2026. I have attached a copy as well.

Thanks,

Trace Johnson

Good afternoon. My name is Trace Johnson, and I am a Seattle resident speaking in support of exploring Automated Light Rail for the Ballard Link Extension.

CEO Constantine has described the Enterprise Initiative as doing the innovative, careful, meticulous work needed to save money, improve the product, and reduce construction impacts. I believe the Board should apply that same thinking to Ballard, because the current approach may be overlooking one of the biggest opportunities for cost savings by reconsidering the operating model itself.

Scott Kubly and Trevor Reed recently published a white paper arguing that a Copenhagen-style Automated Light Rail line in a dedicated second tunnel could significantly reduce the cost of the Ballard and West Seattle extensions while also improving rider experience. Their proposal relies on smaller, more efficient stations, more frequent service, and a delivery model aimed at reducing both construction impacts and overall costs.

This is not new or unproven technology. It is an internationally proven model that is increasingly being used for new lines and major expansions around the world, and it deserves serious consideration here. Importantly, Kubly and Reed are not asking Sound Transit to start over or reopen settled planning decisions. They are asking for a focused Request for Information to determine whether proven international delivery models could help Sound Transit deliver Ballard and West Seattle faster, cheaper, and with better service while planning and engineering continue in parallel.

This report has already been provided to the Board and CEO. If the Enterprise Initiative is truly about turning over every stone to find savings and improve outcomes, then this analysis should be part of that effort. If there is a credible way to lower costs, reduce construction impacts, improve rider experience, and create a more realistic path to delivering the complete spine without sacrificing Ballard, Sound Transit should be examining it now.

Thank you.

Angela DuBois

When I bought my house in Everett 4 years ago, one major reason I chose my neighborhood was the promise of light rail coming soon. I have been bitterly disappointed at the repeated push backs to the ETA of this happening.

I understand that the project is being pushed again. WHY? Washington is a wealthy state. Surely we can provide a robust public service by way of a vital mass transit corridor.

Priorities.

Traffic is hideous. Parking is expensive. Gas is outrageously expensive. We have been paying for this light rail for years. Give it to us.

Thanks you,

Angela DuBois

Everett, WA

Rachel Shapiro

Hello,

My name is Rachel Shapiro and I am a Ballard resident. I am writing to express my grave concerns about Sound Transit's potential plan to exclude Ballard from light rail for the foreseeable future. Despite being one of Seattle's densest neighborhoods, Ballard is not well connected to the rest of the city. As someone with chronic health issues, getting from Ballard to my medical appts on First Hill can take over an hour one way when you add in wait times and traffic. Seeing friends in neighborhoods like Capitol Hill is a rare occurrence since there is just not an efficient way to get there by public transportation. And getting to the airport from Ballard remains a pain for someone who might not be able to manage toting their luggage for blocks to the bus, then on and off of the bus and then on to the light rail.

This is not what we voted for. As a dense neighborhood that is getting denser by the minute (with many buildings being built with no parking), Ballard needs light rail! I have lived in Seattle for over 20 years and have seen how the bad decisions that our city makes had ripple effects that last for generations. I hate to see this happening in live time. To cut Ballard not only leaves this whole neighborhood out in the cold, but also worsens the utility of the whole system for the entire city and significantly erodes public trust in Sound Transit.

I know that even under the best of circumstances, we are many years away from Ballard light rail. But to defer indefinitely is just unacceptable and a total betrayal of voters.

Thank you,

Rachel

Robert Beiser

Hello board of directors -

I'm writing to comment in support of retaining the planned Graham Street light rail station. As a 20 year resident of 98118, I've seen the difference investment in the community can make. When we voted in 2016 for ST3, Graham Street station was *our* station that we voted in support of.

The chance to have a station less than a 25-minute walk from home will make a huge difference for us and for so many of our neighbors. It will support local businesses, make it safer and less expensive to move around the city, and get commuters out of their cars, lessening traffic and emissions.

Please continue to include Graham St. Station on the plan for the Light Rail - we greatly need it.

Robert Beiser

98118

206-595-3130

Hannah Hedrick

Members of the Sound Transit Board,

I'm Hannah Hedrick. I serve on the Tukwila City Council and I live in Allentown, right next to where the Boeing Access Road Station is supposed to go. I'm asking you to move this station forward.

This project was promised in Sound Move and voters said yes again in ST3. That was decades ago. At some point, a promise has to actually be kept. Deferring it again sends a pretty clear message that communities like mine are the ones that get pushed to the back of the line.

South King County shows up for this region every day. We host the infrastructure that keeps everything running. Airports, rail, industrial centers, transfer stations. We carry a lot of that impact. But when it comes to investments that actually benefit the people who live here, we're told to wait. Again.

The truth is, a lot of people who live and work here still can't easily access the transit system running right through our community. The Boeing Access Road Station changes that.

It connects Tukwila and the Duwamish industrial areas, which are major job centers. It serves workers who rely on transit, many of whom don't have other reliable options. It connects South Seattle, Tukwila, Renton, Skyway, and Burien in a way that matches how people move through this region.

We also need to be honest about equity. When projects like this get cut or pushed out, it's not happening evenly. It's lower income communities and communities of color that feel it. Cutting this station doesn't really move other projects forward. It just widens the gap in who benefits.

We all know what "deferral" really means. We've been through it. Deferral is how projects quietly go away. This community has already seen that happen with this station once. We're not doing that again. If a project that voters approved twice can still be delayed, then no project is actually safe.

On March 23rd Tukwila unanimously renewed our commitment to being an inclusive city with Resolution 2140. It means access, it means opportunity. It means making sure people can actually get to jobs, services, and the rest of the region.

Transit is everyday life. This station isn't extra. It's necessary. It's time to follow through. Move the Boeing Access Road Station forward. Show people that when you make a promise, you keep it, by showing up for them the way they show up for this region everyday.

Thank you,

Hannah Hedrick
Tukwila City Council, Position 3

Seth Thomas

I strongly support completing the Ballard extension of Link light rail as approved by voters in the 2016 Sound Transit 3 ballot measure.

In 2016, voters across the region made a clear decision. They approved Sound Transit 3 with full knowledge that it included expanding Link light rail to Ballard. This was not an abstract concept. It was a defined, voter-approved expansion of the regional system. Scaling back or delaying this project undermines the explicit commitment made to the public.

Major infrastructure does not get cheaper with time. Construction costs, labor, materials, and property acquisition all increase year after year. If we hesitate now, the same extension will cost far more later. Fiscal responsibility means delivering projects when they are approved, not pushing them into a more expensive future.

Seattle continues to grow, and Ballard is one of the city's most rapidly developing neighborhoods. Transportation planning must look 30 to 50 years ahead, not react to short-term budget pressure. Rail infrastructure shapes growth patterns, reduces congestion, and increases economic productivity by connecting people to jobs and housing efficiently.

The Ballard extension is long-term economic infrastructure. Reliable rail access supports business activity, increases property values, attracts investment, and reduces the economic drag caused by traffic congestion. Connecting Ballard to the regional Link system strengthens the entire Puget Sound economy.

Voters approved this system. The Board's responsibility is to deliver what was promised. Future residents will judge whether we had the foresight and integrity to follow through.

Complete the Ballard extension as planned and build the dang trains.

--

Seth Thomas

Upper Fremont Resident

Zhixu Su

Hi

People in Ballard need the train to commute to work.

Wasting money for years on planning but not building it is not acceptable!

Zhixu Su

Erik Baldwin

It would be an abject failure of municipal leadership and planning not to serve Ballard with modern rapid transit.

Erik Baldwin

Todd Rosin

Dear ST — We put up thousands of units with no parking because we were promised light rail. We've all voted for and paid into ST3 because it promised a Ballard route...all the way to Ballard, to be precise. Based on ridership alone, this line is critical. Please build it per the plan!

Todd Rosin
Ballard

Ben Capshew

Please fulfill your obligation to the voters of this region and build light rail to Ballard. We need to stop wasting our precious funding on connecting the suburbs and build where the people of Seattle actually live.

Now is the time to take action!

"A society grows great when old men plant trees in whose shade they shall never sit."

--

Ben Capshew
812-406-9346

Elizabeth Cook-Stuntz

To whom it may concern,

My husband and I live in Ballard, and we were both disappointed to hear that the Ballard extension to the light rail is potentially being dropped. One of the many reasons we moved to Ballard instead of other neighborhoods was the upcoming connection to the Light Rail. Over the last year, my husband has been diagnosed with epilepsy, meaning he cannot drive within six months of a seizure. We are grateful for the existing bus lines, but they have been unreliable due to traffic and are not as connected to other parts of the city, like the International District or Columbia City. Meanwhile, our neighborhood has become increasingly dense in anticipation of transit support. Many of the homes on our block have been replaced with townhomes and ADUs with no parking spots or driveways, making street parking increasingly difficult. This increased density made sense when a light rail station was planned, but feels unsustainable without it. We were looking forward to being much more connected to our friends and community members outside of Ballard, especially those without cars. To remove the Ballard extension from ST3 feels like a betrayal of what we voted as a city and continues the isolation our neighborhood feels.

Thank you for your time,
Elizabeth Cook-Stuntz

Jeff Ryan

Good afternoon,

I am writing to the Sound Transit Board to strongly support completing the light rail spine to downtown Everett.

As the Board is aware, infrastructure costs have escalated significantly across the region. However, Everett stands out as one of the few remaining segments where those cost increases are far less severe than in other parts of the system. At a time when several projects are facing substantial overruns, the Everett extension represents one of the most cost-effective and achievable investments available.

If Sound Transit is committed to fiscal responsibility, the path forward is clear: prioritize projects that deliver the greatest benefit at the lowest relative cost. Extending light rail to downtown Everett does exactly that. It avoids the scale of cost escalation seen elsewhere while still advancing the system's long-promised regional spine.

This extension would connect thousands of union workers to one of the largest job centers in the Puget Sound region and unlock meaningful transit-oriented development in a community ready for that growth. In contrast to higher-cost segments with diminishing returns, the Everett extension offers strong economic impact at a more manageable cost.

Completing the spine to Everett is not just a good investment, is the most fiscally responsible choice before the Board. I urge you to prioritize this critical connection.

Thank you for your consideration.



Jeff Ryan

Director of Community Development and Planning

City of Mill Creek

Email: jeff.ryan@millcreekwa.gov

Office: 425-921-5721

MillCreekWA.gov

Do you want to connect? [Book time with me by clicking this link!](#)

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City of Mill Creek

Dear Chair and Members of the Board,

On behalf of the City of Mill Creek, I am writing to express our strong support for implementation of the Sound Transit 3 program that preserves continuous light rail connectivity to both downtown Everett and Tacoma, as promised to voters in 2016.

When Mill Creek residents supported Sound Transit 3, they did so with the understanding that Snohomish County would be fully connected to a complete regional light rail spine, anchored in downtown Everett to the north and Tacoma to the south. That promise was not simply about providing more ways to reach Seattle. For our community, the value of light rail lies first in how well it serves Snohomish County residents, jobs, and services.

Completion of the spine to Everett and Tacoma is particularly important to Mill Creek for several reasons:

- It will make it easier for Mill Creek residents to reach major sources of employment in the Southwest Everett industrial areas and other Snohomish County job centers using light rail, rather than relying solely on congested freeway corridors.
- It will improve access to government and civic services in downtown Everett, as the county seat, including courts, human services, and other county functions that our residents need to reach.
- It will strengthen connections from Mill Creek to other destinations throughout Snohomish County, including education, health care, and community facilities, supporting daily trips that begin and end within the county as much as regional trips to Seattle or elsewhere.

