

05/07/2026 Executive Committee Meeting
Written Public Comment Submissions

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Kathy

Hello,

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

Thanks,

Kathy

Esbeidi Ramirez

Hi,

My name is Esbeidi Ramirez and I live in Everett where I have for the last 24 years

I want to comment about how my husband and I and my whole family for that matter and I'm sure many more Everett residents that have paid multiple 1,000s of tax dollars to this light rail project every year are really frustrated and angry that we are being let down.

We were promised this project and we have been forced to comply with paying our fair share and we will not back down and let our money go to waste and/or to other projects just because the city and the people responsible think it's okay to not keep their promises made to us.

Many more of us are speaking up and will be attending the meetings with sound transit, which I was told are happening on the fourth Thursday of each month at 1:30-4pm in person and virtually.

Everett's light rail is at risk — and so is every tax dollar we've already invested. We won't back down until we see our Everett light rail project finished. Otherwise we are requesting our money back and not giving another penny.

Esbeidi Ramirez

Jack Forbes

Hello,

I'm emailing in support of sticking with plans to build the Ballard link. While there are budget deficits to overcome, abandoning plans for the Ballard link is not the solution. We have a growing population over here that desperately needs trains to get cars off the roads. This will benefit the whole city, not just Ballard.

Thank you,
Jack Forbes

Charles Foldyna-Hawley

Dear Sound Transit Board Members,

I'm Charlie, resident of East Tacoma (Pierce County District 5). I'm writing because tonight's town hall at UW Tacoma is during dinner time for our 2 year-old, but I wanted to share my thoughts on the potential risk to Sound Transit projects and service in Pierce County due to budget shortfalls, particularly the Tacoma Dome Line Extension.

If Sound Transit fails to join the South Sound communities to Seattle via the TDLE, you will miss an opportunity to connect the major economic engines of our region: the downtown areas of Tacoma and Seattle, the Port of Tacoma, Seattle-Tacoma International Airport, and the Port of Seattle. This makes the TDLE an economically imperative infrastructure project, which should be reason enough to ensure its completion. The Sounder serves some of this need, but not mid-day, not frequently enough, and not for the riders who need it most.

Although I cannot speak for the Puyallup Tribe, it's hard to imagine cancelling the TDLE wouldn't seriously undermine the state's and Sound Transit's relationship with the Puyallup Tribe given the potential for a Portland Avenue Station to serve nearby Puyallup-owned businesses, the newly constructed Puyallup Tribe administration building, and the Takopid Health Center.

The communities along the corridor between Federal Way and Tacoma Dome stations, in East Tacoma and Fife, are majority working families. These are among the most diverse voting precincts in Washington and score among the highest on the Area Deprivation Index. We may be less likely to show up to town halls or write letters. That's not apathy. That's the reality of working to make ends meet. Limited backlash or even silence are not consent to be deprioritized.

We're not asking for the TDLE at anyone else's expense (if for no other reason than everyone else already received new Link connections). Pierce County taxpayers fund a regional light rail system based on the promise made in ST3 to deliver the TDLE. So far, Pierce County's return on ST3 is a disconnected local streetcar. If Sound Transit cancels the TDLE, it becomes an unfair and unacceptable two-county system with a three-county tax base, especially because the county receiving the least benefit has the lowest median household income of the three.

Sound Transit was created to serve the region and its people. Please honor that promise and commit to the completion of the TDLE.

Sincerely,

Charles Foldyna-Hawley

Bonney Lake Mayor Terry Carter

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

All City Councilmembers are included on the BCC.

Greetings,

I would like this letter recorded in the record for the upcoming executive committee meeting on May 7th.

Respectfully,

Terry R. Carter

Mayor

City of Bonney Lake

9002 Main Street East, Suite 200, WA. 98391

253-447-4309

cartert@cobl.us



Find us on [Facebook](#), [Twitter](#), and www.citybonneylake.org

Greg Mital

To Whom it may concern,

It's absolutely wild that there is even talk of not fulfilling your obligations to the taxpayers and feepayers that live in Tacoma (myself included).

I wish I could do this in my every day life, but unfortunately I would have to face consequences.

Something that apparently you executives think you can skirt.

You are not helping out with the stereotypical democrat inability to be financially responsible and fulfill your obligations.

If the link does not come to Tacoma as expected, i will never use sound transit again and will recommend to anyone I know. I would also expect a full refund of my license plate renewal fees.

Get your heads out of your collective asses and either refund us or quit bitching and finish the project as you promised.

-Greg Mital

Tacoma, WA

Michael Catsi

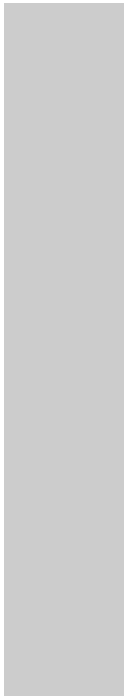
Note: The letter corresponding to this comment can be found at the end of this document.

I would like to have the attached letter recorded in the record for the upcoming Executive Committee meeting on May 7th.

Thank you,

Michael Catsi, CEcD
PRESIDENT & CEO

edb | ECONOMIC DEVELOPMENT BOARD
FOR TACOMA-PIERCE COUNTY



253.924.9031



Michael@edbtacomapierce.org



950 Pacific Ave, Suite 410



Tacoma, WA 98402

CHOOSETACOMAPIERCE.ORG



Matt Brickell

Hello Sound Transit!

I sincerely appreciate the hard work y'all put into the light rail! I am so excited about the expansion we've seen with the light rail so far; it's genuinely helpful for my family to have the light rail connected across Lake Washington, and an extension to Issaquah would be literally life changing. My family and I live in Issaquah, but I've been a resident of King County for 16 years. I love this area, if we could take the light rail from our city, rather than having to find transportation into Mercer Island or Bellevue, our access to an entire world would open up. Recently, my wife used the light rail, the city buses, and the monorail, to take our children to the Space Needle for the first time, and it was an incredible experience for our children. The whole impetus for the trip was my daughter being excited for the light rail opening across the lake, and we wanted to feed that enthusiasm. Please give us citizens of Issaquah the opportunity to partner with you to facilitate our connection to the region. Thank you for your time!

Best,

Matt Brickell

The Tyrrel Family

Hello,

Please keep the promise you made to build light rail to Issaquah.

I would use the train all the time.

There are lots of events I want to attend but don't have a car to get to. The bus route is slow and limited.

It would reflect poorly on your company's reputation

to use the money Issaquah tax payers gave in good faith for expenses outside the community.

My thanks to your hardworking team.

The Tyrrel Family

Issaquah residents

Jackson Heffley

Dear Chair and Members of the Sound Transit Board,

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

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

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

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

Thank you for your leadership and consideration.

Sincerely,

Jackson Heffley

Issaquah Resident

Bobbi Kotula

Dear Sound Transit Board Members,

Your job is not an easy one, but I hope you will listen to those of us who need the connection that Sound Transit promised to provide and that we've been supporting.

1. Issaquah is a fast-growing community steeped in the arts and committed to supporting the connection between the east and west sides of King County.
 2. Since we've committed alongside you to increase with the 2016 density project, our fast-growing population will use the train resource to its fullest extent. I hope you will look at the amount of riders you will gain by extending the train to Issaquah.
 3. As a profession performing artist, I travel throughout the Puget Sound to perform on our stages and the train will offer safe, efficient, and cost effective travel for me personally. I would prefer to enjoy commuting with others and not have to fight traffic and endure the rising cost of vehicle upkeep and gas prices.
 4. We have so much to offer tourists & west-side residents in Issaquah:
 - a. The largest fully-producing live professional theatre in the state of Washington www.villagetheatre.org
 - b. Glass blowing studio <https://artbyfire.com/>
 - c. Cougar Mountain Zoo <https://www.cougarmountainzoo.org/>
 - d. Jakob Two Trees - one of the 6 Pacific NW art installations by world-famous Thomas Dambo <https://www.thomasdambo.com/>
 - e. Hundreds of fantastic restaurants
 - f. Costo Headquarters!
 - g. Walking/Hiking/Biking Trails that are part of the national Rails to Trails system <https://www.railstotrails.org/>
 - h. Poo Poo Point Hang Gliding <https://www.wta.org/go-hiking/hikes/poo-poo-point>
- Thank you for the hard work you've already done and I'm proud to see Sound Transit running as I travel in my car towards Seattle. I hope you will reach your goal to connect this eager east sider.

With kind regards,

Bobbi Kotula

Proud AEA & SAG-AFTRA Union Member

Micah Dupie

Dear Chair and Members of the Sound Transit Board,

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

For more than a decade, our community has planned for this connection. Light rail to Issaquah would provide reliable access to jobs in Bellevue and Seattle, reduce congestion on I-90 and 405, and give the region a dependable alternative to driving to and from Issaquah. It would also support our region's climate goals and improve affordability by reducing the need for multiple car ownership.

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

Thank you,

Micah Dupie, CPT, CNC, CEP
Issaquah Resident

Tacoma Rainiers Baseball

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

Good afternoon,

Today your office received a letter sent to the Sound Transit Board of Directors from Aaron Artman, President, Tacoma Rainiers Professional Baseball via USPS Priority Express, tracking #947014019628001.

Mr. Artman would like this letter recorded in the record for the upcoming Executive Committee meeting on May 7th, 2026.

Thank you,
Patti Stacy

Patti Stacy

TACOMA RAINIERS

DIRECTOR OF ADMINISTRATION

ASSISTANT TO THE PRESIDENT

P: (253) 722-1037 | C: (253) 606-3685

Cheney Stadium, 2502 South Tyler Street, Tacoma, WA 98405



TACOMA RAINIERS PROFESSIONAL BASEBALL

Carol and Tal Godding

Dear Chair and Members of the Sound Transit Board,
2026

May 2,

We are Issaquah residents writing to ask that you keep the Issaquah light rail extension fully funded and moving forward. As a senior, we are definitely interested in the ability to quickly, economically, and efficiently get downtown and to the airport! My husband and I were among a group of more than 20 seniors (75-95 years old) who recently rode the 2-Line from Mercer Island downtown and back, on day two of its operation. How did we get to Mercer Island? On the 554 bus. It was great!

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

Issaquah is growing, and strong regional transit connections are essential to keeping residents connected to jobs, schools, and services without adding more traffic to our already busy roads. We respectfully urge the Board to honor the commitments made to voters and ensure Issaquah remains part of the region's light rail future. If you delay it by even a few years, the chances of US being able to ride the light rail straight from our city will be dramatically reduced. We may not live long enough to do that!

Thank you,
Carol and Tal Godding
Issaquah Residents
cgodding@frontier.com

Lynn Aune

Dear Sound Transit Board Members,

I have been a resident of Issaquah for 26 years and have seen our community grow into a vital part of the region. With that growth has come increasing congestion, longer commutes, and a greater need for reliable transit.

The promise of light rail to Issaquah matters deeply. It represents access to jobs, education, and opportunity - and reflects commitments that voters supported and communities like mine have planned around for years.

An Issaquah station would also serve as a critical hub for the greater Eastside, connecting residents from Maple Valley, Snoqualmie, North Bend, and Sammamish to the regional transit system. This investment is not just about one city, but about improving mobility across the region.

I understand there are financial challenges, but I urge you to keep faith with voters and the communities that have waited patiently. Delaying or scaling back the Issaquah connection would have lasting impacts on how our region grows and functions.

I ask that you prioritize delivering timely, meaningful transit to Issaquah.

Thank you for your time and service.

Sincerely,

Lynn Aune

Issaquah resident

David and Mary Davies

I think it is imperative to extend the spine of the Light Rail to Tacoma first and then to Everett. It's not a "Sound Transit" if you don't extend it north and south. The citizens of those counties paid for Sound Transit Light Rail and they deserve to receive it. I live in northern Snohomish County and I drive to Lynwood to use the service. I think it's a great asset for the entire region. Thank you for your time.

David & Mary Davies
Stanwood, Wa.

Sent from my iPhone

Julia

Dear Sound Transit Board Members,

I'm an Issaquah homeowner writing to ask you to preserve the voter-approved Issaquah Link extension. My family closed on a home in Issaquah in March 2026, and the future Central Issaquah station was a real factor in that decision — it influenced which communities we searched in and what we were willing to pay. Thousands of Eastside households made similar bets on the 2016 ST3 commitment. Indefinitely deferring this line would convert that commitment into something closer to a marketing promise.

I recognize the Board is navigating a genuinely hard affordability picture, and I appreciate the seriousness of that work. I'd just ask you to weigh two things: Eastside taxpayers have been paying ST3 taxes for nearly a decade expecting this line, and the Bellevue–Issaquah segment serves one of the region's fastest-growing housing and employment corridors — its case strengthens over time, not weakens.

The City of Issaquah has signaled it wants to partner on keeping this project moving. I'd urge you to take that partnership seriously and keep the Issaquah station in the build plan.

Thank you for your service on the Board.

Sincerely,

Julia

Leigh Bangs

I understand there is a big budget shortfall, due to inflation from many sources, construction delays of previous stages, etc., and that there are simply no longer enough funds for all three branches of light rail (to Issaquah, to West Seattle, and extensions of line 1 both north and south), even though existing bonds were expected originally to be able to cover these extensions.

Since I live in Issaquah, I vote for extending light rail to Issaquah, of course.

Yet, that is a biased view. The fairest thing is to extend all three lines, station by station, as funds allow. Every additional station will help increase the use of the light rail station by commuters from all directions. For example, if I could drive just to Eastgate rather than to South Bellevue, that would help. If available parking were plentiful. Appropriate park-N-rides and/or extensions by rapid bus lines, as appropriate, need to be included for each station.

What gets me to use mass transit versus driving is knowing there is a dedicated route (especially if not slowed down by car traffic) that runs frequently enough, and over enough hours of the day and evening, that I don't have to check timetables or worry about missing my bus or that the bus would be too full.

Thanks for your attention.

Leigh Bangs

Kit Burns

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

Attached file is for the Executive Board Members.

Please **eliminate the E Portland Avenue Station** - it is less than a mile from the last stop.

Locate the transfer hub station on E. 26th Street for buses and rail.

Preserve Freighthouse Square for commuters and the community.

I am available to discuss and clarify this with any board member at anytime.

Thank you.

Kit Burns

253-820-7392

Kit Burns

PO Box 2341

Tacoma, WA 98401

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

---John F. Kennedy

Paul Byron Crane

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

Please find attached the referenced comments for today.

The same are referenced below.

Comment: How to make Link light rail work in downtown Everett

The city and Sound Transit need to plan stations that make Link part of businesses, homes and attractions.

By John Stewart and Paul Byron Crane / For The Herald

The Sound Transit board needs to step back and consider what a successful extension of light rail to Everett would look like.

The point of providing light rail directly to downtown Everett is to make its downtown a regional transit destination, improving economic vitality, housing and the pedestrian environment. This has been the policy of the past mayors of Everett for the last four administrations, from Ed Hansen to Cassie Franklin. Everett and Sound Transit should not miss the opportunity to provide regional access to downtown Everett, while connecting downtown with Everett Station, the feeder buses serving it, and the new Station District development expected nearby, and current and future sports facilities. Sound Transit should evaluate alternatives and budgets based on whether they promote Everett as a regional destination that benefits from the billions we've invested in the system.

The City of Redmond provides an excellent example of how to use light rail to create such a regional transit destination. Feet First has conducted walking audits of station areas along the new Link 2 Line through Bellevue and Redmond. We were particularly impressed seeing how the new station in downtown Redmond had catalyzed a happy convergence of new housing and retail and fostered integration between downtown and Redmond Town Center.

Some things we liked:

- Redmond has upgraded streets and trails to create a walking-centric environment.
- Dense downtown housing and retail has flourished in the station area.
- Station parking is accommodated outside the downtown area at Marymoor Park.
- The rail line that was once a physical barrier is now a focus and connection between the shopping center and downtown.

All these factors make the station area a great place to walk, live and work. We were excited to see such a positive outcome, which only occurred due to thoughtful planning and a shared vision between all the constituencies that needed to collaborate to get it done.

Feet First has also surveyed the areas proposed for stations in downtown Everett, where we saw similar opportunities to improve the pedestrian environment and integrate the traditional downtown with areas near Everett Station where development is expected.

The current direction for the Everett Link Extension project would end the Link line near Everett Station, separated from the traditional downtown by steep grades and heavy traffic. Although the original vision for Link light rail was to connect Seattle, Bellevue, Everett and Tacoma, in practice Sound Transit has treated Everett and Tacoma as park-and-ride lots serving commute trips to Seattle rather than as key destinations in and of themselves.

Feet First believes downtown Everett needs to be a destination, not a park-and-ride on the way to Seattle. Link should help connect the older and newer parts of Everett to function as a single growing downtown.

How could that happen?

- Include stations in Downtown Everett, Everett Station and the new baseball and soccer stadium.
- Lower costs by transitioning from the separated rail line to running at grade on east-west street rights-of-way. There is no need for full grade separation at the end of the line, and streetcar operation would enhance the downtown street environment.

Unlike Redmond, which is a relatively short light rail extension in the best-funded Sound Transit subarea, Everett and Tacoma are much longer lines and money is tight. This may help explain why Sound Transit has only seen fit to locate a single station in the downtown Everett area, a constraint made more severe as Sound Transit unit costs have ballooned recently.

This opportunity is a onetime chance to get it right, it may not come again, Everett and Sound Transit should not miss the opportunity to make downtown Everett a walkable regional destination.

John Stewart is board president for Feet First. Byron Crane serve on Feet First's policy committee. Feet First is a statewide organization advocating for making Washington state walkable. Feet First strives to make walking safe, accessible, and enjoyable for all Washingtonians.

Thank you for your attention and consideration.

Cordially,

Paul Byron Crane ASLA, BFA, BLA, MA
Landscape Architect

Erik Nordheim

Delay but don't cancel!

The main things are to build it right:

- eliminate at-grade railroad crossings to save lives (and reliability)
- build with a plan for future capacity increases and extensions (the trend towards fewer larger cities seems to accelerate with improved automation contrary to common beliefs)

If we don't keep building now, with an eye towards the future, it'll be a bigger and harder problem for the next generation.

Erik Nordheim
Lynnwood, WA

Sent from my iPhone

Julie Mack

I'm a South Seattle resident and I am asking that the Graham Street station not be deferred again. Our neighborhood needs more transit options, as many residents rely on public transit.

Thank you.

-Julie Mack

Othello light rail station/98118

Kari Magill with Rowley Properties

Dear Members of the Sound Transit Board:

I am a business owner and one of the larger commercial landlords in the Issaquah valley, with roughly 100 commercial tenants including REI, whose employees commute across the region. I am writing to urge you to keep the light rail extension to Issaquah in the plan — and to explain why, from where I sit, this is one of the most consequential decisions you will make for our subarea.

Rowley Properties signed on as a supporter when Sound Transit 3 was proposed to the voters. We know how important a robust transportation network is and at the same time, how challenging it can be to manage project construction costs. To that end, our community and the broader Eastside wants to partner with Sound Transit to keep Issaquah's light rail moving forward.

Issaquah has paid in for years and received very little.

Our community has contributed Sound Transit taxes for years under the promise of subarea equity. In return, we have buses with long headways and limited routes — service that is not a realistic alternative to driving for most people. That gap needs to be addressed, and light rail is the investment that closes it.

Light rail is what makes responsible growth possible.


Issaquah sits in a valley surrounded by the Issaquah Alps — Cougar, Tiger, and Squak — and we are committed to keeping those hillsides green. That means concentrating growth on the valley floor. But without reliable transit, every new development must include substantial parking, which makes genuine density and walkability nearly impossible. Light rail is the tool that lets us build compactly without sacrificing livability. Without it, development pressure will push outward onto land we cannot afford to lose.

The impact on business is direct and concrete.

As a landlord, I see how parking requirements drive land use decisions. Space that should become housing, retail, or public amenity goes to cars instead — because we have no other option. Light rail changes the math for developers and tenants alike, enabling the kind of connected, walkable environment that attracts strong businesses and the workforce they need.

Removing this line would break faith with a subarea that has waited and paid. It would also close off the most viable path to the sustainable, compact community Issaquah is working to become. I ask that you keep this commitment and encourage you to work collaboratively with local leaders to deliver this critical light rail station.

Sincerely,



Office | (425) 392-6407
Direct | (425) 395-9575
www.rowleyproperties.com

Kari Magill
CEO

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Caryn Vainio

Hello! I've been an Issaquah resident for 17 years and I'm concerned that the proposed Light Rail to Issaquah will be cut.

Issaquah is a vibrant and growing town — in the time I've lived here I've seen our downtown area grow and become more popular. It's a beautiful town to live in. But access to Issaquah from other areas, or from Issaquah to places like Seattle, is hampered by our region's challenging transportation and clogged highways. We need this light rail!

Our family recently used the newly-opened light rail that links Bellevue, Seattle, and Redmond and it was unbelievable how "unlocked" our life felt: we can just go to these places, and people there can come to Issaquah, so easily! It reminded us of our trip to Germany and made us feel like we were finally going to see the famously-accessible public transportation we experienced there here in our hometown.

My kids are growing up in an area that is in danger of being left behind if you drop the light rail plans — plans that we paid for as taxpayers! As someone who's had to contend with trying to work in Seattle but live in a place like Issaquah, I can't tell you how important it is that we get that light rail here.

Don't cut what we've already invested in!

- Caryn Vainio
Issaquah resident

Russel Joe, Issaquah City Councilmember

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

I am writing to express my strong support for Sound Transit's continued commitment to delivering high-capacity light rail service from Issaquah to Bellevue as originally envisioned in ST3. I am speaking as an elected official in Issaquah. However, I am not expressing an official city of Issaquah position. Nor am I authorized to express such a view. Finally, I am also not expressing a view as a Government Relations Manager with the Master Builders of King and Snohomish Counties.