We recognize that Sound Transit is confronting serious financial pressures and that you are being asked to make difficult choices about costs, phasing, and scope. We appreciate the work underway to respond to these challenges, including efforts to find savings, refine project designs, and adjust timelines. We also understand that some scenarios under consideration could truncate or indefinitely delay the extensions to Everett and Tacoma.

From Mill Creek's perspective, options that break the promised spine before downtown Everett or Tacoma would undermine the core value of Sound Transit 3 for Snohomish and Pierce County voters. We urge the Board to use available tools to manage costs while delivering the full spine as a single, continuous project to downtown Everett and Tacoma, without segmenting or deferring portions of the alignment.

The City of Mill Creek stands ready to be a constructive partner in this effort. We are prepared to participate in regional discussions, coordinate land use and access planning to support successful stations, and work with other Snohomish and Pierce County jurisdictions to advance solutions that keep the spine intact while respecting financial realities.

Thank you for your leadership during this challenging period and for your continued work to deliver a truly regional transit system. We respectfully request that the Board adopt an updated Sound Transit 3 implementation plan that maintains light rail service all the way to

downtown Everett and Tacoma and that clearly affirms the importance of serving Snohomish County residents, jobs, and services as a central objective.

	<p>Stephanie Vignal Mayor City of Mill Creek stephanie.vignal@cityofmillcreek.gov P: 425-745-1891 F: 425-745-9650 Facebook Twitter Instagram</p>
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Gary Johnson

I respectfully submit the following comments:

The Board Retreat last month highlighted the \$34.5B in cost savings and/or new funding required to fully fund ST3. Of the five subareas, North King County has the largest long-range imbalance deficit. As such, the STB's emphasis on completing the West Seattle Link opposes long-term system financial balance.

West Seattle is better served by public transit than other subareas. Rather than building partial branches to Ballard, Issaquah, Tacoma and Everett, why not curtail the WSL expenditure and put those funds toward completing the rest of the system, and subsidize bus and road improvements to West Seattle?

~Gary Johnson,

West Seattle resident

Kenny Austin

Dear Sound Transit Board,

I urge you to prioritize extending light rail to West Seattle.

To live in West Seattle is to be told you live on an island, but if we are an island, we are an island that has historically been connected to our mainland by public transit. Before we were connected by bridges, a ferry sailed from Seacrest Park to downtown Seattle. A cable car ran from Seacrest to Admiral. In 1904, West Seattle opened the nation's first municipally-owned streetcar line. A drive through West Seattle's hubs is a reminder of where it operated - Admiral *Junction*, Alaska *Junction*. Public transit is core to West Seattle's history.

And it should be core to West Seattle's future. 100,000 people live in West Seattle. To leave it untouched by light rail is to leave an eighth of the city's population unserved. Over 60% of West Seattle residents voted in favor of light rail extension and 66% of Seattle registered voters support keeping it on track to open in 2032, even if it costs more.

I urge you to move forward with the shovel-ready West Seattle pink line *now*.

Thank you.

Sincerely,

Kenny Austin

West Seattle resident

Jimmy Jaffin

To whom it may concern,

I live in Ballard and have been greatly disappointed by the decision to shelve the Ballard light rail. It's common to hear people say that Ballard feels cut off from the rest of the city, and having robust public transit would greatly improve that. We as voters have asked for this and as taxpayers have paid for it.

Thank you,

Jimmy Jaffin

Krishna Adettiwar

Hello,

The Ballard Link extension will cost \$2.5B per mile. That makes it by far the most expensive light rail project in human history, at 5-10x per mile costs of other international cities (even expensive ones). And it puts getting to Ballard and completing the spine at risk, thereby breaking the promise to voters. The Sound Transit board has asked for creative solutions to close the \$34.5B budget gap. Here's one: following the proven methodologies of other European cities, the Link can run through a pedestrianized linear park along 1st Ave at 20 mph between stops (5 mph slower than current cars, and same speed as our streetcars). It must have full signal priority to keep it moving consistently and only stopping at designated stops. This means the train would move *faster* at-grade through downtown than our current downtown tunnel. This is possible to do safely because cars won't exist on 1st Ave and will provide significant safe space for pedestrians, alongside an urban linear park with fantastic green public space for restaurant seating, recreation, etc. This is NOT comparable to the Rainier Valley segment; it is fundamentally different.

This is NOT an experiment. I am traveling across the Netherlands and Belgium (in Brussels right now) seeing this very concept in action with my own eyes. And it works remarkably well. It would save us \$7-10B, deliver a new urban park with great green space with a revitalized downtown, and move trains safely and quickly through downtown.

Sound Transit asked for creative solutions, and the agency must be willing to open its eyes and learn from other places that implement these solutions with ease. I urge the agency to study this option and do its due diligence. The agency must be agile and willing to learn and change direction. The agency cannot simply ask for other solutions, while internally having blinders on and sticking to a solution that costs too much and won't deliver ST3 in its entirety, simply because ST is too stubborn or scared to change course.

ST, please change course, take inspiration from other global cities, and deliver ST3 responsibly. These are not radical solutions. They are proven.

Thank you,
Krishna Adettiwar

William Langevin

Dear Sound Transit Board Members,

My name is William Langevin. My boyfriend Krishna and I would have loved to attend in person today or call in virtually, but we are currently on a train from Brussels to Amsterdam during the meeting time. We hope this written comment on our trip helps show our enthusiasm and hope for the future of our transit development.

Our comment is related to Motion No. M2026-16 on today's agenda. In connection with contract negotiations for the Ballard Extension, we are writing to urge the board to authorize ST staff to study the viable alternative we're proposing before any motion to cut or defer the Ballard line is brought forward.

We are proposing a pedestrianized linear park along 1st Avenue through downtown Seattle, running trains at 20mph between stops and getting through the downtown corridor in under 6 minutes, faster than the current tunnel's average of 9-13mph. With stations at Seattle Center, Belltown, Pike Place, and Pioneer Square, this alignment connects iconic Seattle destinations from the ferry terminal to the Seattle Art Museum to Olympic Sculpture Park, all while delivering an estimated \$7-10 billion in savings on the Ballard Extension alone. Sound Transit has already done meaningful work through the Cultural Connector study that could inform this alternative, and we believe that work should be built upon rather than set aside.

At a moment when ST3 faces a serious budget shortfall, those savings matter for every project in the package. Delivering the Ballard Extension is not in conflict with delivering trains to Snohomish County, to Pierce County, and to Issaquah, but only if we are willing to study all viable paths forward. Cutting Ballard should not be on the table when there is a viable alternative that could get riders to Ballard and recover the funding needed to complete the full ST3 vision.

We have reached out to a number of you directly to share the details of this proposal, and we are encouraged by the conversations we have had. We also want to note that this is not an experiment. Cities like Zürich, Amsterdam, and Sydney have shown that well-designed light rail, integrated into the urban fabric, can be fast, safe, and transformative (we've seen this first hand on our current trip). We strongly believe Sound Transit, under your guidance, can do the same in Seattle.

We urge you to direct ST staff to study this alternative before the next board meeting. The voters of this region deserve to know that every option was explored before a decision of this magnitude is made. We believe in this board's commitment to delivering world-class transit, and we thank you for your continued leadership.

Warm regards,
-William Langevin, 98108 and 98121

William Langevin, MPA (He/Him)

253-341-1733 | wlangevin97@gmail.com

Unnamed Commenters

Dear Sound Transit Board,

I am a current resident of Issaquah and have been living here for years, contributing local taxes that were explicitly tied to the voter-approved Sound Transit 3 (ST3) plan.

I am writing to strongly oppose any proposal to defer, reduce, or eliminate the Issaquah light rail project.

This project was approved by voters in 2016, and since then, residents like myself have been paying taxes with the clear understanding that light rail service would be delivered to Issaquah. The potential removal or indefinite delay of this project is not just a planning adjustment — it is a violation of the commitment made to taxpayers.

If the Issaquah light rail project is canceled or significantly reduced, I believe it is only fair and reasonable that taxpayers in Issaquah receive a refund or adjustment for the taxes collected specifically for this purpose.

Redirecting funds away from East King County after years of tax collection is unacceptable. Issaquah residents should not be asked to subsidize projects elsewhere while losing the infrastructure we were promised.

This project is critical for:

- Supporting Eastside growth and economic development
- Reducing traffic congestion
- Providing equitable transit access for our community

I urge the Board to honor the original voter-approved commitment and ensure that Issaquah receives the light rail service it has already paid for.

Thank you for your consideration.

Sincerely,
Issaquah Resident

Please provide comments regarding how Sound Transit will financially benefit from leasing additional office space vs using those funds for maintenance and safety of existing stations.

We want what was promised!

Ballard is one of the fastest growing neighborhoods with increasing housing density. A train station in Ballard would be frequently used and aligns with housing density growth in the neighborhood.

As a 10+ year seattle resident, the light rail expansion to ballard should be the top priority for sound transit. I voted for ST3. Anything short of building the extension to ballard is directly opposed to what we voted for.

All my voting power in future elections is behind whoever pushes that agenda.

Ballard has been zoned, planned, and built with light rail in mind. It would be the transit suicide to not have the train go fully to Ballard!

Please bring light rail to ballard. north / south. East / West. Even betterBoth! I am pro density, and love all the mixed-use projects and new residents in the area. The reality is many residents don't have cars and need an alternative to bussing everywhere, as busses from ballard take forever to just leave ballard / get east of 99. Those with cars can be better served to leave them at home and ride rapid transit to connect to our urban areas and exurbs.

Please, do not abandon the ballard light rail. We need it desperately.

Everett residents have helped pay for the light rail. Please prioritize Everett stations and do not limit our access because of financial issues in other areas. We deserve the services we voted for and contributed to!

Form Letters

Note: The following form letter was submitted by the individuals listed in a separate document that can be found at the end of this document.

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.

Comments received after the meeting's comment deadline

Day-Z Gould

Commenter name: Day-Z Gould

Comment:

Do not defer Everett Station (3 Line)

Do not defer State Route 526/Evergreen Station

Do not defer Southwest Everett Industrial Center Station

Do not defer the provisional State Route 99/Airport Road Station

Do not defer Mariner Station

Do not defer Ash Way Station

Do not defer West Alderwood Station

Do not defer Ballard Station

Do not defer Interbay Station

Do not defer South Kirkland Station

Do not defer Smith Cove Station

Do not defer Seattle Center Station

Do not defer South Lake Union Station (Do not consolidate South Lake Union and Denny stations)

Do not defer Denny Station

Do not defer Westlake Station (Under 5th in new tunnel)

Do not defer Midtown Station (At Madison)

Do not defer International District/Chinatown Station (4th Avenue Shallower or 5th Avenue Shallow Diagonal)

Do not defer Richards Road Station

Do not defer Delridge Station

Do not defer Alaska Junction Station

Do not defer the provisional Lakemont Station

Do not defer Central Issaquah Station

Do not defer Graham Street Station

Do not defer Boeing Access Road Station

Do not defer South Federal Way Station

Do not defer Fife Station

Do not defer Ainsworth Station

Do not defer Sprague Station

Do not defer Union Station (T Line TCCLÉ)

Do not defer Stevens Station

Do not defer Pearl Station

Do not defer Tacoma Community College Station

Do not defer Portland Avenue Station

Do not defer Tacoma Dome Station (1 Line)

Do not defer Tillicum Station

Do not defer DuPont Station

Ryan Davis

As a resident of Tacoma, I feel it is imperative to make good on the promise to the public and complete the light rail line to the Tacoma Dome. I go back and forth to Seattle regularly for work and fun, and the bus is simply not a reliable option. Busses are regularly late or don't arrive at all. They are often full, and don't have enough space for my bike. Every single trip is a roll of the dice as to when I'll arrive at my destination.