Like many in our community, I view the Issaquah light rail extension not only as a transportation investment, but as a foundational land-use and infrastructure investment that will shape East King 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

East King County has experienced substantial growth over the past two decades, and Issaquah 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, the Central Issaquah Regional Growth Center is expressly designed to accommodate housing 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 Issaquah–Bellevue line would anchor new opportunities for transportation improvements, economic development, and housing that align with Issaquah'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 East King County continues to rise, Issaquah needs the certainty of reliable regional transportation investments to plan and finance long-term projects. Light rail infrastructure gives cities and businesses the predictability required for zoning updates, infrastructure expansions, and development of aging commercial or low-intensity land uses into vibrant, transit-oriented housing districts.

The Issaquah–Bellevue line will allow more residents to live closer to where they work, reducing household transportation costs, lowering congestion along the I-90 corridor, and reducing emissions across the region. With thousands of future homes planned in Issaquah and nearby communities, light rail ensures those homes are supported by the transit capacity necessary to create complete communities where families can thrive.

Addressing East King County's Transit Desert and Supporting Workforce Access

Many East King County communities: particularly those along the I-90 corridor, remain underserved by frequent, reliable transit. Extending light rail to Issaquah directly addresses this gap and provides new opportunities for workers, including those in the construction, trades, hospitality, healthcare, and education sectors, to access jobs throughout Bellevue, Redmond, Seattle, and the broader Eastside. 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

The community of Issaquah appreciates Sound Transit's careful analysis of long-term capital program needs. However, I believe the Issaquah–Bellevue 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 Issaquah's capacity to meet growth targets and deprive the Eastside of a once-in-a-generation chance to reshape growth around sustainable, high-capacity transit.

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

Thank you for your consideration,

Sincerely,

Russell Joe Issaquah City Councilmember
[\(425\) 667-0126](tel:4256670126)

CC: Mark Mullet, Mayor City of Issaquah

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Scott Dickey

Hello Sound Transit Board,

My name is Scott Dickey and I've been an Issaquah resident for 6 years. I recently heard the planned Issaquah light rail transit line is in jeopardy of being cut. I know there are serious affordability concerns and I truly appreciate your hard work on this matter.

I wanted to take a moment to write that Issaquah voters want the line and are committed to paying for it. The local and regional benefits are definitely significant and the City of Issaquah and greater Eastside will gladly partner with Sound Transit to keep the planned line moving forward.

The time it takes me to bus into Bellevue is the main reason I often drive into work instead of taking transit. As I'm aging I'm also finding myself less willing to drive farther into Seattle for appointments, events and to meet friends. The light rail transit line would be a huge resource and quality of life improvement for my family and I moving into in the future. I sincerely hope we can keep the planned Issaquah transit line plan in place. Thanks for your time.

Scott Dickey

Issaquah Resident

Nick

Please do not defer or delete projects approved in ST3 before turning over every stone for cost savings including **studying an automated West Seattle / Ballard Link**.

Please prioritize ridership and mode shift over regional connectivity. Ballard and West Seattle are equally a part of ST region. **Just as many people live in Seattle as Snohomish County.**

Thank you,

Nick

Stephen Hagberg

Build the spine; Tacoma has already been unfairly delayed and should not be delayed further.

Stephen Hagberg

Rene Dickey

Dear Chair and Members of the Sound Transit Board,

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

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

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

Thank you,

Rene Dickey

Issaquah Resident

City of Fife

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

Please see attached in advance of Thursday's Executive Committee meeting. Thank you!

Derek Matheson

City Manager

City of Fife

(253) 896-8603

5411 23rd Street E, Fife, WA 98424

FifeWA.gov



[Connect with us](#)

City of DuPont

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

Please see the attached document for the City of DuPont Letter of Support.

Please let me know if you have any questions.

Keith

Keith D. Campbell | City Administrator | ICMA-CM
City of DuPont | Washington
1700 Civic Drive, DuPont, WA 98327
Cell: 253-355-9891 | Office: 253-912-5215

Leo Berk

To the Sound Transit Board of Directors,

My name is Leo Berk, and I have been a resident of the Graham Street neighborhood for 21 years, South Seattle for 27 years, and Seattle for 29 years. I am writing to strongly oppose any "Enterprise Initiative" approach that involves the deferral or elimination of the Graham Street infill station.

For nearly 30 years, our neighborhood has been asked to wait. While wealthier areas of the region see their projects prioritized and fast-tracked, the Graham Street station—originally part of the network's concept in the late 1990s—has been repeatedly cut or delayed (ST1, ST2, and now potentially ST3).

This is not just a budget issue; it is a matter of equity. Our neighborhood is home to a high concentration of low-income residents, immigrants, and refugees who rely on public transit as a lifeline. By continuing to leave a 1.6-mile gap in the heart of our community, Sound Transit is perpetuating a history of under-investment in South Seattle.

The Graham Street station was a promise made to voters in 2016. Deferring it now to solve a funding gap created by larger, more expensive projects elsewhere is unacceptable. We have done our part by waiting for decades; it is time for Sound Transit to do its part and build what was promised.

I urge the Board to choose an approach that protects infill stations and prioritizes the transit-dependent communities that have been historically neglected.

Sincerely,

Leo Berk

3327 S Morgan St, 98118

Derek Dexheimer

I am a Seattle resident and exhausted with the Seattle Process being applied to the subway. How many times have we voted overwhelmingly in favor of transit? Yet how many times has the bureaucracy bent over backwards to accommodate transit opponents and rich sociopaths?

There is plenty of money. Just tax the billionaires, and stop kowtowing to their idiotic demands to move or delete stations and services.

Have you seen gas prices? They are headed to the Moon, and will remain there permanently. We need the subway forty years ago. If you can't get out of your own way, resign.

Derek Dexheimer
1211 S Lucile St Unit C
Seattle 98108

--

Derek Dexheimer
dex3703.wordpress.com
@dex3703

Joe Kunzler

Hi there Sound Transit Board;

Joe Kunzler, Mr. Go Sound Transit here. I have not seen Resolution No. R2026-11 yet, but here is where I stand regardless:

6 May 2026, 11:20 AM Local

Joe Kunzler here. All thoughts mine and will have to be truncated for tomorrow but here goes...

Not seen R2026-11 yet and that frustrates me.

But I'm *not* going to support prioritizing communities that have an antisemitism problem like Seattle with the [Noa Cochva fiasco](#), and to a lesser extent Kirkland over communities that will keep the five (5) Jewish moms in my life safe & well. Why? Sound Transit stations are a signpost to build community and therefore must be safe & inclusive for ALL. Like Tacoma, like Everett, like Bellevue, and like 12ssaquah.

We need the spine. There is NO UNIVERSE that a ST4 passes with Link short of Tacoma and Paine Field.

Also, we need Seattle to work to give Ballard the same transit access West Seattle gets before coming back to Sound Transit asking for more money and also stop promoting drug use as Jonathan Choe & I Heart Seattle have exposed. This is a confidence game... confidence we will build better communities at the end of ST3, not communities harmed by illegal drugs or prostitution or antisemitism.

Sorry for anyone hurt or offended. I'm hurt being the disciplinarian around here. On the other hand, remember when I mentioned 5 Jewish moms in my life? In protecting Jewish mom 3 from Tsimerman back in the day and arguably Jewish moms 1 & 2; I met and got to work with the last two who have worked in addressing antisemitism.

Therefore, I can't look the other way at Seattle's antisemitism problem with a silent Mayor. Then there is Kirkland's appeasement of Alex Tsimerman that might or might not be addressed with new rules that allow for exclusions. There has to be leverage for changed behavior, and I intend to use my leverage.

That's also fair to Chair Somers and the Tacoma Boardmember whose throat I jumped down back in the day and has done much better, thank you Chair Somers & Boardmember Walker. We've also seen dramatically improved 180 degree change out of Redmond City Council in regards to Tsimerman thanks in part to Boardmember Birney, and I am deeply grateful for that also. Let's get the Link spine done. That should be the top priority instead of prop up a Seattle that is very much in a bad spot right now. Maybe *then* Seattle will get back to playing the confidence game.

Again, all thoughts mine.

Thoughtfully submitted;

Joe A. Kunzler

growlernoise@gmail.com

Everett City Council

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

Hello Sound Transit Board of Directors:

Please see the attached letter unanimously approved by the Everett City Council supporting light rail options that build the full Everett Link Extension on time (or earlier!) to downtown Everett.

We appreciate your thoughtful considerations and are grateful for your service.

Sincerely,
Paula



Paula Rhyme, MPA *(she/her)*
Everett City Councilmember, District 2
Everett City Council Vice President
425.257.8703 | 2930 Wetmore, Suite 9-A, Everett, WA 98201
www.everettwa.gov | [Facebook](#) | [Twitter](#)

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Category 2: For official use only / disclosure permissible by law.

Snohomish County Committee for Improved transportation

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

Good evening -

Please share with the Sound Transit Board before the tomorrow's May 7th, 2026 Executive Committee Meeting and the discussion on the Enterprise Initiative.

In the capacity as Chair SCCIT (Snohomish County Committee for Improved Transportation)

Thank you.

Andrew Thompson, P.E.

Senior Estimator

Direct: 425-551-3171 | Mobile: 425-508-3001

1525 East Marine View Drive, Everett, WA, 98201

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Paul Malmsten

My name is Paul Malmsten, and I am a resident of Shoreline. The below is a comment on the 'Resolution No. R2026-11: Updating the Sound Transit 3 System Plan' agenda item for the 5/7/2026 Executive Committee Meeting.

I strongly oppose any reduction in the commitments made under Sound Transit 3.

The Puget Sound region is at a generational crossroads. The light rail network we build — or fail to build — in the next decade will shape how our communities move, grow, and emit carbon for the next century. Cutting ST3 projects now, even partially, would be a profound failure of stewardship toward the hundreds of thousands of people who voted for this vision and who are counting on it. Congestion is not going away. Climate change is not going away. The need for equitable, low-carbon transit has never been more urgent.

Sound Transit faces a real fiscal challenge, and the board deserves credit for grappling with it seriously. But the answer cannot be to ask riders and communities — many of them already underserved — to bear the cost of a shortfall they didn't create. Washington State already has one of the most regressive tax structures in the nation, relying overwhelmingly on sales taxes that fall hardest on working people. The board should urgently advocate in Olympia and explore every available mechanism to bring in more progressive revenue. Wealthy Puget Sound residents, employers, and landowners have benefited enormously from the region's growth; they should be asked to pay more for the infrastructure that makes that growth sustainable.

I urge the Executive Committee to reject any resolution that cuts, defers, or weakens ST3 commitments, and instead to direct staff to develop a progressive revenue strategy worthy of this moment. Our communities need more light rail — not less — and they need it built right, built now, and built to last.

Thank you.

Janean Desmarais

In a functioning society we wouldn't have to write emails to the board about why extending the links to Everett, that we paid for, is mandatory. Poor choices by taxpayer funded bodies is what leads to social unrest and anger. Traffic in the North End is getting increasingly worse. We're all tired of society's needs coming last, needs that we voted in and have paid for.

This decision will make it harder for taxpayers to trust that the institutions of which they're giving their money to are actually doing what they're supposed to do. It seems like a failure of the public trust if the links to Everett are not completed.

Thank you,

Janean Desmarais

Sean Albert

R2026-11 and Boeing Access/Graham infill stations

Dear Sound Transit Board of Directors,

I'm writing to urge you to reconsider R2026-11 for the following unacceptable reasons.

As you all know in 2021 ST went through the process of "Realignment", organizing ST3 projects into Tiers. Tier 1 projects would remain on schedule; Tier 2 and Tier 3 projects would be delayed from the original timeline. The recently proposed R2026-11 is not only throwing out the previous work and critical decisions made by the ST board, its blatantly flip flopping projects from "Important" to "Not really important" and vice versa.

For example:

- The two Infill Stations (Graham and BAR) were identified as Tier 1 projects in 2021; they are now in the "Construction Not Currently Affordable within Existing Resources" column of R2026-11.
- The Sounder Maintenance Base was identified as a Tier 3 project; it is now in the "fully funded" column.
- Downtown Tunnel was a Tier 2 project; it is now in the "fully funded column".
- Kirkland/Issaquah was a Tier 2 project; it is now in the "fully funded column".

What has changed since 2021? Several Tier 1 projects are now only funded through design, while Tier 2 and 3 projects are now "Fully Funded". Why will R2026-11 now supersede the Realignment resolution only 5 years ago?! It really only took 5 years to do a complete 180 on several projects in the ST3 pipeline? Is the board really keeping promises and thinking critically about these sudden changes in direction, or are you playing politics at the expense of the voters?

Sean Albert

Boeing Access Road Now!

North Tukwila, Allentown Advocates

Kyle Sullivan

Dear Boardmembers,

I am disheartened by the delays to the T line extension and 4 Line, and the deferral of Ballard, Graham Street, Boeing Access Road, and the Sounder extension. But the current amendment proposal does have one major positive: advancing the design process for each major ST3 project.

The list of options within the framework of the Enterprise Initiative right now is severely limited by the lack of final designs and relying on very high-level cost estimates.

This means that advancing ST3 projects through design effectively and quickly is absolutely vital. As design work continues, we will be able to go from "lines on a map" to solid estimates. Once we have solid estimates, we can get all of these projects back on the timeline. And when the projects come under today's estimates, we can get them done sooner. Each year of delay costs money, so building projects sooner can compound savings!

Sound Transit must be bold coming out of the Enterprise Initiative. Build the system approved by voters, all of it. Challenge the core assumptions of each project to unlock savings, like re-imagining West Seattle and Ballard as a metro line with short, frequent trains that provide better headways while shrinking station footprints, construction impacts, and costs. For the Spine and the 4 Line, standardize stations, streamline permitting, and invest in reliability. Build a bridge with the state legislature to unlock new financial and planning tools so that we can connect Puget Sound faster.

Build the damn trains!

Kyle Sullivan
KCM Rail Electromechanic,
Community Organizer

(thoughts are my own)

Allison Quinn

To the members of the Sound Transit Board of Directors:

I understand the difficult choices facing the Board, given the escalation in costs for property and construction. The longest segments of the upcoming system expansion are the ones to downtown Everett and to the Tacoma Dome. These are also the segments that will complete the system in the way that serves the biggest area.

Importantly, these are the segments where the cost increases can be most easily handled because the track can be run in more areas on the ground and along existing roads such as I-5 and SR526. This would serve the 30,000 Boeing employees in Everett and the Seattle Paine Field airport that has commercial service.

With the delays and cost increases so far, we are looking for a plan that will be affordable and have the biggest impact. I urge you to move forward with a plan that will complete the system that will connect Everett to Tacoma.

Sincerely,

Allison Quinn
Everett, Washington

Katie Vaal

Dear Sound Transit Board Members,

I'm writing to express my support for the Everett Link Extension being built as promised to Everett voters in the ST3 package.

Everett and Snohomish County residents voted with the understanding that light rail would extend to Everett, and I encourage the Board to honor that commitment. Expanding reliable transit to our community is important for accessibility, connectivity, and the future growth of our region.

Thank you for your time and consideration.

Katie Vaal

Verna Seal, Tukwila City Councilmember

Members of the Sound Transit Board,

My name is Verna Seal, and I serve on the Tukwila City Council. I am writing to urge you to move the Boeing Access Road Station forward and commit to building the station now rather than delaying construction yet again.

I appreciate the effort to advance the project to 100% design, and I recognize the financial pressures Sound Transit is facing. However, we cannot continue treating this station as a project that can always be postponed while communities in South King County continue waiting for basic transit access that has already been promised for decades.

The Boeing Access Road Station was included in Sound Move and reaffirmed again by voters through ST3. Residents have repeatedly been told this station is important to regional mobility, economic access, and connectivity, only to watch it deferred time and again. At some point, commitments made to South King County communities must be honored through actual construction, not continued delay.

This station is critically important because of where it sits and who it serves. It creates a regional connection point linking Tukwila, South Seattle, Renton, Burien, Skyway, and the Duwamish industrial area to the broader transit network. It serves workers commuting to industrial and manufacturing jobs, transit-dependent residents, and communities that have historically received less infrastructure investment despite carrying a disproportionate share of the region's industrial and transportation burdens.

For many people in and around Tukwila, transit access is still difficult, time-consuming, and in some cases unsafe. Residents and workers are routinely navigating industrial corridors, long walks, freight traffic, and dangerous crossings simply to connect to existing transit options. The South 129th Street corridor and surrounding infrastructure are already heavily impacted by freight movement, rail infrastructure, highways, and airport activity. The people living and working in these communities should not have to continue risking their safety just to access regional transit service running through their own neighborhoods.

I am also concerned that continued deferral reinforces longstanding patterns of inequitable investment. Communities in South King County and the Duwamish Valley have historically experienced underinvestment while simultaneously absorbing major regional infrastructure impacts. When projects serving these communities are repeatedly delayed during financial uncertainty, it sends a message that equitable access remains negotiable. Delaying construction will not make this project less expensive. Construction costs will continue to rise, and future boards will likely face the same conversation under even more difficult financial conditions. Advancing the station now is both the more responsible long-term investment and the more equitable choice.

This project is not an enhancement or luxury. It is necessary infrastructure that improves safety, mobility, and economic access for communities that help power the regional economy every day.

I respectfully urge the Board to move the Boeing Access Road Station forward and commit to building it now.

Thank you for your consideration.

Verna Seal

Verna Seal

Tukwila City Councilmember

Position 1

206.724.4548

Build the Damn Trains Coalition

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

Dear Sound Transit Board Members,

Please find attached a letter from the Build the Damn Trains Coalition in response to Resolution No. R2026-11, Updating the ST3 System Plan, released today ahead of the May 7 Executive Committee meeting and the May 28 vote on the Enterprise Initiative.

This letter builds on the priorities we have raised with the board in recent months. We represent labor, housing, environmental, rider, and transit organizations across King, Snohomish, and Pierce counties. Our members are invested in the success of Sound Transit's long-range plan and are counting on the board to find solutions and deliver the system voters approved.

This is a critical moment for ST3 and for the communities across the region who are counting on this investment. We will be at the May 7 meeting and at every meeting that follows, ready to be partners in delivery.

Respectfully,

Katy Ricchiuto

On behalf of the Build the Damn Trains Coalition

Katy Ricchiuto (she/her)

Policy Director

Transportation Choices Coalition

506 2nd Ave Suite 630

Seattle, WA 98104

Mobile: 206.713.8062

Main: 206.329.2336

Email: katy@transportationchoices.org

transportationchoices.org

Kathy, Jack Forbes - urging the Board to continue plans with the Ballard Link Extension

Washington State 11th District Delegation

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

Please see the attached letter from the Washington State 11th District Delegation.

Thanks,
Laurel

Bill McSherry with Boeing

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

Hello Chair Somers and Sound Transit Board Members please see attached pdf.

Betty Davis

Executive Office Assistant for

Bill McSherry, VP, State Advocacy and Global Engagement

Susan Champlain, Sr. Director, State Advocacy and Global Engagement

425-902-8553

M/C 11-402

Elinor Serumgard

To whom it may concern,

My name is Elinor and I've been a resident of Issaquah since 2012. I love this town, and since 2016 I've been using Sound Transit to get around.

Like many people, I'm frustrated that plans that have been voted on might be changed to limit the reach of Light Rail to Issaquah. It doesn't feel fair, we voted to expand to Issaquah because there are people who will use the rail! We are excited for it!

I hope you will reconsider any cuts, and I hope we continue to connect the region via transit.

Thank you,

Elinor Serumgard

Mitch Forhan

Good morning,

My name is Mitch Forhan, I have lived in Tukwila my whole life. Promises have been made to this community time and time again. Hold yourselves accountable because in his era the public will hold you accountable and will not let up the pressure to have you follow through on this.

Keep your promise to put an infill station on the Boring Access Road and the second station on Graham Street. 30 years of promises, 30 years or intent and 30 years all broken. That is basically my whole life and while I haven't been involved in previous years I will be moving forward.

I ask you again hold yourself accountable for your promises.

Thank you,

Mitch Forhan

Nicholas Harang

To whom it may concern,

My name is Nicholas and I've been a resident of Issaquah since 2001. I love Issaquah and I love public transit. I use transit for commuting, hiking, errands, and fun outings.

Like many people, I'm frustrated that plans that have been voted on might be changed to limit the reach or timeline of Light Rail to Issaquah. It doesn't feel fair, we voted to expand to Issaquah because we want that transit connection! It will be heavily used.

I hope you will reconsider any cuts so that Issaquah can get the light rail that we voted for and have been paying taxes for.

Thank you,

Nicholas Harang

Unnamed Commenters

Shorter automated trains; Canada line or REM for example

In 2035, it will have been 51 years since Sound Transit lied, committed fraud, on Tacoma voters and taxpayers. If this result had been known, ST wouldn't have been passed or entered into in 1994.

And now, logically, we know that the line will end in FIFE, of all places. If at all. They don't have the time, design or inclination to put a bridge over the Puyallup, and will cut that part of the line to save money for their pet projects centered on Seattle. Including add ons that weren't even envisioned, much less promised in the ballot measures before.

This has been an abomination and needs to either be finished to specification by 2035 or to pull us out of RTA and refund our tax moneys for the fraud perpetrated against Tacoma and Pierce County.

My written comment for the 5/7 Sound Transit Executive Meeting is as follows:

"Dear Sound Transit Board,

I am a resident of Des Moines, and an occasional sound transit passenger. Please build the system out in its entirety with no cuts. My area got our extension, and it wouldn't be fair for other areas like Ballard or Issaquah to lose theirs.

Thank you!"

Do not move forward with Board Chair Somers' proposal.

Do not move forward with Board Chair Somers' proposal.

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Do not move forward with Board Chair Somers' proposal.

Form letters regarding ST3

Note: The following form letter was submitted by over 200 individuals. The list of those individuals can be found at the end of this document.