I don't even think it's worth commenting on the Sounder train since it runs so infrequently. It speaks for itself that it is simply not enough to serve as a connection between the region's 2 largest cities.

Tacoma residents should not be treated like an afterthought, an inconvenience! We deserve reliable public transit like the Eastside and Seattle.

Thank you for your time,

Ryan Davis

[Ryan Weber](#)

Hello Board Members,

I was born and raised in West Seattle, went to High School in Bellevue, attended UW and graduated from UW, and lived in Ballard a few years during and after the UW. About 10 years ago I moved to a 500 sq/ft micro apartment in Marysville when rents got out of control in Seattle. 8 years ago I purchased a home in North Everett which was the closest I could afford to live to my employer in Bellevue. Later I found a new job in Seattle where I still work.

I recently attended the Everett hearing in which we were told that ST3 has Billions of dollars in cost overruns and as a resident of Snohomish County I have identified an area that could offer tremendous cost savings. I believe that all of the lines (West Seattle-Ballard, Everett and Tacoma) are vitally important to get workers to places of employment. Employment is primarily centered in Seattle and Bellevue, so residents in Tacoma and Everett need the Spine completed as soon as possible as Puget Sound area residents are no longer able to afford to live in King County.

The stated goal of this diversion of a crooked spine appears meant to mainly serve 3 constituent groups, Boeing, Paine Field, and Casino Road residents, yet all 3 have either contributed nothing to the project, or expressed opposition. As Snohomish County's largest employer, Boeing has contributed nothing to the project as Microsoft did to ensure the success of Line 2. Also, Boeing employees are famously transit averse, choosing to commute from surrounding suburbs. Privately owned Paine Field has a single runway and also has not contributed. Residents of Casino Road, a heavily Hispanic neighborhood, have been vocally opposed, fearing that it will make their neighborhood unaffordable and wipe out their thriving commercial area.

Forgotten in the rush to please an employer and population that do not care or want light rail, is a population starving for transit and urban living in North Everett, and the fact that Everett Station is the hub for surrounding areas of Monroe, Snohomish, Lake Stevens, Marysville, Arlington and even Skagit County. These residents rely on Everett Station to get them to Seattle as efficiently as possible.

The Real Spine closer to I-5 (similar to Lynnwood) has not even been evaluated for Everett with potential stops at South Everett Freeway Station, Everett Mall, Broadway and Everett Station has not even been evaluated. There is an opportunity to save Billions of dollars and complete the Real Spine years earlier. It would also save everyone up to 10 minutes each way on their daily commutes. Please choose a faster, cheaper and more efficient route on the Real Spine.

[Casino Road residents worry of displacement in zoning plan, want community preserved | Snohomish County Tribune](#)

[How will Everett's comprehensive plan work in Casino Road? | HeraldNet.com](#)

[Proposed light rail line could bulldoze Hispanic market at the heart of Everett's Casino Road community | king5.com](#)

['It would create a food desert': Everett minority businesses could be forced out by light rail – KIRO 7 News Seattle](#)

[Proposed light rail line could bulldoze Hispanic market at the heart of Everett's Casino Road community : r/EverettWa](#)

Ryan Weber

Snohomish County resident

206-953-7515

Kjersti Egerdahl

To the Board:

At today's board meeting, I was heartened to see the overwhelming support for delivering light rail as originally promised.

If costs are escalating, spend the money right now. Let's get everything moving at once instead of slowly bleeding more money over more time. Delay equals waste and deferral equals failure.

Focus on solutions: pour extra brain power into the problem of financing. Focus on action: Move on everything that's ready to go.

Focus on transit: it is a generational investment that helps solve homelessness, climate change, and income inequality, and is the foundation for development like Seattle's Comprehensive Plan.

Don't stop short.

Thank you,
Kjersti Egerdahl

- West Seattle homeowner
- Seattle Public Schools PTA member
- Amazon employee
- Bus commuter
- Seventh generation Seattleite

Kathy

Hello,

Please listen to the needs of your constituents and build the train to Ballard. It's very needed.

Thanks,

Kathy

How to save more than \$500 million - eliminate a station Shorten design / construction time by potentially 2 years.

Bus Transfer Route from E 26th Street to EQC Puyallup Tribal Nation,
EQC, EQC Hotel and destinations beyond



The Sound Transit TDLE EIS documents show that the **E 26th Street Station** with a nearby multi-modal bus/link/train transfer station as the best solution for Tacoma.

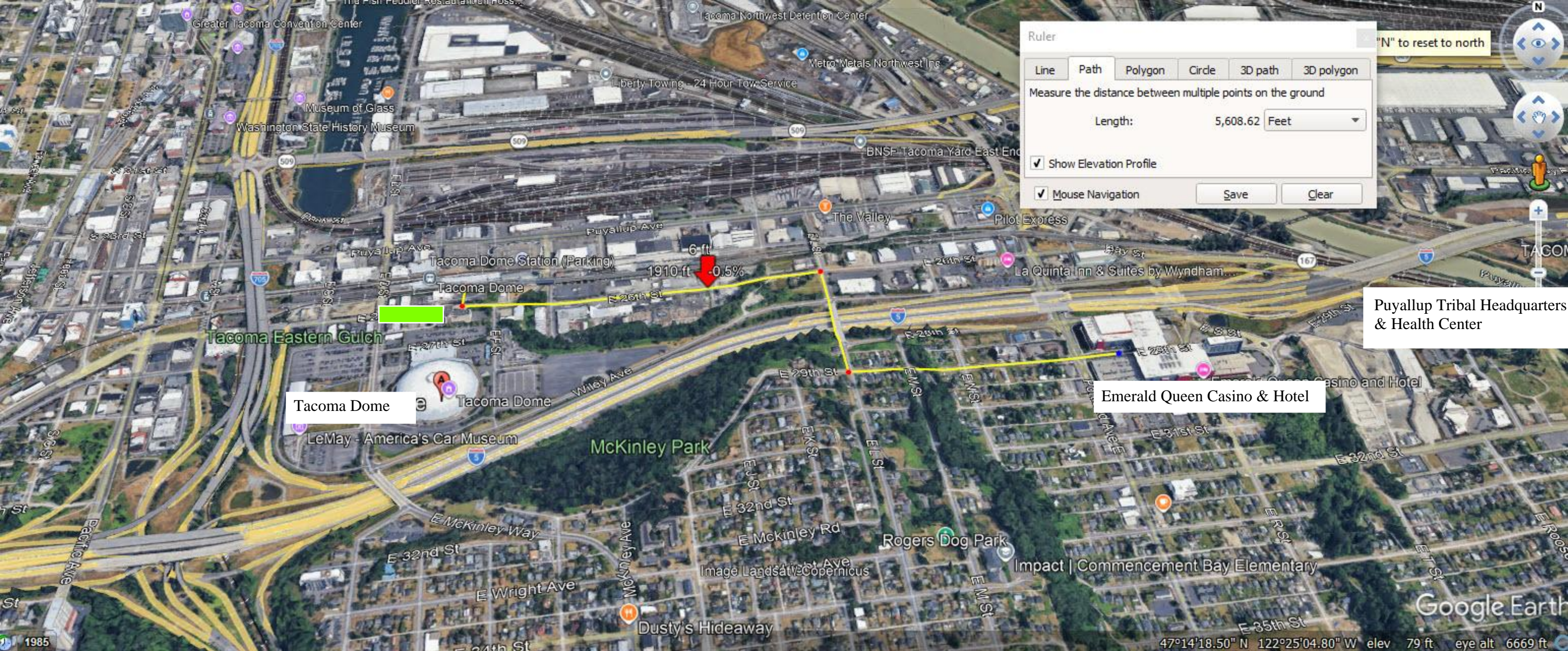
Using Sound Transit documents and DEIS study documents, E. 26th Street Station forms a convenient user hub intersection, has the least impact to Tacoma's D-Link, AMTRAK and Sounder track-lines, and maintains the historical Freight-house Square Community. It is also the least costly to build with the shortest time-line for construction. It optimizes transit user interactions.

The proposed *E Portland Avenue Station should be eliminated. Documents show only 3% use from transit riders, according to Sound Transit documents. An estimated 1,200 transit users daily by 2042 with 63% arriving by car. The user frequency appears optimistic. Pedestrian access would be difficult, inconvenient, and dangerous. Crossing 6 lanes or more of heavy truck-vehicle traffic? Risky business.*

A E. Portland Ave station would be less than one mile from the Tacoma Dome Transit Center Station. Walking from E Portland Avenue *takes from 12-18 minutes to the EQC and EQC Hotel.* Walking in the rain, at night, with multiple street crossings (6+ lanes) and heavy vehicle traffic is extremely hazardous to pedestrians and bicycle riders.

A multi-modal transfer station at E. 26th Street is direct and a centralized transfer connection for riders. Buses leaving E 26th would pass by the EQC Hotel at a high frequency of less than 10 to 15 minutes in both directions.

As a result, it is the ideal location for transit to access the Puyallup Tribal Headquarters & Health Services providing the best and most frequent transit access.



Ruler "N" to reset to north

Line Path Polygon Circle 3D path 3D polygon

Measure the distance between multiple points on the ground

Length: 5,608.62 Feet

Show Elevation Profile

Mouse Navigation

Save Clear

Tacoma Dome

Emerald Queen Casino & Hotel

Puyallup Tribal Headquarters & Health Center

Graph: Min. Avg. Max Elevation: 6. 65, 173 ft

Range Totals: Distance: 1.07 mi Elev Gain/Loss: 226 ft, -236 ft Max Slope: 57.7%, -37.2% Avg Slope: 9.1%, -7.0%



to Fife, Federal Way, and Seattle



Tacoma Dome

Routing buses down S 26th Street to "L" Street bridge, crossing I-5 to S 29th, Allows the buses to avoid congestion at Portland Ave E and pass Puyallup Tribal Headquarters using the highest frequency of buses going both North and South.

Emerald Queen Hotel & Casino

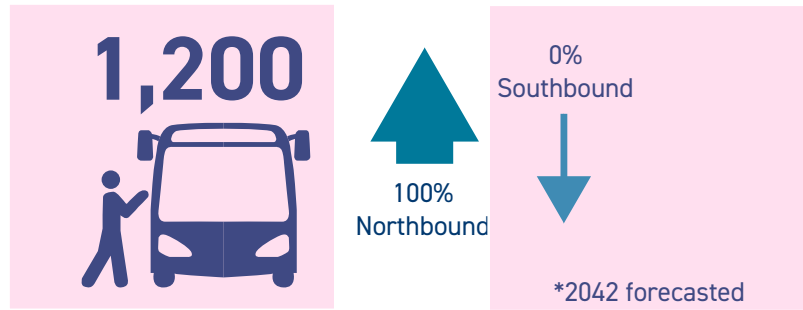
Puyallup Tribal Headquarters & Health Center



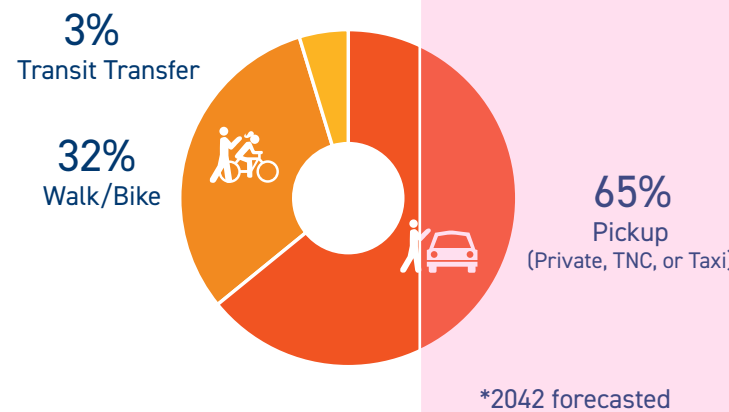
Portland Avenue Station Area Context

2042 forecasted:

FORECASTED DAILY STATION BOARDINGS



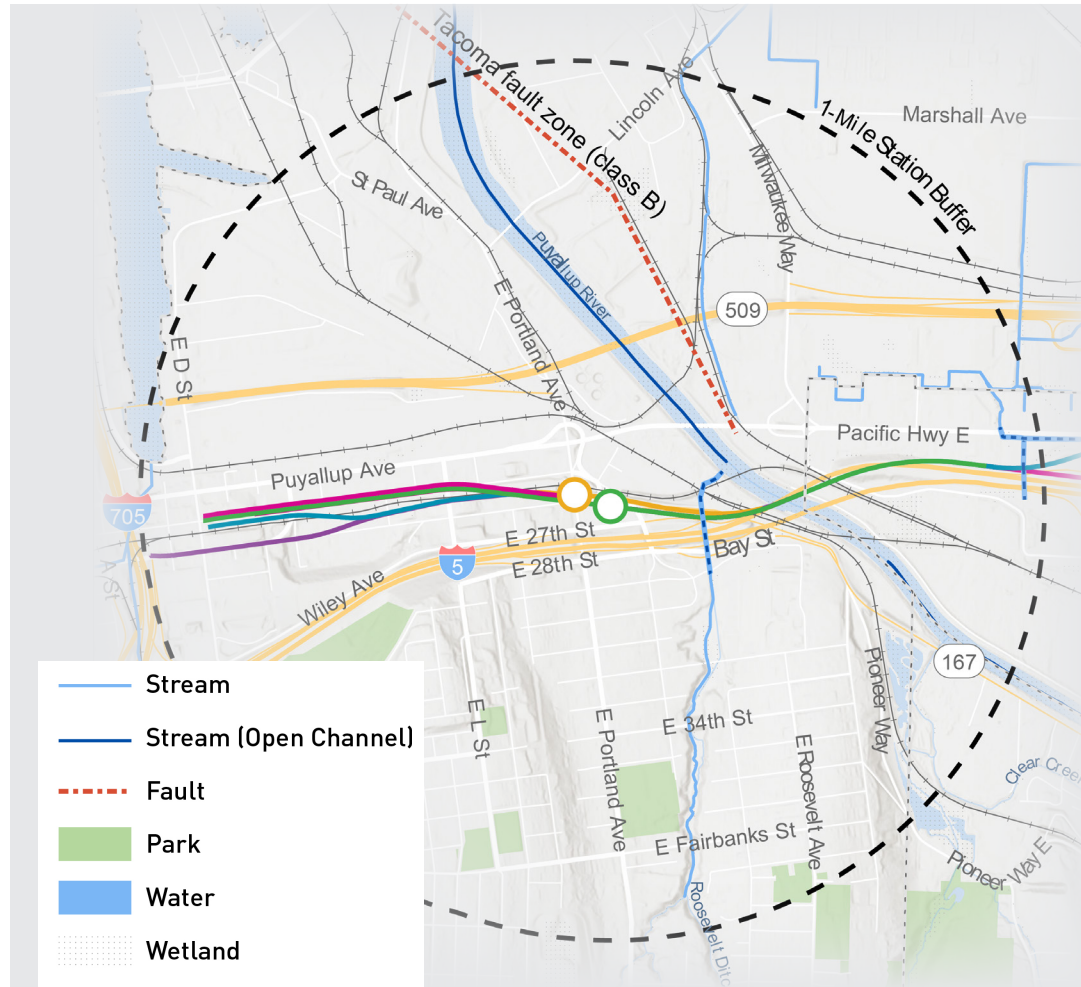
FORECASTED MODE OF ACCESS



FORECASTED LIVING AND WORKING within 1 mile of station



Station Access by **65% private vehicle**;
only 3% for transit transfer; 1,200 daily boardings forecasted for 2042



Natural Context:

The Portland Avenue station area is located immediately west of the Puyallup River within the Lower Puyallup Subbasin. The elevation in this area is low before the topography rises to the west and south. The Puyallup River has been extensively altered in this area; rechanneling, levees, and other flood mitigation infrastructure were constructed during the 20th century. There is high susceptibility to seismic hazards in the station area, with high potential for liquefaction.

Historic Context:

The Portland Avenue Station is located in the traditional territory of the Puyallup Tribe of Indians and is within the Puyallup Tribe of Indians Reservation. Several Tribal settlements were present in the vicinity of the mouth of the Puyallup River in the early 19th century. As Tacoma became a commercial and transportation hub at the end of the 19th century, the upper end of Commencement Bay was drained and filled in to support the construction of the Northern Pacific's transcontinental railroad lines and Port of Tacoma shipping infrastructure. These facilities were redeveloped and expanded throughout the 20th century as highways such as US 99 and I-5 were built and integrated into Tacoma's transportation network.



Puyallup Ave Bridge Construction (1926)
Source: National Archives and Records Administration



Puyallup Tribal Member Robert Satiacum with Marlon Brando during a Protest (1964)
Source: Seattle Times

Pedestrian Access using the **E. Portland Station** is extremely dangerous as there are more than 3+ lanes per direction.

Tacoma Transportation and Mobility Plan

A station at **E. Portland Avenue** is not an acceptable solution to meet transit needs.

Proximity to the last station destination *is less than one mile* away.

March 31, 2026 - Kit Burns

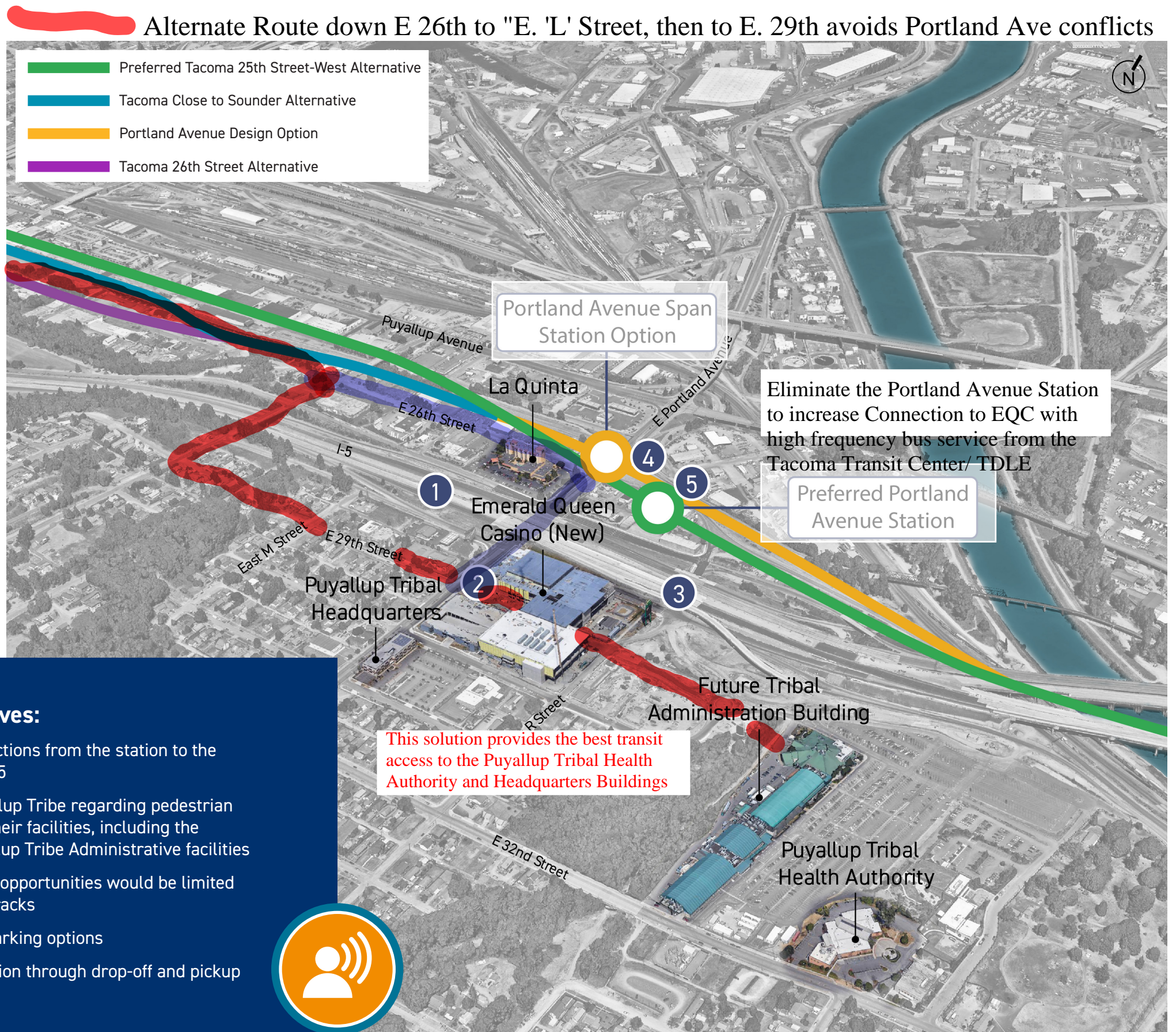
Figure 8 Bicycle Level of Service based on Roadway Characteristics and Existing Bicycle Facility Type

Roadway Characteristics			Bicycle Facility					
Lanes	Speed Limit (MPH)	ADT	No Treatment (with or without shoulder)	Neighborhood Greenway	5 - 7 ft Bike Lane	Buffered Bike Lane (with paint)	Separated Bike Lane (Physical Barrier)	Shared Use Path
1 thru lane per direction (or 1 lane one-way street)	20	0-1,500	1	1	1	1	1	1
	20	>1,500	2	2	1	1	1	1
	25	0-750	1	1	1	1	1	1
	25	750-1,500	2	1	2	1	1	1
	25	1,500-3,000	2	1	2	1	1	1
	20-25	>3,000	3	2	2	2	2	1
	30	<3,000	3	2	2	2	1	1
	30	>3,000	3	3	2	2	2	1
	35	Any	4	4	4	3	2	1
	40	Any	4	4	4	4	2	1
	45	Any	4	4	4	4	2	1
>=50	Any	4	4	4	4	2	1	
2 thru lanes per direction	20	<7,000	3	3	2	2	2	1
	20	>7,000	3	3	3	2	2	1
	25	<7,000	3	3	2	2	2	1
	25	>7,000	3	3	3	2	2	1
	30	<7,000	3	3	3	2	2	1
	30	>7,000	4	4	3	3	2	1
	35	Any	4	4	4	3	2	1
	40	Any	4	4	4	4	2	1
	45	Any	4	4	4	4	2	1
	50 or more	Any	4	4	4	4	2	1
3+ thru lanes per direction	20 - 25	Any	4	4	3	3	2	1
	30	Any	4	4	4	3	2	1
	35	Any	4	4	4	4	2	1
	40	Any	4	4	4	4	2	1
	45	Any	4	4	4	4	2	1
	50 or more	Any	4	4	4	4	2	1

Portland Avenue Station Area Context



The Portland Avenue station area is centered on Portland Avenue at E 26th Street in Tacoma. There is one station (Portland Avenue Station) and a design option (Portland Avenue Span Station Option) being studied. The station area is currently home to some 7,800 residents, primarily south of I-5. Also located south of I-5 is the new Emerald Queen Casino and Hotel as well as the Puyallup Tribe Headquarters. The station is located in the traditional homelands of the Puyallup Tribe and is located inside the Puyallup Tribe reservation boundary. North of I-5, the area is primarily oriented toward freight and transportation, in support of the Port of Tacoma just to the north.