Sound Transit Board Meeting Comments,

To the Sound Transit Board:

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

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

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

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

- Publish an open request for proposals to engineers for ST3 projects
- Investigate more intensive cost-saving alternatives (e.g. an elevated downtown alignment, automation)
- Pursue systemic cost-savings (e.g. adopt standardized station designs, etc.)
- Pursue new revenue sources like Enhanced Service Zones (ESZs) and Climate Commitment Act (CCA) funding in conjunction with futureproofing ST3

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

Other cities and regions have solved for many of the issues we face, and employ standards and practices that ensure faster construction at better prices without sacrificing connectivity. Sound

Transit must adopt those standards and practices to protect and grow the Puget Sound's own connectivity. We have been very patient, but that patience has run out.

Let's get to work.

Comments received after the meeting's comment deadline

Craig Selbeck

questions/comments for upcoming May 7 meeting:

Has Sound Transit, Snohomish County, or City of Everett considered a public private partnership (PPP or CBP3) on behalf of wetlands and streams (OMF site E)?

What would a PPP look like when the primary benefactor is a wetland or stream?

What form of credits and stewardship benefits can companies participating in CBP3 and PPP collaborations expect?

Thank you,

Craig Selbeck

Robin Schwartz

To whom it may concern:

Please retain the BAR station in your plans.

The Duwamish Valley suffers from the cumulative impacts of MULTIPLE polluting industries, as well as a legacy of disinvestment by policy-makers. The BAR station will improve mobility for our majority BIPOC and low-income community in South Park, and improve air quality by reducing car commutes into and out of the Valley. Please honor your commitment--now decades old!--and include underserved communities in public transit.

Thank you,

Robin Schwartz

--

Robin Schwartz

Advocacy and Community Resilience

Duwamish River Community Coalition/TAG

7400 3rd Ave S

Seattle WA 98108

[\(206\) 359-1774](tel:(206)359-1774)

www.drcc.org

Our Vision: An empowered Duwamish Valley community thriving in a healthy and just environment



Ann Fletcher and David Kappler

Dear Transit Board,

Thank you for all the work done so far to bring light rail to various areas and create a comprehensive and effective transit service. As retired folks living in Issaquah, we have occasionally been able to use a combination of bus and light rail for activities in Seattle and on the Eastside and even a few times to get to and from the airport. The Orca cards and connections have made it affordable and convenient. We applaud this progress!

As the Issaquah area continues its rapid growth and climate change happens unabated, it is very important to us to see the light rail extended to Issaquah. Here are our reasons:

1. Issaquah's location and topography make it a major north-south pass through for commuters. Living near downtown Issaquah, we avoid driving during rush hours (work and school) from 7-9 AM and afternoon evening starting around 2 PM until 7 PM because of our huge traffic backups. **A light rail station in Issaquah would be a natural hub for buses from surrounding areas to provide an alternative to all the car traffic coming through our narrow downtown roads.**
2. Extension of the light rail to Issaquah is CRITICAL to successful implementation of Issaquah's Climate Action and Transportation Action Plans--not only to ease traffic congestion, but also to decrease car emissions that are our second largest greenhouse gas emitters. In addition, a majority of cars cause unhealthy pollution, and their tires produce substances dangerous to our salmon population. **Providing the light rail alternative with transit feeders would increase clean energy use to help our climate, our residents, and our wildlife.**

We have lived in the area since 1987 and seen the struggles to keep up with growth. We have paid our transit area taxes and seen how the light rail has benefited other areas, with the belief that we would eventually have our turn to be connected. Now budget issues are calling the extension into question.

As the governing body, we want you to know how much we want and need the light rail to come to Issaquah. We sympathize with the budget issues facing you. At the same time, we ask that you consider carefully before making a hasty cut to the extension. Instead, work with the affected cities and unincorporated county areas to find solutions to this problem. We want to partner with you and develop a plan that will work both financially and for our communities out here! This would be real creative progress worthy of our Northwest spirit!!

Thank you,

Ann Fletcher and David Kappler

255 SE Andrews Street

Issaquah, WA 98027

425-652-2756

Loreen Brattli

Hello -

In support of funding the Everett Link Extension, specifically the provisional station at Highway 99 and Airport Road, I would encourage Sound Transit to explore partnership opportunities with major private businesses in the surrounding area.

Given the significant growth occurring in South Everett, the Highway 99 and Airport Road station presents a strong opportunity for development of a vibrant, transit-oriented, walkable community at the gateway to the Boeing corridor, where approximately 30,000 employees travel through the area daily.

Potential benefits to private-sector partners could include:

- Long-term operational agreements (for example, management of parking facilities) that provide stable revenue opportunities
- Opportunities for local retail or commercial space development
- Public financing or development incentives tied to nearby housing or mixed-use projects
- Advertising or sponsorship opportunities

Question: Has Sound Transit taken any steps to explore public-private partnerships specifically in support of the Highway 99 and Airport Road station?

Thank you,

Loreen Brattli

Greg and Vanessa Zaputil

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

Please find attached our public comment for the 5/7/26 ST Board Meeting.

Regards,

Greg & Vanessa Zaputil

Brenda Pohlmann

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

Please see my letter in support of the completion of the promised line between Bellevue and Issaquah.

Sam Hem

Good morning, Chair and Members of the Board,

My name is Sam Hem, and I'm here representing thousands of union construction workers and families through SMART Local 66, Seattle-King County Building and Construction Trades Council, and Northwest Washington Building Trades Council.

First, we want to acknowledge the financial challenges Sound Transit is facing. We understand the realities of inflation, escalating material costs, and the economic uncertainty that has impacted every major infrastructure project in the country.

But we also want to be very clear:

The Everett Link Extension and West Seattle Link Extension are not optional luxury projects. They are foundational economic investments for the future of this region.

These projects create family-wage careers, apprenticeship opportunities, long-term economic mobility, and critical transportation access for working people throughout Snohomish County, King County, and the broader Puget Sound region.

The Board's own documents acknowledge that deferring or eliminating stations and projects reduces ridership growth, delays environmental benefits, increases roadway congestion, and postpones economic opportunity.

The reality is this: Delays cost money too.

Every year these projects are pushed back, construction inflation continues, housing pressures worsen, traffic congestion increases, and workers spend more time away from their families sitting in traffic instead of getting home safely.

We appreciate that Everett Link Phases 1&2 and West Seattle Link remain identified as affordable projects within existing resources.

We strongly encourage the Board to maintain momentum on both projects and continue aggressively pursuing every available tool to preserve the full voter-approved vision of ST3.

That includes:

- Federal infrastructure funding
- State partnerships
- Cost-saving innovations
- Adaptive project delivery
- Strong labor-management collaboration

The people who voted for ST3 expected progress, connectivity, and accountability. Working families across this region are counting on this system.

The Building Trades stand ready to partner with Sound Transit to help deliver these projects efficiently, responsibly, and successfully.

Thank you for your time.

Sam Hem

Political Director | Regional Representative
NWRC of SMART Local 66

425-493-5920 (Office)

360-201-0954 (cell)

Please visit our website: <http://www.smw66.org>

Erika Boyd, Issaquah Councilmember

Good morning Chair Somers, Vice Chair Mello, and Executive Committee Members,

My name is Erika Boyd and I am the newest member of the Issaquah City Council, appointed to a vacant position a little over two weeks ago. Prior to my appointment, I served as the city's Transportation Advisory Board Chair. Preparing for light rail to better connect Issaquah with the region has been one of the guiding principles of our Mobility Action Plan since its inception.

I just wanted to pass on my sincere thanks and gratitude for ensuring that the South Kirkland to Issaquah Link remains fully funded. I know this is a difficult decision-making process, and though I understand that the timeline for light rail reaching Issaquah is now stretched to 2050, I am grateful that the SKI link remains a priority to complete. I commit to working with my fellow councilmembers to work hard to find cost savings and partner with Sound Transit so that we can continue bring light rail to our Eastside region as soon as we can.

We remain unified with our other Eastside city partners to see the 4 Line through to the end. With Issaquah's anticipated housing growth in both the near term and future decades, connecting to the light rail will bring vibrancy, economic opportunity, and connectivity to our entire East King County region, and I eagerly anticipate partnering with you all to accomplish this work. Thank you for taking the time, and please don't hesitate to reach out to me.

With gratitude,



Erika R. Boyd, MPA (she/her)
Councilmember | City of
Issaquah
Erika.Boyd@issaquahwa.gov

Tom

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 Kirkland 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.

Sincerely,

Tom

Steven Neuman

Dear Sound Transit Board Members,

I am writing to insist that the ST3 program be delivered in full and on the original timeline voters approved in 2016. The people of this region voted overwhelmingly for a specific vision — and that mandate deserves to be honored, not quietly dismantled through scope reductions and delay.

I understand costs have increased. That is not an acceptable reason to walk back commitments made to hundreds of thousands of future riders. If tunneling costs are the constraint, I urge the board to seriously investigate alternatives: elevated alignments, automation to reduce operating costs and increase frequency, or phased delivery that maintains all promised stations. Every option should be on the table before any station is deferred. Riders, taxpayers, and voters are watching. We expect accountability and solutions — not retreat.

Please do not let ST3 become a cautionary tale of broken promises. Build it.

Steven Neuman

Seattle, WA

Donna Zandell

Dear Committee members,

There have been announcements recently about the opportunity to reserve individual parking spaces at various Transit Centers.

These Transit Centers and the light rail were built with taxpayer dollars. I do not believe that selling special access is in keeping with the spirit of what appeared on our ballots when we voted for the light rail project.

All taxpayers should be allowed to park in these facilities. All taxpayers should have the same opportunity to use taxpayer funded transit to get to work. It should not be possible for wealthier people to deny other taxpayers access.

Respectfully,

Donna Zandell

Brandon der Blatter

I signed up for virtual comment but the the board ended public comment early. so here is my comment:

I couldn't be there in person today because I'm sick. but I'm also sick of these nonsense plans which severely delay projects that should have already been built. do you want to be alive when these projects are completed? because I'm younger than most if not all of you and I'm not sure I will be. after hearing lots of interesting approaches and solutions to the budget crisis you seem to have doubled down on the original situation of "oh there isn't enough money to build trains if we change literally nothing." work with the state legislature on finding more funding. work with engineers on reducing the costs. run shorter, automatic trains which require smaller stations. half the length with twice the frequency is the same capacity! run elevated rail downtown. there are plenty of wide roads and surface parking lots build on. a system built exactly as you originally envisioned it after I die is meaningless to me.

also Ballard isn't in the Seattle Center, so if you're going to terminate the line there, you can't call it the Ballard Link Extension

--

Brandon der Blätter
(they/them)
Belltown, Seattle
98121

Simone Berger

Dear Sound Transit Board:

I have been an Issaquah resident for more than 30 years and am writing to you today to urge your continued support of light rail expansion to Issaquah. I understand that there are tough budget decisions to make, and each of the locations being considered for expansion ultimately deserve to be serviced. However, I think the Issaquah link merits completion because it would expand light rail access not only to Issaquah residents, but to communities well beyond Issaquah's borders along the I-90 corridor. I know my family, friends and neighbors would be frequent users.

Anecdotally, I have used light rail from the South Bellevue station into Seattle multiple times (which is wonderful), and each time, the parking garage was essentially full. This indicates to me that there is plenty of demand for more light rail service from the Eastside into Seattle and beyond.