City and Community Perspectives:

- ① Prioritize safe and reliable connections from the station to the community on the south side of I-5
- ② Coordinate closely with the Puyallup Tribe regarding pedestrian and bicycle station access from their facilities, including the Emerald Queen Casino and Puyallup Tribe Administrative facilities
- ③ Concern that future development opportunities would be limited by the proximity of I-5 and train tracks
- ④ Interest in adding more bicycle parking options
- ⑤ Consider how to optimize circulation through drop-off and pickup zones to avoid congestion



These are critical concerns that have not been sufficiently addressed; a thorough community discussion is required. **April 10, 2026**

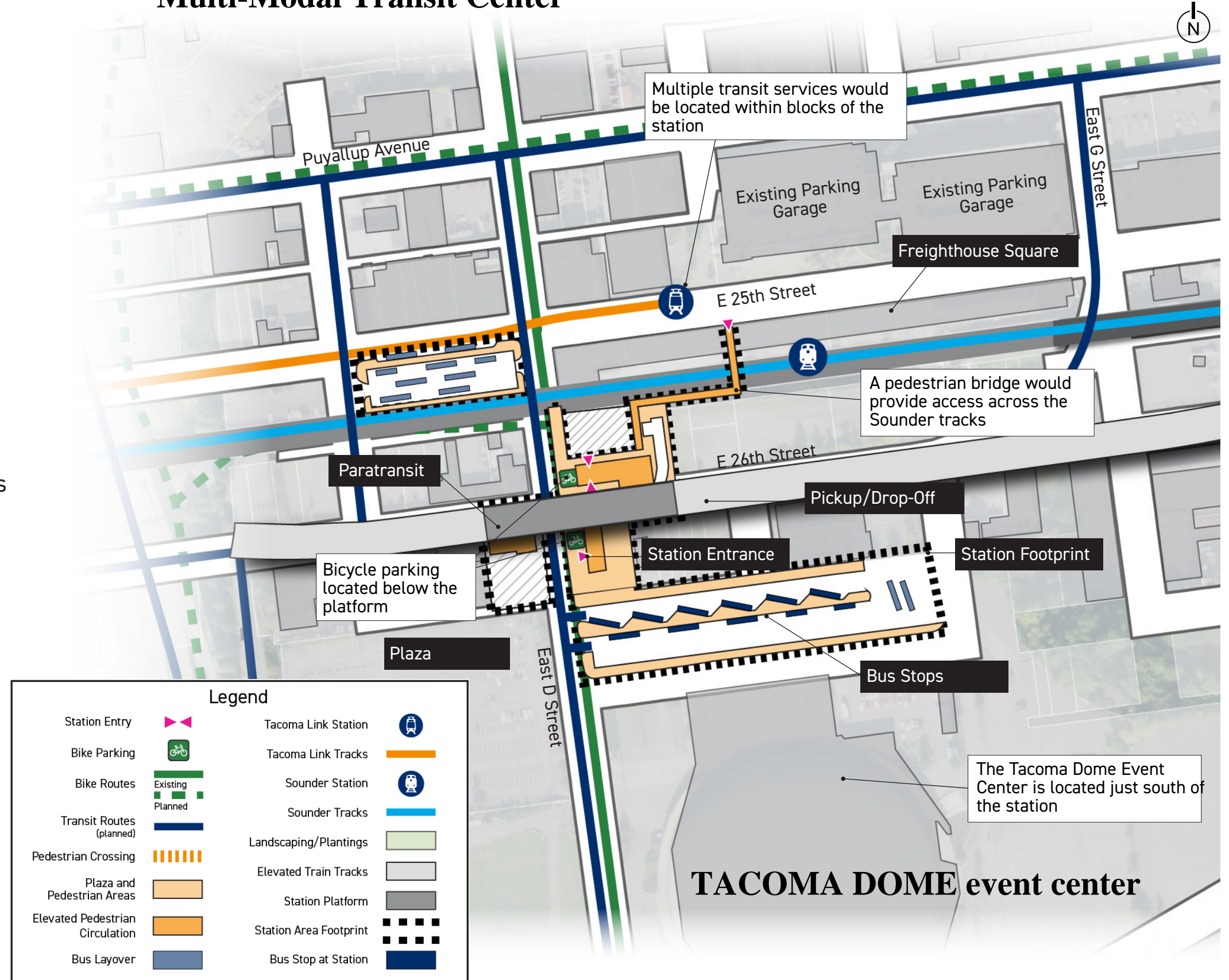
Tacoma Dome Stations

Tacoma 26th Street Station Station Context Plan

The Tacoma 26th Street Station would straddle East D Street at E 26th Street. This station would be just a block from the Tacoma Dome Event Center, making it the closest station location to the event center. However, it is further from some other transit services, including Tacoma Link, Sounder, and Amtrak, located to the north on East D Street. The bus facility would be moved to a location just south of the station at E 27th Street, east of East D Street.

26th Street Multi-Modal Transit Center

Looking to the North



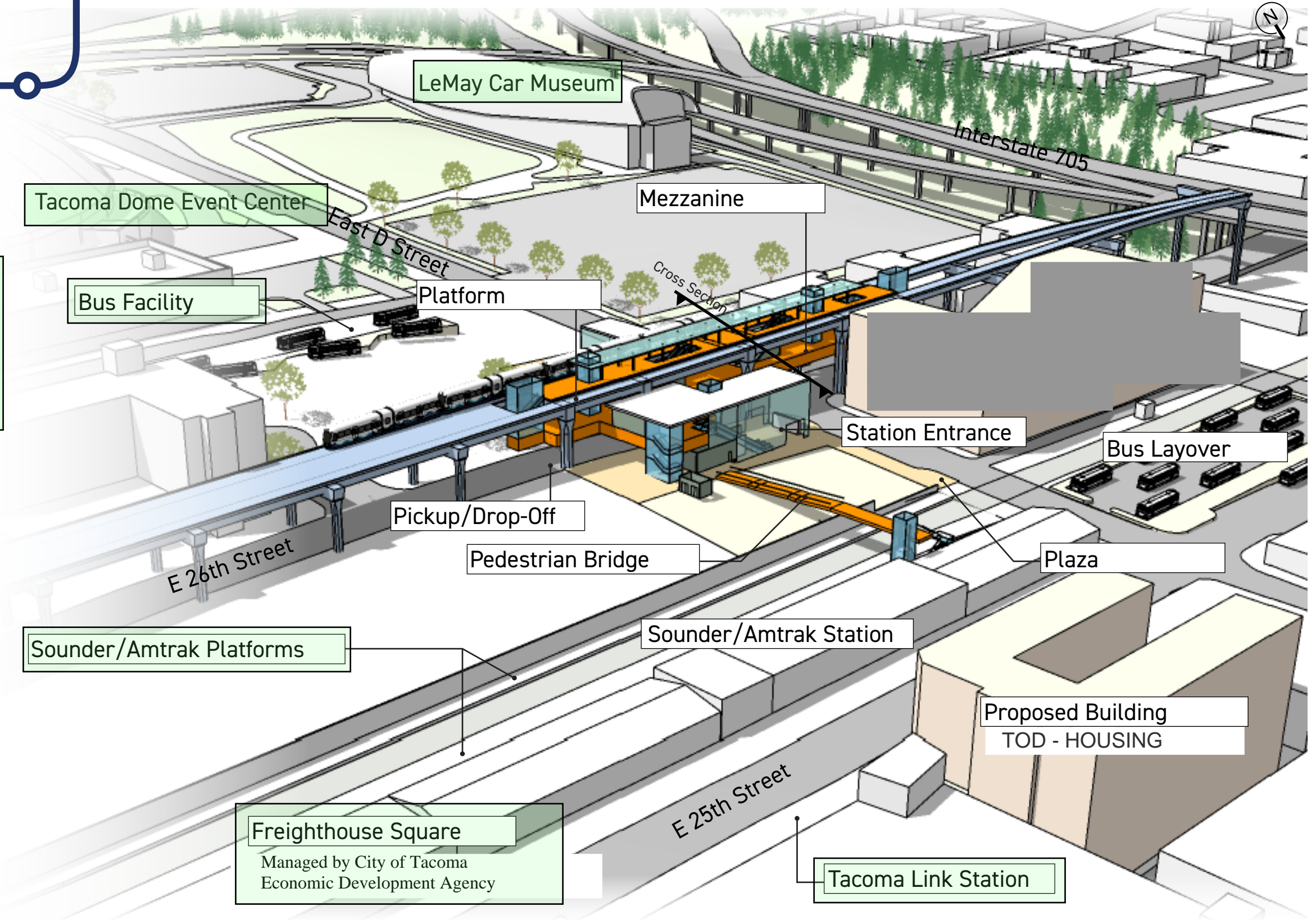
Tacoma Dome Stations

Looking to the South from Puyallup Avenue towards TACOMA DOME event center -

Tacoma 26th Street Station A Look at the Station

Multi-Modal Transit Center:

Access to Buses, Amtrak, Sounder, T-Link, and Parking



Aerial View of the Station

April 10, 2026 - Kit Burns

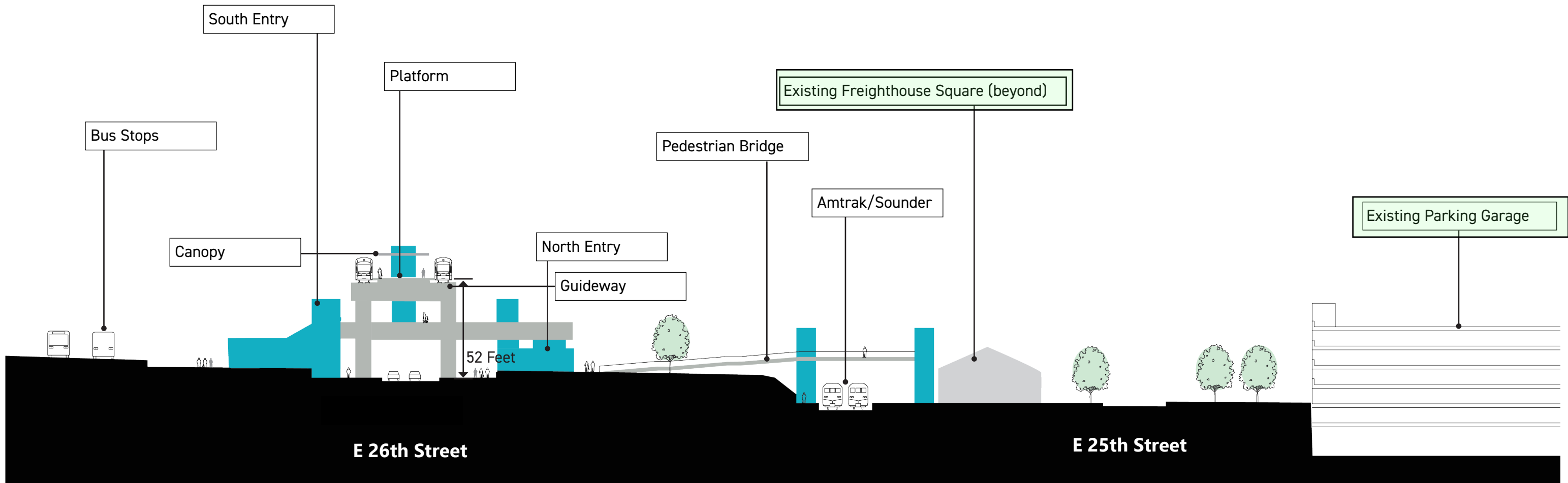
Tacoma Dome Stations



Tacoma 26th Street Station A Look at the Station

TACOMA DOME

PUYALLUP AVENUE

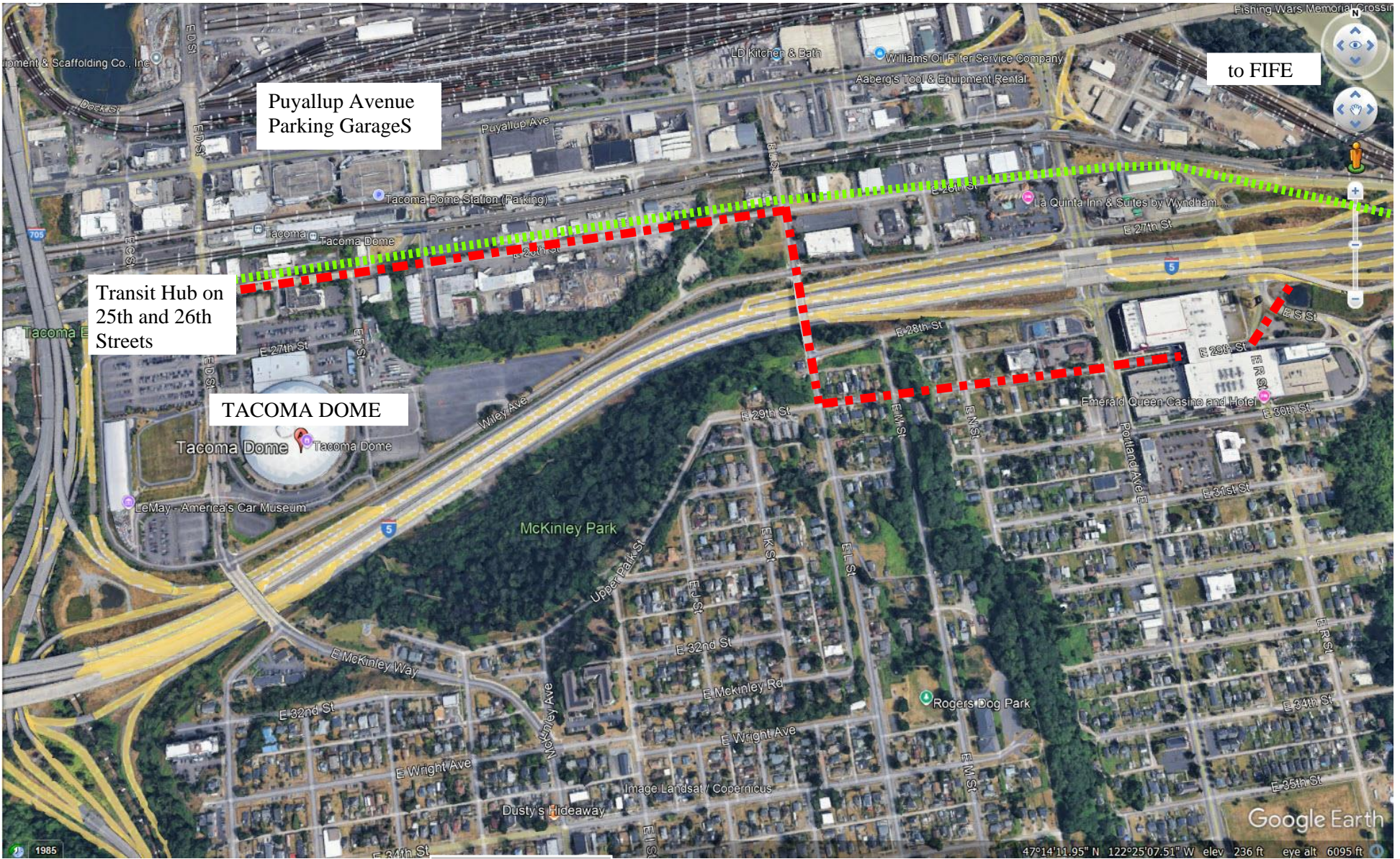


Station Cross Section - Looking West



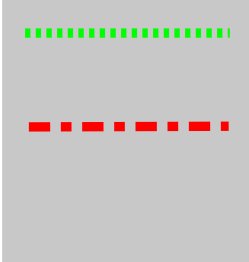
Aerial View of TDLE Site - Tacoma

April 10, 2026 - Kit Burns



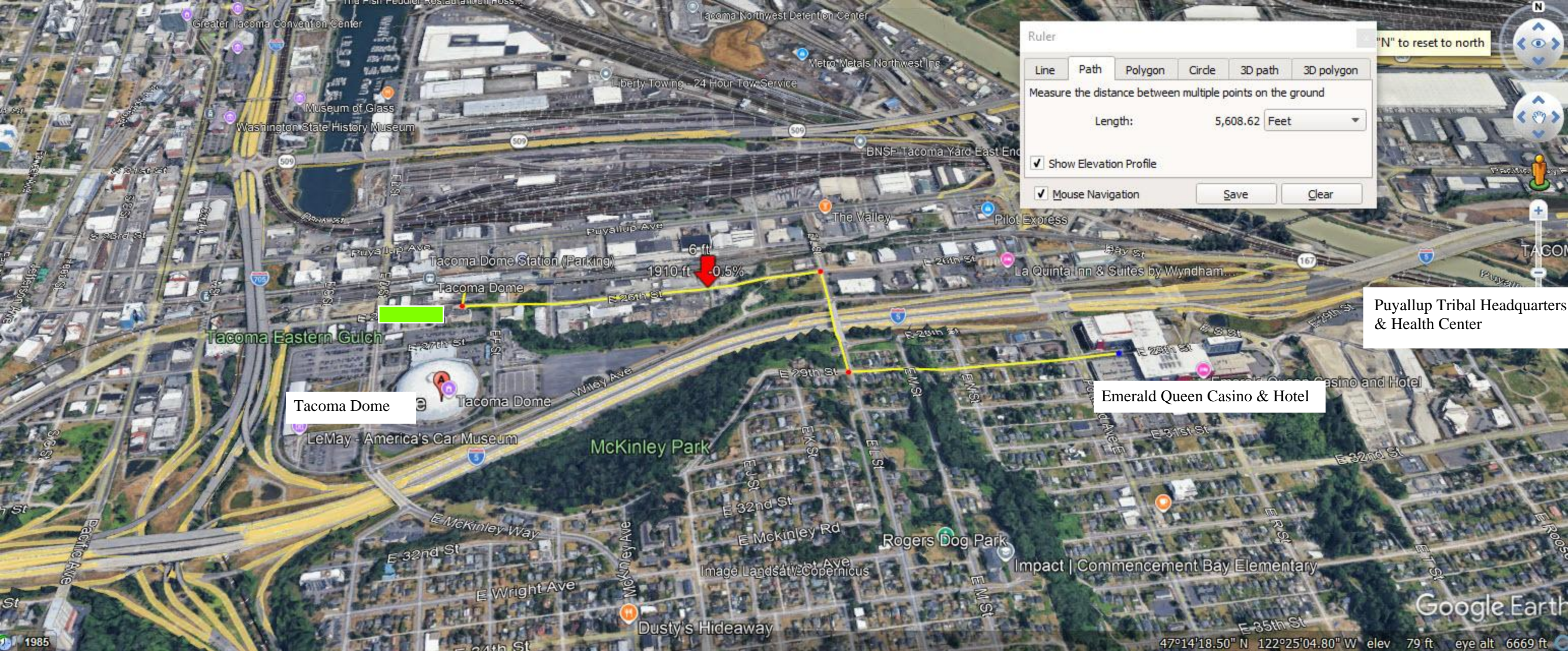
Cost Savings Proposal - TDLE Access and elimination of Portland Avenue Station improving access to Puyallup Tribal Headquarters and East Tacoma.

- Kit Burns, Tacoma
 PO Box 2341 - 98401
 kburns.wcb@gmail.com



TDLE - By locating the line on 26th Street the link extension only crosses the Amtrak line once from FIFE across Puyallup River

Bus Route to EQC and Puyallup Tribal Nation.
 This route avoids conflicts with E. Puyallup Avenue traffic from the Port of Tacoma. All buses would pass EQC in both directions at a frequency of 10 minutes or less.
 Bus Routes to EQC and Puyallup Tribal Headquarters and East Tacoma and beyond.



Ruler

Line Path Polygon Circle 3D path 3D polygon

Measure the distance between multiple points on the ground

Length: 5,608.62 Feet

Show Elevation Profile

Mouse Navigation

Save Clear

Tacoma Dome

Emerald Queen Casino & Hotel

Puyallup Tribal Headquarters & Health Center

Graph: Min. Avg. Max Elevation: 6.65, 173 ft

Range Totals: Distance: 1.07 mi Elev Gain/Loss: 226 ft, -236 ft Max Slope: 57.7%, -37.2% Avg Slope: 9.1%, -7.0%



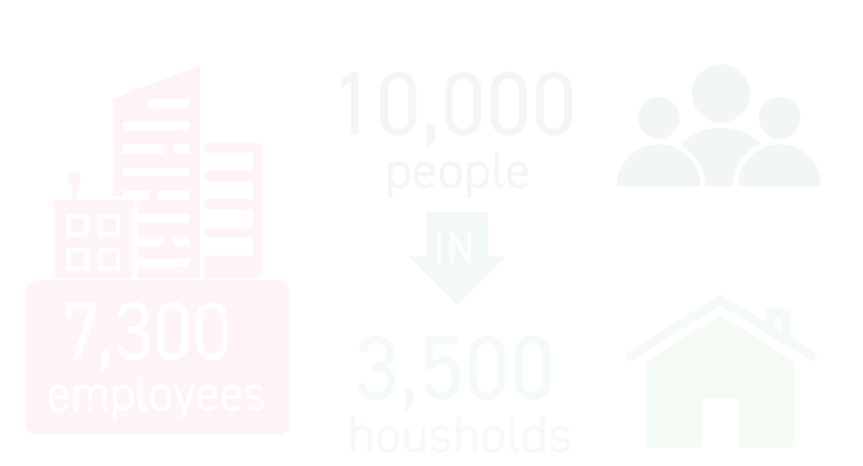
Portland Avenue Station Area Context

2042 forecasted:

FORECASTED DAILY STATION BOARDINGS



FORECASTED LIVING AND WORKING within 1 mile of station



Natural Context:

The Portland Avenue station area is located immediately west of the Puyallup River within the Lower Puyallup Subbasin. The elevation in this area is low before the topography rises to the west and south. The Puyallup River has been extensively altered in this area; rechanneling, levees, and flood control infrastructure were constructed during the 20th century. There are several natural hazards in the station area, with high potential for liquefaction.

DO NOT BUILD PORTLAND AVENUE STATION

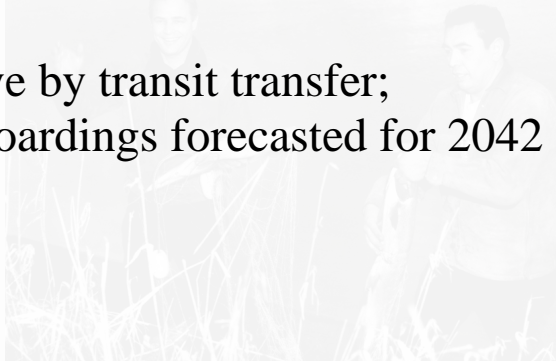
- ELIMINATE SIGNIFICANT COSTS & SHORTEN DESIGN AND CONSTRUCTION TIMELINES

Station Access by **65% private vehicle** - nearest parking garage is Emerald Queen Casino Parking Garage;-

only 3% arrive by transit transfer;
1,200 daily boardings forecasted for 2042



Puyallup Ave Bridge Construction (1926)
Source: National Archives and Records Administration



Puyallup Tribal Member Robert Satiacum with Marlon Brando during a Protest (1964)
Source: Seattle Times

The Portland Avenue Station is located in the traditional territory of the Puyallup Tribe of Indians Reservation. Several Tribal settlements were present in the vicinity of the mouth of the Puyallup River in the early 19th century. As Tacoma became a commercial and transportation hub at the end of the 19th century, the upper end of Commencement Bay was drained and filled in to support the construction of the Northern Pacific's transcontinental railroad lines and Port of Tacoma shipping infrastructure. These facilities were redeveloped and expanded throughout the 20th century as highways such as US 99 and I-5 were built and integrated into Tacoma's transportation network.