I respectfully urge the Sound Transit Board to keep Issaquah's light rail station moving forward and to work with the City of Issaquah to deliver on this project. Thanks for listening!

Sincerely,
Simone Berger

Unnamed Commenter

I was disappointed to see members of the board applauding the case where the budget cuts because Snohomish and Lake Stevens residents may lose parking access because of the cuts related to the train project. Serving on a board should be done with integrity and with consideration for everyone affected. I am not sure if I can trust Sound transit if selected members are an echo chamber of ideas that do not reflect the opinions of the populations in Snohomish County.

It's not the first time that I hear disrespectful comments during important decisions that will affect big populations. I don't see the same disrespect towards the population of Issaquah for example. They are a smaller amount yet their advocacy to expand the train service is met with care and respect.

People with disabilities and immigrants in Snohomish and Lake Stevens rely on parking lots, and it didn't come across nicely. I hope moving forward there can be a respectful approach for all residents involved.

Slayman Appadolo

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

I am writing to submit my concerns around Resolution No. R2026-11 and also have a very important question that I would like a response from the Board and Executive Committee. In 2021, Sound Transit completed a "realignment" process (attached) to categorize ST3 scopes into four tiers.

Details on the tiers is as follows:

"The realignment plan prioritizes voter-approved projects by dividing them into four tiers. Projects in the top two tiers will be managed under the more ambitious completion targets unless or until it becomes necessary to fall back to affordable completion dates that allow more time to generate the required revenues. Tier 3 and 4 projects will be managed under their affordable schedules unless the program affordability gap is eliminated for Tier 1 and Tier 2 projects, and then shrinks still further to allow Tier 3 and Tier 4 projects to be delivered more quickly. Expenditures on any one individual project will be managed to protect the affordable schedule for all other projects."

The infill stations (Graham and BAR) were placed in Tier 1 projects yet fell down the tier priorities and there are projects that were lower in the tier realignment in 2021 but are now at the top of the priority list. What changed? How did some projects get elevated, while other projects fell down?

Slayman Appadolo

Cham Refugees Community

slayman@crcseattle.org

Stephanie Cameron

I am a resident of Beacon Hill who lives on S Graham St. I want to comment that a Graham Street Station is needed in this community. As it stands, I would have to walk 1.5 miles to go to either of the available stations near my house. A Graham Street station would cut that walk down considerably and would be a great addition for the neighborhood!

Thank you,
Stephanie Cameron
Beacon Hill Resident

Tucker Stempler

Hello,

Submitting for public comment that the south king county community is in need of the Graham street infill station.

When considering access to light rail, and other services, both Columbia City Station and Othello station are too far from many residents who are stuck in the middle. A many great number of streets south of downtown Seattle are less safe for pedestrians because the public transit and walking infrastructure has been left behind. Many streets do not have proper sidewalks, or clear right of way access as a direct result of not having a transit hub in this area.

While I have no say in this decision, I do hope my voice at least adds to any others to implore the board to consider keeping this infill station, especially considering the very small amount of the budget its construction actually takes up.

Thank you for your time,

Tucker Stempler

Matt Bailey

Dear Sound Transit Board,

Please maintain your commitments to voters and taxpayers by building Ballard Link and other ST3 projects. As a transit rider and a resident of Seattle, current plans to cancel Ballard Link are deeply problematic. Please don't cancel Ballard Link and truncate it at the Seattle Center. This line is expected to have the highest ridership of all ST3 projects. Canceling it or ending at the Seattle Center would betray the people who voted for the ST3 measure and the region's taxpayers. It would be a failure of planning and project delivery for Sound Transit. It's sad that the board is descending into regionalism and abandoning its commitment to building the region's transportation network. Get creative and find ways to build ST3 projects. Consider skipping a second tunnel that's exorbitantly expensive but doesn't expand rail coverage for the region. Use smaller stations and automation to reduce costs of Ballard Link. Get creative to finance this project. Consider a stump line for Ballard Link. Please understand that further project delays and cancellations aren't acceptable.

Best, Matt Bailey



April 25, 2026

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

Subject: City of Bonney Lake Priorities for Sound Transit 3 (ST3) Implementation – Sounder Service Expansion

Dear Members of the Sound Transit Board of Directors,

On behalf of the Bonney Lake Mayor, City Council, and our constituents, we write to urge the Sound Transit Board to prioritize two investments that are essential to the residents of east Pierce County: expanding Sounder commuter rail service with more trips throughout the day and week, and completing the Tacoma Dome Link Extension (TDLE) on schedule. These are not abstract regional priorities – they are the investments our community has been counting on, and paying for, since Sound Transit 3 passed in 2016.

Bonney Lake is a growing community in east Pierce County. Our residents depend heavily on Sounder commuter rail as their primary connection to the broader Sound Transit system. Unlike communities along the I-5 light rail corridor, we do not have a future light rail station at our doorstep. Sounder, and the ST express bus that connects Bonney Lake directly to it, are our lifelines to the regional transit network, and we ask the Board to treat it accordingly.

Expand Sounder Service: More Trips, More Times of Day

Sounder commuter rail is the backbone of regional transit for east Pierce County. For the tens of thousands of residents in communities like ours – miles from the I-5 corridor and future light rail investments – Sounder is not a supplemental service. It is the primary and, in many cases, only viable transit option. We urge the Board to make expanding Sounder trips a high priority.

Sound Transit's own ridership forecasts show that Sounder has significant untapped potential, with 2050 high-forecast boardings projected to reach 37,000 daily: more than four times the current ridership of 8,000. Realizing that potential requires investment in more service, not just longer trains at peak hours. The infrastructure is already in place. The opportunity to grow ridership is now.

We ask the Board to prioritize the following Sounder enhancements:

- **Add Midday and Evening Trips:** Current Sounder service is heavily concentrated around traditional peak commute windows. Midday and evening trips would open the system to shift workers, healthcare employees, students, reverse commuters, and families; riders who are currently forced to drive because Sounder simply isn't running when they need it.
- **Add Weekend Service:** Weekend trips would transform Sounder from a commuter tool into a true regional mobility rail system. Residents could access employment, healthcare, entertainment, and education across the region without a car. Weekend service also builds a ridership base that supports long-term system investment.
- **Prioritize More Trips Over Longer Trains:** Adding cars to existing peak trains helps peak-hour commuters, but it does nothing for many potential riders who need service at other times. The Board should focus on frequency and coverage.

- **Leverage Existing Infrastructure:** Sound Transit has already made significant investments in the Sounder corridor. Negotiating with BNSF for more trips on existing tracks is smart use of existing assets.

For communities in east Pierce County, an expanded Sounder schedule is not a luxury, it is the difference between having access to the regional transit network and being left out of it. We strongly urge the Board to make meaningful Sounder service expansion a near-term priority in the ST3 implementation plan.

Complete the Tacoma Dome Link Extension on Schedule

The City of Bonney Lake also supports completing the Tacoma Dome Link Extension (TDLE) on its currently adopted schedule. TDLE is the foundational light rail investment for all of Pierce County, and its completion is essential to realizing the full potential of a connected regional transit network.

Tacoma Dome Station is planned as a true multimodal hub, connecting light rail with Sounder, the T-Line, Pierce Transit, regional express buses, and Amtrak. For our residents, that connection point matters enormously. When a Sounder rider arrives at Tacoma Dome, they need onward connectivity to SeaTac Airport, South King County, employers, healthcare facilities, and the broader light rail network. TDLE makes that possible.

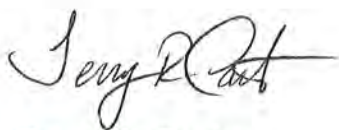
We urge the Board to deliver the TDLE without further delay.

Our residents have been patient. They have paid for the system for years. They deserve to see the investments they were promised move forward. As Sound Transit works through its financial challenges, we urge the Board to keep faith with the communities across the entire ST district, like Bonney Lake.

Do not come back to voters asking or requiring more money when they have paid into a system and received no benefit. To be clear, Bonney Lake and East Pierce County voters do not want or need more taxes, we need what we have been promised and paid for, for over a decade.

Thank you for your continued leadership and for considering our community's priorities. We look forward to working with you to deliver a regional transit system that serves all of Pierce County.

Sincerely,



Terry R. Carter

Mayor

City of Bonney Lake

9002 Main Street East, Suite 200, WA. 98391

253-447-4309

cartert@bonneylake.gov



Find us on [Facebook](#), [Twitter](#), and <https://www.bonneylake.gov>

Public Service Building
21719 96th Street E.
Buckley, WA 98321
Fax (253) 862-1116

Senior Center
19304 Bonney Lake Blvd.
Bonney Lake, WA 98391
(253) 826-1921

Public Safety Building
188421 Sumner-Buckley Hwy E.
Bonney Lake, WA 98391
Fax (253) 826-1921

Justice Center
9002 Main Street East
Bonney Lake, WA 98391
Fax (253) 862-4208

(April 30, 2026)

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

Subject: EDB for Tacoma-Pierce County Support for ST3 Transit Investments in Pierce County

Dear Members of the Sound Transit Board of Directors,

On behalf of the Economic Development Board for Tacoma-Pierce County (EDB), I write to urge the Sound Transit Board to deliver on its ST3 commitments to Pierce County. The EDB's mission is to attract and grow high-quality jobs in Pierce County. Over the past two decades, our work has helped bring more than \$1.6 billion in capital investment and over 25,000 jobs to the region. We know from experience what it takes for a region to compete for business investment, and reliable, high-capacity regional transit is a crucial component to our success.

When companies evaluate where to locate or expand, they look at workforce access, infrastructure, and quality of life. Pierce County has a compelling story to tell on all three fronts, but we are increasingly asked about our regional transit connections. The ST3 investments promised to Pierce County are not just transit projects. They are economic development tools, and their timely delivery is essential to our ability to attract and retain the businesses and jobs our community depends on.

1. Complete the Tacoma Dome Link Extension on Schedule

The Tacoma Dome Link Extension (TDLE) is the single most consequential infrastructure investment in Pierce County for its long-term economic competitiveness. It connects our workforce to the broader regional labor market, opens Pierce County to employers across the Puget Sound, and provides a direct link to Seattle-Tacoma International Airport that is essential for businesses engaged in trade, travel, and commerce.

For companies evaluating Pierce County as a place to invest, a connection to SeaTac is not a nice-to-have. It is a baseline expectation. TDLE delivers that connection, and with it, puts Pierce County on equal footing with communities in King and Snohomish Counties that have enjoyed this advantage for years. Tacoma Dome Station will also serve as a true multimodal hub connecting light rail with Sounder, Pierce Transit,

regional express buses, and Amtrak, further amplifying the economic reach of this investment.

The EDB has worked for five decades to position Pierce County as a premier destination for business investment. TDLE is the infrastructure underpinning that work. We urge the Board to deliver it on schedule, without further delay.

2. Advance the T-Line Extension to Tacoma Community College

The EDB strongly supports advancing planning and delivery of the T-Line extension from Downtown Tacoma to Tacoma Community College. Transit-oriented corridors are among the most powerful tools available for attracting private investment, supporting small business growth, and building the dense, walkable environments that today's workforce seeks.