Tacoma Dome Stations

Tacoma 26th Street Station Station Context Plan

The Tacoma 26th Street Station would straddle East D Street at E 26th Street. This station would be just a block from the Tacoma Dome Event Center, making it the closest station location to the event center.

Using the 25th and 26th street locations multiple transit services are conveniently located adjacent to each other - Bus, T-Line, Sounder, Amtrak, TDLE.

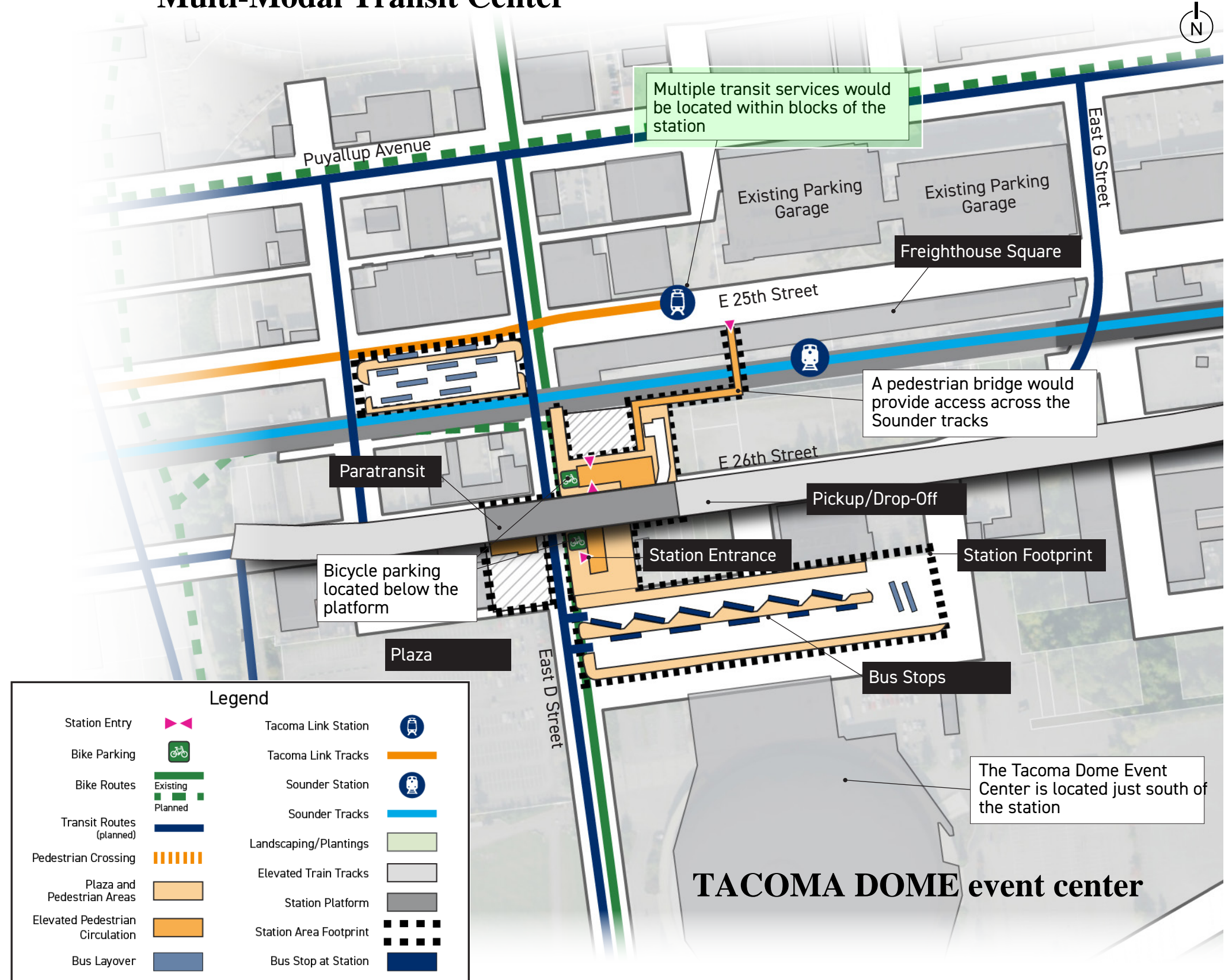
Riders on the TDLE, on Sounder/Amtrak, T-line, all have convenient access to bus lines serving the South Sound.

Access to the Puyallup Tribal Headquarters would be by frequent buses which would take users quickly via multiple routes from the Tacoma Dome Station transit hub.

Freighthouse Square would be preserved for the Community as a significant part of this transit hub.

26th Street Multi-Modal Transit Center

Looking to the North

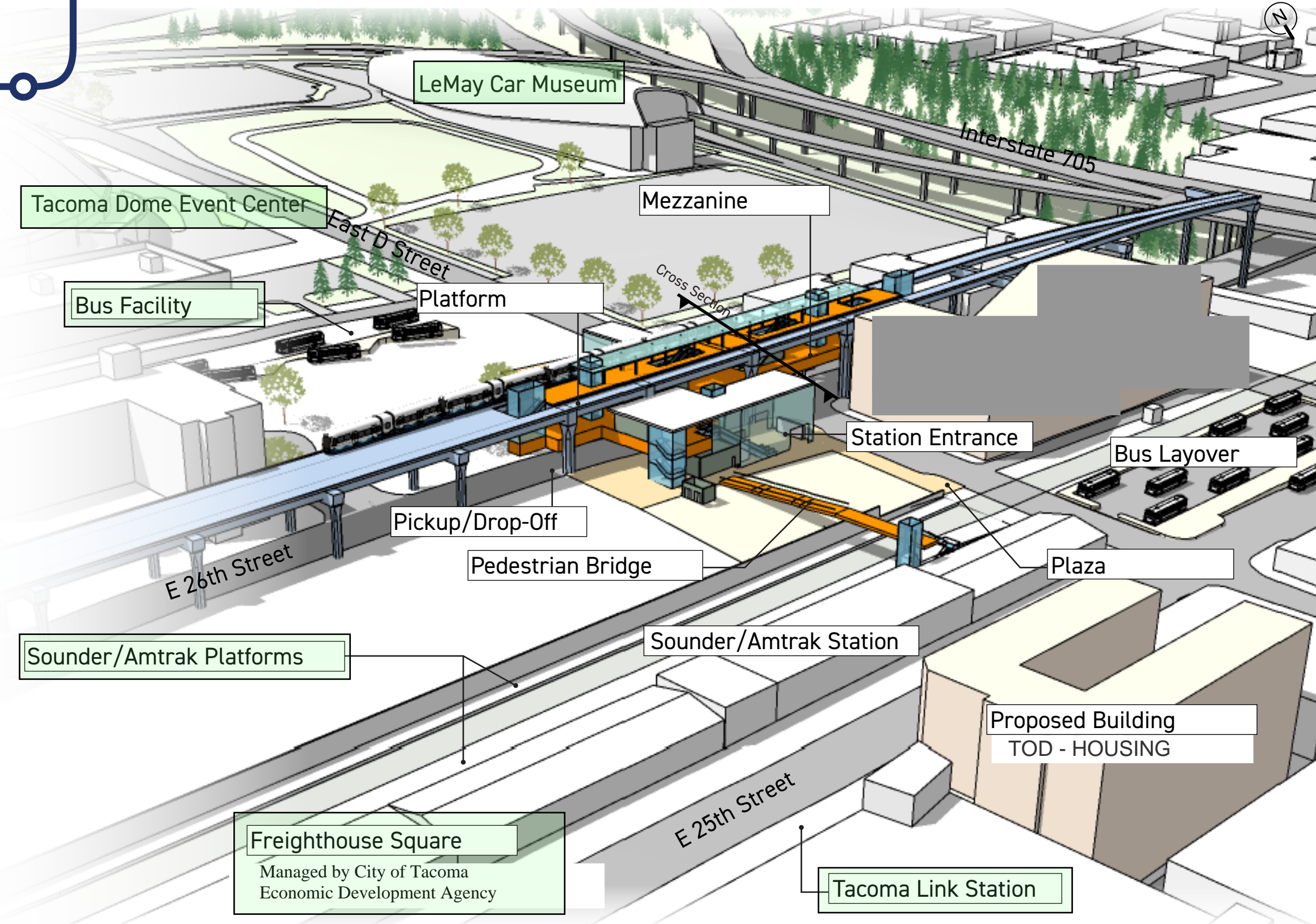


Tacoma Dome Stations

Looking to the South from Puyallup Avenue towards TACOMA DOME event center -

Tacoma 26th Street Station A Look at the Station

Multi-Modal Transit Center:
Access to Buses, Amtrak, Sounder, T-Link, TDLE, and vehicle parking



Aerial View of the Station
April 10, 2026 - Kit Burns



April 9, 2026

Dow Constantine, CEO
Sound Transit Board
401 S. Jackson Street
Seattle, WA 98104

Re: Support for Advancing the Everett Light Rail Connection

Dear Mr. Constantine and Members of the Sound Transit Board,

On behalf of the Master Builders Association of King and Snohomish Counties (MBAKS), I am writing to express our strong support for Sound Transit's continued commitment to delivering high-capacity light rail to Everett.

As the region's largest residential construction trade association, representing more than 2,400 members involved in homebuilding and housing supply, MBAKS views the Everett light rail extension not only as a transportation investment, but as a foundational land-use and housing investment that will shape Snohomish County's ability to welcome future residents, improve housing affordability, and support sustainable community growth.

Light Rail as a Catalyst for Housing Supply and Smart Growth

Snohomish County has experienced substantial growth over the past two decades, and Everett continues to be one of the region's most important job, service, and housing centers. As noted in regional planning frameworks such as PSRC's Vision 2040 and Everett 2044, regional growth centers like Everett are expressly designed to accommodate housing, population, and employment growth while reducing vehicle miles traveled and transportation emissions. Light rail is essential to realizing that vision.

Transit-oriented development (TOD) is among the most powerful tools cities have to increase housing supply; particularly in walkable, mixed-use neighborhoods where demand is highest. The Everett line would anchor new opportunities for multifamily housing, missing-middle housing, and mixed-income developments that align with Everett's long-term plans and regional growth expectations. Continued investment in high-capacity transit strengthens the feasibility of these housing projects by making transit-rich neighborhoods more attractive, more livable, and more sustainable.

Relieving Pressure on the Housing Market

As demand for housing in Snohomish County continues to rise, homebuilders need the certainty of reliable regional transportation investments to plan and finance long-term projects. Light rail infrastructure gives cities and developers the predictability required for zoning updates, infrastructure expansions, and





redevelopment of aging commercial or low-intensity land uses into vibrant, transit-oriented housing districts.

The Everett line will allow more residents to live closer to where they work, reducing household transportation costs, lowering congestion along the I-5 corridor, and reducing emissions across the region. With thousands of future homes planned in Everett and nearby communities, light rail ensures those homes are supported by the transit capacity necessary to create complete communities where families can thrive.

Addressing Snohomish County's Transit Needs and Supporting Workforce Access

Many Snohomish County communities: particularly those along the I-5 corridor, remain underserved by frequent, reliable transit. Extending light rail to Everett directly addresses this gap and provides new opportunities for workers, including those in the aerospace, construction, public service, hospitality, healthcare, and education sectors, to access jobs throughout Shoreline, Lynnwood, Bellevue, Redmond, and Seattle. A stronger transit network expands the labor pool available for construction and homebuilding, supporting both housing delivery and regional economic growth.

A Forward-Looking Investment for a Growing Region

MBAKS appreciates Sound Transit's careful analysis of long-term capital program needs. However, we believe the Everett connection remains essential for achieving the region's objectives around housing, sustainability, and equitable access to opportunity. Scaling back or delaying this project would hinder Everett's capacity to meet growth targets and deprive Snohomish County of a once-in-a-generation chance to reshape growth around sustainable, high-capacity transit.

We respectfully encourage Sound Transit to maintain its commitment to the Everett light rail extension and advance this project as originally planned.

Thank you for your consideration,

Sincerely,

Russell Joe

Russell Joe

Snohomish County Government Affairs Manager
Master Builders Association of King and Snohomish Counties

CC: Cassie Franklin, Mayor City of Everett
Everett City Council
Jennifer Gregerson, Government Affairs Director City of Everett



Joe K. <growlernoise@gmail.com>

On antisemisim

Joe A. Kunzler <growlernoise@gmail.com>
To: Katie Wilson <katie@wilsonforseattle.com>

Sat, Jun 14, 2025 at 10:19 PM

Thanks Katie. I understand and empathize with your desire to wait for the next local incident. Will make outreach then.

Thoughtfully;

JOE

On Sat, Jun 14, 2025 at 10:16 PM Katie Wilson <katie@wilsonforseattle.com> wrote:

Hi Joe,

Thanks for your email. I am certainly against antisemitism (obviously) but reluctant to come out with a statement that will inevitably lead to calls for me to make more detailed public statements about my views on Israeli-Palestinian history and politics, the war in Gaza, etc. I need to keep focused on Seattle. Of course if there was some local incident of antisemitism (or Islamophobia), at that juncture it might make sense to say something publicly. But this is such fraught political territory with heated feelings on many sides, I don't think it makes sense to issue a statement unprompted.

Best,
Katie

On Jun 10, 2025, at 6:33 PM, Joe A. Kunzler <growlernoise@gmail.com> wrote:

Hi Team Katie;

Joe here. Good answer on Sound Transit Board.

Now on the antiSemitism... let me start w/ as I said it's one thing to bash Bibi Netanyahu - he's just another white male political talking head like me. But I am truly worried for the Jewish people - and not just from Avrum (Alex) Tsimerman. I would really appreciate it Katie if you just issued a quick statement making clear that Jewish Washingtonians are OFF LIMITS for any anger at Israel's conduct of the October 7 War, you'd get a publicly very loud endorsement from me since Bruce Harrell couldn't possibly haul in a transit football to get another term. I know this is a thorny issue but if you were to come out clearly against antisemitism, it'd only *help*.

One reason why: There is also a PAC in "Washingtonians for a Brighter Future" I'm helping with that is starting to advocate for Jewish safety. They've already backed Sara Nelson. I can facilitate a meeting. I think you should plz meet with them **before** they err and back Bruce Harrell.

=====

Also, I am an AIRBNB customer. But I normally use a spare bedroom. I don't think we need more luxury condos or such rented out as AIRBNBs. At that price point, I go to Hotels.com ;-).

I do think as far as restraining ICE

FINALLY: Katie, keep going. Please. I know this is uphill against Moneyed Interests but I think Bruce Harrell is risking another upset on par w/ 2019. We need REAL leadership, not self-loading baggage. We need to house the homelessness and make our parks & sidewalks safe NOW.

Thoughtfully;

JOE



April 15, 2026

The Honorable Dave Somers
Snohomish County Executive
Sound Transit Board Chair
401 S. Jackson Street
Seattle, WA 98104

Dear Executive Somers and Members of the Sound Transit Board,

On behalf of the Greater Everett Chamber of Commerce and the businesses we represent across Everett and Snohomish County, I am writing to express our strong support for prioritizing the completion of the Everett Link Extension, including service to the Southwest Everett Industrial Center and downtown Everett.

Reliable, high-capacity transit is essential to the continued growth of our regional economy. The Southwest Everett Industrial Center is the largest employment center north of Seattle, with more than 40,000 jobs across aerospace, advanced manufacturing, and related industries. These employers depend on access to a skilled workforce, and that workforce depends on reliable transportation options.

A light rail station in the Southwest Everett Industrial area will provide a critical commute option for thousands of employees while supporting surrounding residential neighborhoods, including Casino Road. Based on Sound Transit's environmental analysis, this location offers strong ridership potential and positions the system to serve future demand.

Voters in Snohomish County have consistently supported the vision of extending light rail to Everett. Completing the spine will strengthen regional connections, improve workforce mobility, and support continued economic growth.

The Greater Everett Chamber of Commerce strongly supports station location A in the Southwest Everett Industrial Center as the preferred alignment for Everett Link.

Thank you for your leadership and for the opportunity to share our perspective.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wendy'.

Wendy Poischbeg
President & CEO
Greater Everett Chamber of Commerce

April 22, 2026

Sound Transit Board of Directors
c/o Board Administrator
401 S Jackson St
Seattle, WA 98104

Subject: Tacoma Community College T-Line Extension

Dear Members of the Sound Transit Board of Directors,

On behalf of the Board of Trustees of Tacoma Community College, we write to strongly urge the Sound Transit Board to advance the T-Line Extension to Tacoma Community College. As the governing body of an institution that serves over 12,000 students, we see how transportation shapes opportunity and access. Many of our students rely on public transportation to access education and opportunities every day. This project is not simply an infrastructure investment. It is an investment in student success, workforce development, and the long-term economic vitality of the South Sound.

Why This Project Matters for Our Students and Community

Tacoma Community College (TCC) is a hub for workforce development, preparing students for careers in healthcare, trades, technology, and public service. A large portion of our student population lacks consistent access to a vehicle and relies on transit to commute to class, reach jobs and internships, and connect with support services. For these students, connectivity is not a convenience; it is a prerequisite for enrollment, persistence, and completion.

The T-Line Extension to TCC would transform this reality. It would connect our campus directly to the regional transit network and businesses and neighborhoods, opening access to students from across Pierce County and making it easier for graduates to reach employers throughout the South Sound. When this project is deferred, those connections and those opportunities are deferred too.

A High-Ridership Project with a Competitive Cost Profile

The TCC Extension is one of the strongest transit investments in the ST3 portfolio when measured by ridership performance relative to cost. The project's original ST3 planning documents projected 13,000 to 18,000 daily riders by 2040. The T-Line itself has already demonstrated strong ridership recovery, reaching 3,000 average weekday boardings in 2025 with projections of 20,000 to 34,000 by 2050 as the full system is built out. The TCC Extension is a critical driver of that growth.

Critically, this project is designed primarily as an in-street, at-grade light rail extension — approximately 3.5 miles of mostly surface-running track, operating in a combination of exclusive and mixed-traffic lanes. This construction profile is fundamentally less expensive per mile than

the aerial and tunnel-heavy designs required for other ST3 projects. The TCC Extension’s in-street construction model avoids those cost drivers and should yield a significantly more favorable cost-per-rider outcome, making it one of the most efficient uses of transit capital in the regional portfolio.

The corridor also serves a broad range of community destinations: the University of Puget Sound, West Tacoma, Fircrest, a minor league baseball stadium, St. Joseph Medical Center, and at the terminus, our campus. Station areas along the route have significant transit-oriented development potential, with population and employment density projected to increase substantially by 2040. An estimated 38% of the corridor’s existing population identifies as minority and 17% as low-income; these are communities that depend most on high-quality public transit.

Advance Planning Now to Make Informed Decisions Later

We understand that Sound Transit faces a serious funding challenge, and we respect the Board’s responsibility to make disciplined decisions. However, the TCC Extension is currently one of the least-studied major projects in ST3. Planning has not yet begun, and the current \$2.5 billion pre-planning estimate is based on early assumptions rather than planning, route alignment, and engineering analysis.

We are concerned that the Board may be on a path to defer a high-value project based on a cost estimate that has not been stress-tested.

The most significant unknown in the current estimate is the potential cost of a new bridge over State Route 16. The original ST3 project description identifies an “independent bridge” crossing of SR-16 as a project element, and this structure likely represents a very substantial share of total project cost. But it is not yet known whether alternatives that avoid a new bridge are feasible — alternative alignments, modified profiles, or refined routing may exist that could significantly reduce the project’s cost and complexity. Without planning, we simply do not know.

We therefore urge the Sound Transit Board to advance planning and route analysis for the TCC Extension before making any deferral decisions. Advancing this work would allow the agency to:

- Determine whether a new SR-16 bridge crossing is required, or whether lower-cost alternatives are viable.
- Validate or right-size the \$2.5 billion estimate with bottom-up engineering analysis consistent with other ST3 projects.
- Identify cost-saving opportunities specific to the in-street construction model that are not reflected in current estimates.

- Position the project for federal grant competitiveness, given its strong ridership and equity characteristics.
- Give the Board the information it needs to make a truly informed and strategic decision about this project's future.

Deferring this project without completing even a planning phase would be premature. We join the County Council, the City of Tacoma, and other regional voices in urging the Board to treat planning as a prerequisite to any deferral decision.

Tacoma Community College is ready to be a partner in advancing this project. We are committed to working with Sound Transit, The City of Tacoma, and community stakeholders to move planning forward. **What we ask is simple: do not defer this project before you understand it.**

For our 12,000 students and the communities we serve, the T-Line Extension to TCC represents something more than transit. It represents the ability to access an education, pursue a career, and participate fully in the region's future.

Thank you for your consideration and for your continued commitment to building a transit system that serves all of the Puget Sound region.

Respectfully,

A handwritten signature in blue ink, appearing to read 'Diana Ponzetti'.

Chair, Board of Trustees
Tacoma Community College

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April 20, 2026

Sound Transit Board of Directors
c/o Board Administrator
401 S Jackson St
Seattle, WA 98104

Subject: Tacoma Community College T-Line Extension

As the President of Tacoma Community College (TCC), I see every day how transportation shapes opportunity and access for our students. Many of our 12,000+ students are balancing work, school, and family responsibilities. Getting to campus, and getting from campus to jobs, internships, and services across the region, is one of the biggest barriers they face. Reliable, affordable and safe transportation is a critical need for students.

This is why the TCC extension of the T-Line is not just a transportation project to us. It is a direct investment in student success. Any kind of deferment of this important project is a deferment of opportunities for our students.

This line would connect our students to the broader regional system in a way that simply does not exist today. It would make it easier for students from across Pierce County to access an affordable education. Just as importantly, it would make it easier for our students to access opportunities beyond campus, whether that is a job in downtown Tacoma, a transfer pathway, or regional employment centers.

We know of the importance of access in higher education. Access to classes, to support services, and to career pathways. Reliable, affordable transit is a critical part of that equation. Many of our students do not have consistent access to a car and will commute hours to receive a quality education. They rely on transit, and they plan their lives around it. When service is limited or disconnected, it directly affects whether they can enroll, persist, and complete their education.

There is also a broader impact on our community. TCC is a hub for workforce development, serving students who are training for in-demand careers in healthcare, trades, and public service. The TCC extension would strengthen those pathways by better connecting students to employers and making our campus more accessible to the communities we serve.

I also want to emphasize that this project still has important questions to answer, and that is exactly why it should continue to move forward. Advancing planning now will allow Sound Transit to better understand the scope, identify cost-effective solutions, and make informed decisions.

I strongly encourage the Sound Transit Board to continue advancing the TCC extension and to avoid deferring a project that is so central to access, equity, and student success in our region.

Sincerely,



Ivan L. Harrell, II, Ph.D.
President
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