The TCC extension serves a corridor with significant untapped development potential, connecting a major educational institution that produces the skilled workforce our region's employers need, commercial districts, and Cheney Stadium, home of the Tacoma Rainiers baseball team. For businesses considering Pierce County, this kind of investment signals that our region is serious about its future.

We recognize that planning for this project is still in early stages and that cost estimates require further refinement. We urge the Board to advance that planning work so informed decisions can be made about scope, cost, and delivery timeline. The EDB stands ready to support that process and to help make the case for private investment along the corridor.

3. Invest in Sounder: More Trips and the DuPont Extension

Sounder commuter rail is a critical workforce mobility asset for Pierce County. For the thousands of workers commuting to and from jobs across the region, and for the employers who depend on that workforce, Sounder service is a direct input to business competitiveness. More trips throughout the day and week, including midday, evening, and weekend service, would make the system genuinely useful for the full range of workers our employers need, not just peak-hour commuters. Equally important, expanded service in both directions transforms Sounder into a true regional rail system, one that brings workers and customers into Tacoma and Pierce County, not just out of it.

We also urge the Board to keep the DuPont Extension on the table. South Pierce County represents one of the region's most significant areas of economic potential, and the presence of Joint Base Lewis-McChord makes this corridor a unique economic driver for the entire region. JBLM is one of the largest military installations in the country and a cornerstone of the South Sound economy. The Tillicum and DuPont stations would directly serve the base and the substantial ancillary economic activity it generates, from defense contractors and suppliers to the businesses and housing that support the military community. Extending Sounder's reach to DuPont, leveraging

federal grants and Sound Transit-owned track, would open this corridor to new investment and connect its growing workforce to the broader regional economy.

The EDB Is Committed to Pierce County's Economic Future

The EDB exists to help Pierce County businesses reach their full potential and to attract new investment that creates jobs and builds community prosperity. Sound Transit's ST3 investments are among the most important economic development assets available to this region. Our ability to compete for jobs and capital investment depends, in part, on delivering the transit infrastructure voters approved a decade ago.

We stand ready to work with Sound Transit and our regional partners to advance these projects and to make the case to businesses and investors that Pierce County is the right place to grow. We urge the Board to deliver on its commitments to our community.

Thank you for your consideration.

Sincerely,



Michael Catsi
President & CEO
Economic Development Board for Tacoma-Pierce County



April 29, 2026

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

Dear Members of the Sound Transit Board of Directors,

On behalf of the Tacoma Rainiers, I write to express our strong support for the extension of the T-Line light rail from Downtown Tacoma to Tacoma Community College. As the operator of one of the premier sports and entertainment venues in the Pacific Northwest, we believe this investment would be transformative – not only for our fans, but for the entire South Sound community.

Cheney Stadium has been a cornerstone of Tacoma's civic and cultural life since 1960. We welcome hundreds of thousands of fans through our gates each season, and we are deeply committed to being a good neighbor and a driver of economic activity in central Tacoma. Reliable, convenient transit is essential to that mission.

Transit Access Directly Serves Our Fans and Our Community

A T-Line extension to TCC would bring light rail service directly to the Cheney Stadium area. For our fans and families across the region, this means a genuine alternative to driving and parking – lowering the barrier to attendance and making a night at the ballpark accessible to more people. For our staff, many of whom rely on transit, it means more reliable connections to and from work. And for the broader community, it means a permanent transit investment in a part of Tacoma that has long deserved it.

The case for this project goes well beyond baseball. Tacoma Community College serves over 12,000 students, many of whom depend on public transit. The surrounding neighborhoods of University Place, West Tacoma, and Fircrest are home to thousands of residents who would benefit from a direct light rail connection to Downtown Tacoma and beyond. This extension connects people to jobs, education, and opportunity.

Rainiers

Triple-A Affiliate of the Seattle Mariners
2502 South Tyler Street • Tacoma, WA 98405 • tacomarainiers.com

A Catalyst for Central Tacoma

Cheney Stadium, along with our neighboring schools, parks, economic centers, and TCC anchor a corridor with significant untapped potential for transit-oriented development. Sound Transit's investment here would send a powerful signal to private developers and the community that central Tacoma is open for growth. We have seen what transit investment does for neighborhoods as it attracts businesses, supports housing, and builds long-term economic vitality.

The Rainiers are proud to be part of Tacoma's story, and we want to see this city thrive. The T-Line extension is a piece of infrastructure that would serve this community for generations.

We Urge the Board to Advance This Project

We understand that Sound Transit faces real financial constraints and difficult choices. We also know that the communities of Pierce County have been patient – paying into the system for decades and waiting for the investments they were promised. The T-Line extension to TCC is a cost-effective, high-value project that should be advanced, not deferred.

The Tacoma Rainiers stand ready to be a partner and an advocate for this investment. We look forward to the day our fans can take light rail to a game at Cheney Stadium.

Sincerely,

A handwritten signature in black ink, appearing to read 'A M Artman', written in a cursive style.

Aaron Artman

President

Tacoma Rainiers Professional Baseball

PROPOSAL - Eliminate E. Portland Avenue Station Provide Transit Hub Connections at E. 26th Street for transit access to South Sound Destinations



E 26th Street Transit Multi-Modal Transfer Station

Locating the "1-Line" over Freighthouse Square requires it to cross over Sounder/ Amtrak lines twice at unknown additional cost and potential time delays.

This layout minimizes transit disruptions and cost of construction.

It preserves Freighthouse Square and creates a transit hub for access to the Sound Sound and particularly to the Puyallup Nation Headquarters, Hotel, Casino, and Health-care Facilities.



Puyallup Avenue
Parking Garages

Transit Hub on
25th and 26th
Streets

TACOMA DOME

to FIFE

Cost Savings Proposal -
Elimination of Portland Avenue Station
improving access to Puyallup Tribal
Nation and East Tacoma.

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



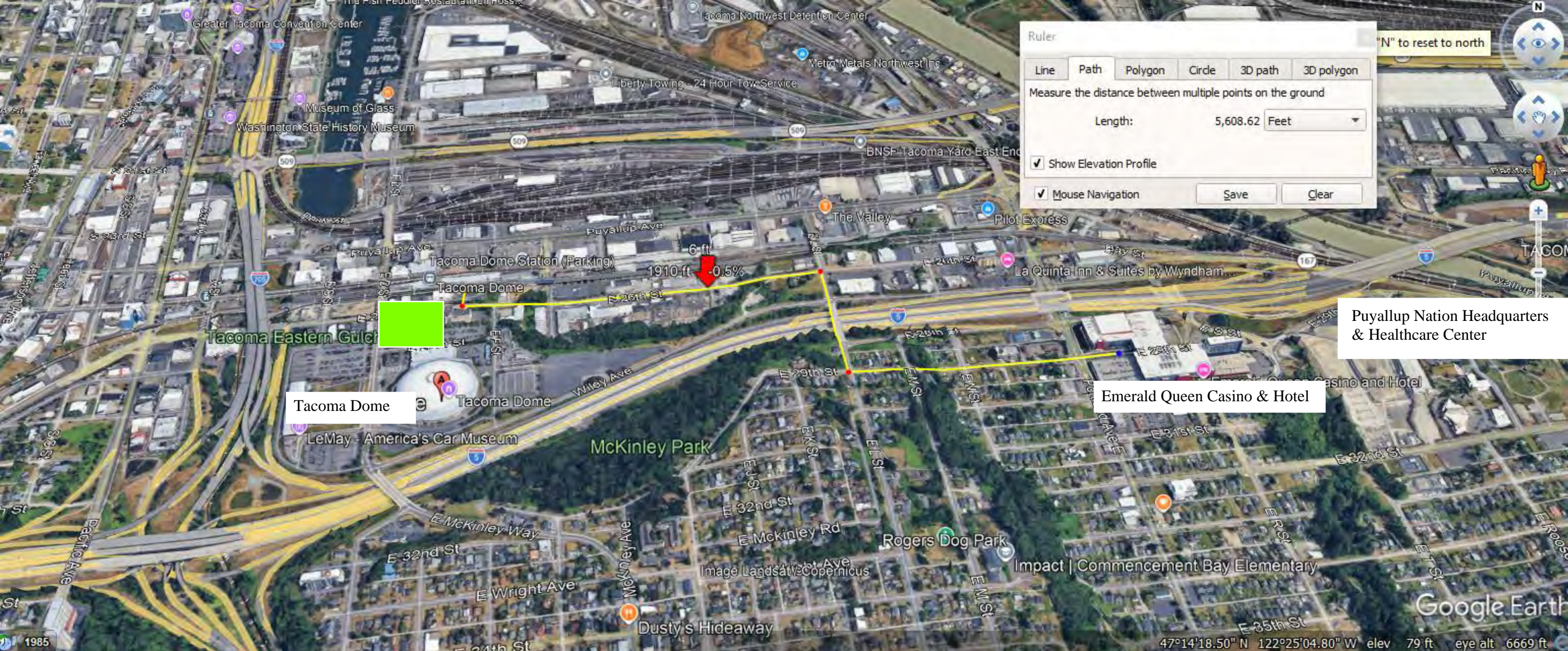
TDLE - By locating the line on 26th Street the link extension only
crosses the Amtrak line once.



Bus Route to EQC and Puyallup Tribal Nation.

This route avoids conflicts with E. Portland Avenue traffic from the Port of Tacoma.
All buses would pass EQC in both directions at a frequency of 10 minutes or less.

May 5, 2026



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

Puyallup Nation Headquarters & Healthcare Center

Emerald Queen Casino & Hotel

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

DO NOT BUILD E. 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

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.

FORECASTED LIVING AND WORKING within 1 mile of station



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. 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.

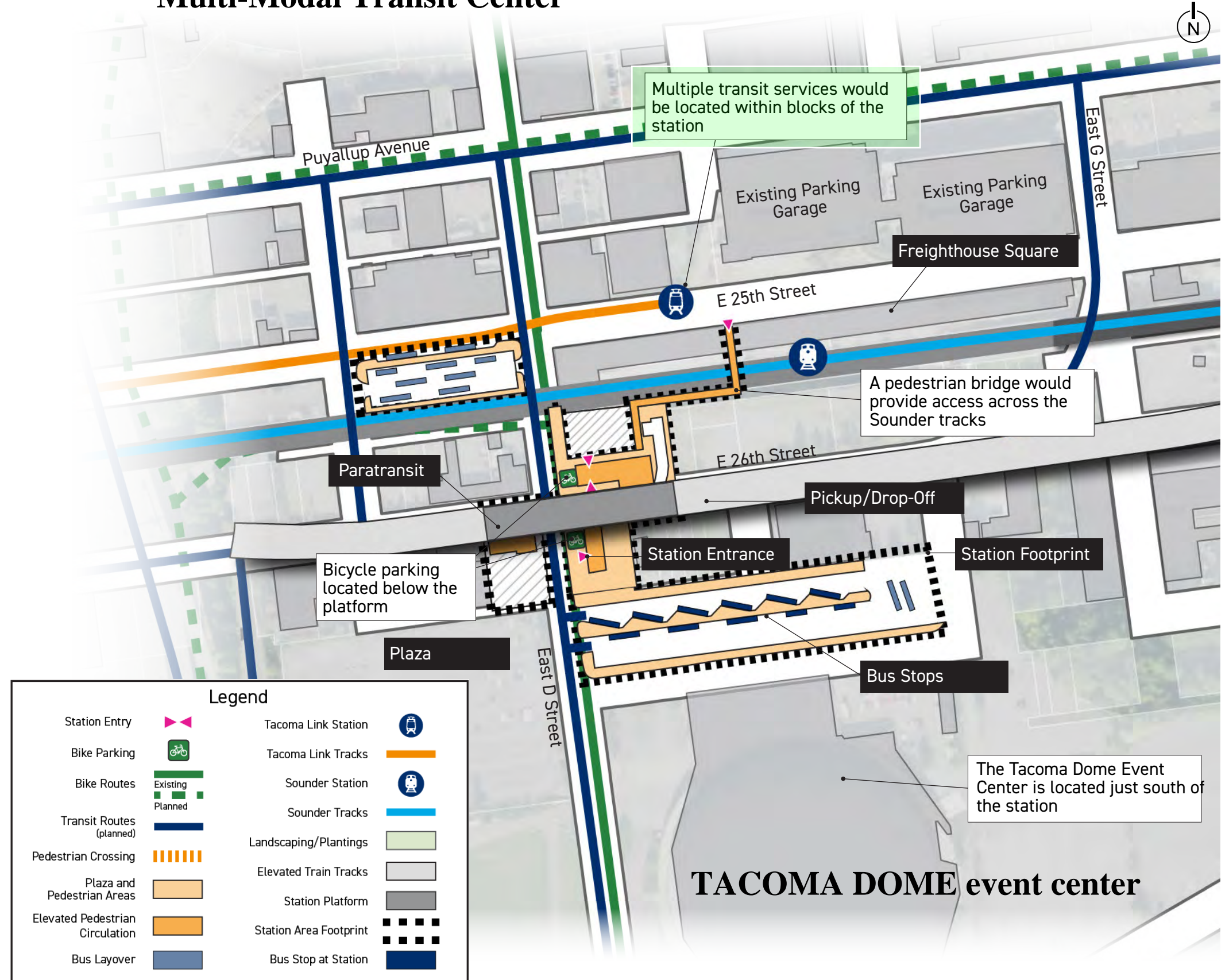
Riders on the TDLE, on Sounder/Amtrak, T-line, all have convenient access to bus lines serving the South Sound.

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



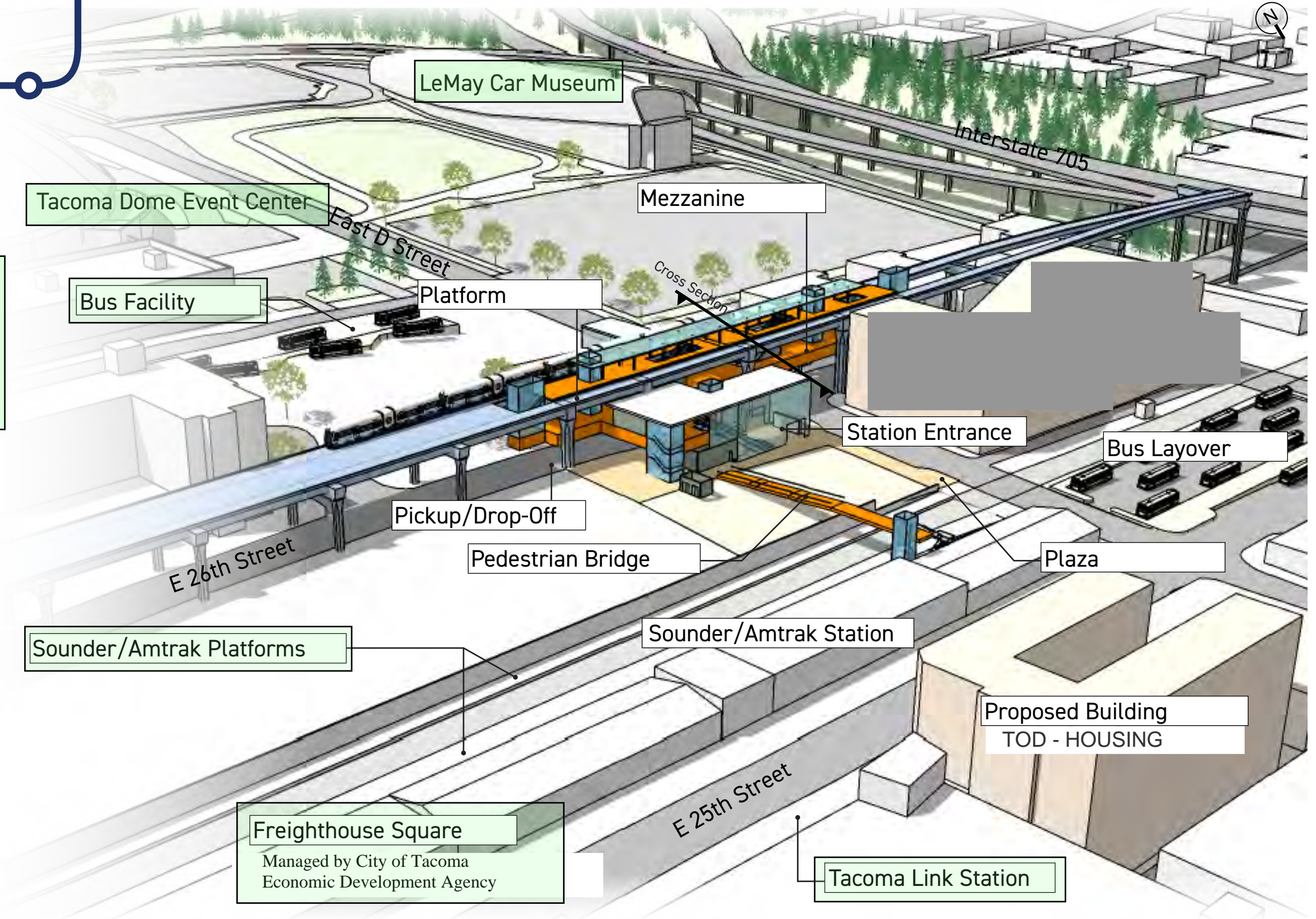
Tacoma Dome Stations

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



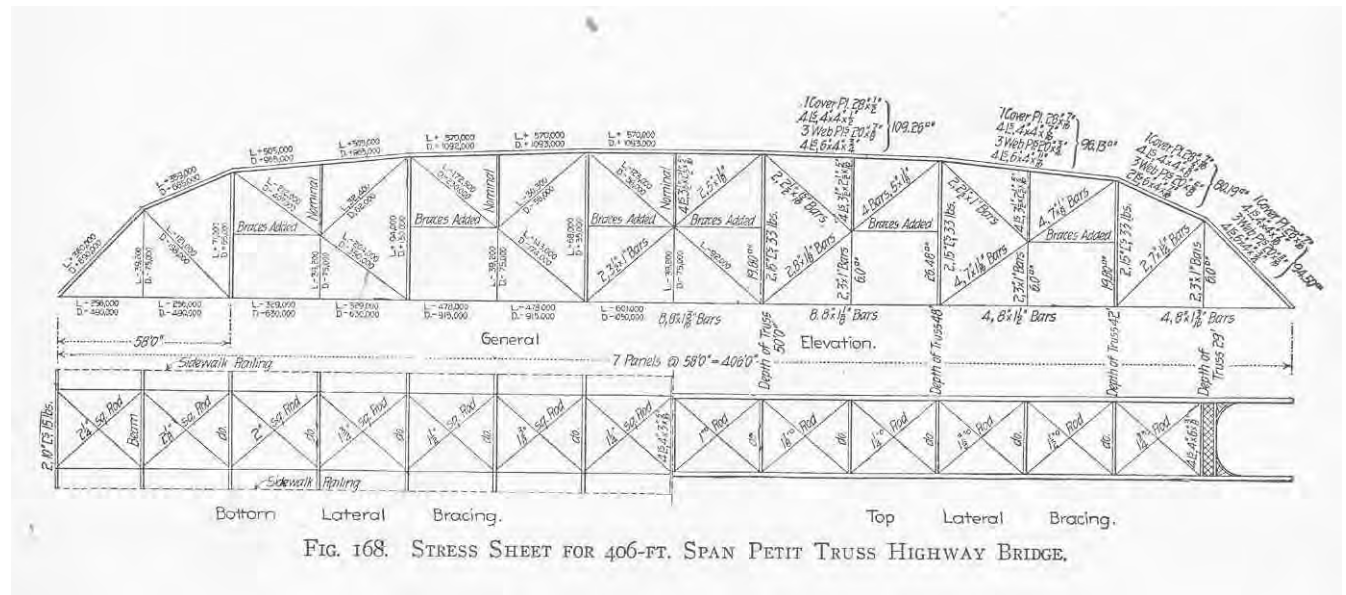
Aerial View of the Station

May 5, 2026 - Kit Burns

PUYALLUP BRIDGE FOR RIVER CROSSING SHOULD FOLLOW ICONIC BRIDGES OF THE PAST

This allows better transparency of the horizon beyond to Mt. Rainer. It is consistent with existing and past bridges that have lasted more than 100 years.

It would be suggested to replace the Fishing Wars Memorial Bridge with a similar design maintaining historical ties.



THIS SHOWS A TRUSS BRIDGE OF 406 FOOT SPAN. WITH A DIFFERENT DESIGN THEY CAN EASILY SPAN MUCH FURTHER WITHOUT PIERS IN THE RIVER. INSTEAD, HAVING PIERS ON EACH SIDE OF THE RIVER. USING HIGH PERFORMANCE COATINGS (SIMILAR TO THE MARINERS STADIUM) THE COATINGS WILL LAST MANY YEARS. THIS STYLE IS CONSISTENT WITH EXISTING BRIDGES AND HAS HISTORICAL PRECEDENCE.

PROPOSAL - Eliminate E. Portland Avenue Station

Provide Transit Hub Connections at E. 26th Street for transit access to South Sound Destinations



E 26th Street Transit Multi-Modal Transfer Station

Locating the "1-Line" over Freighthouse Square requires it to cross over Sounder/ Amtrak lines twice at unknown additional cost and potential time delays. This should be avoided.

This layout retaining Freighthouse Square creates a transit hub for access to the Sound Sound and particularly to the Puyallup Nation Headquarters, Hotel, Casino, and Health-care Facilities.

Locating the transit center on E 26th Street minimizes transit disruptions of existing systems and reduces the time/cost of construction. Additionally all services are easily accessible for transfers providing the optimum commuter access.

Importantly, with buses going to the South having high frequency service, the Puyallup Nation Headquarters receives the best possible transit access.

Portland Avenue Station Area Context

2042 forecasted:

FORECASTED DAILY STATION BOARDINGS

DO NOT BUILD E. 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

FORECASTED LIVING AND WORKING within 1 mile of station

BUILD Multi-Modal Transit Hub at E 26th St



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.

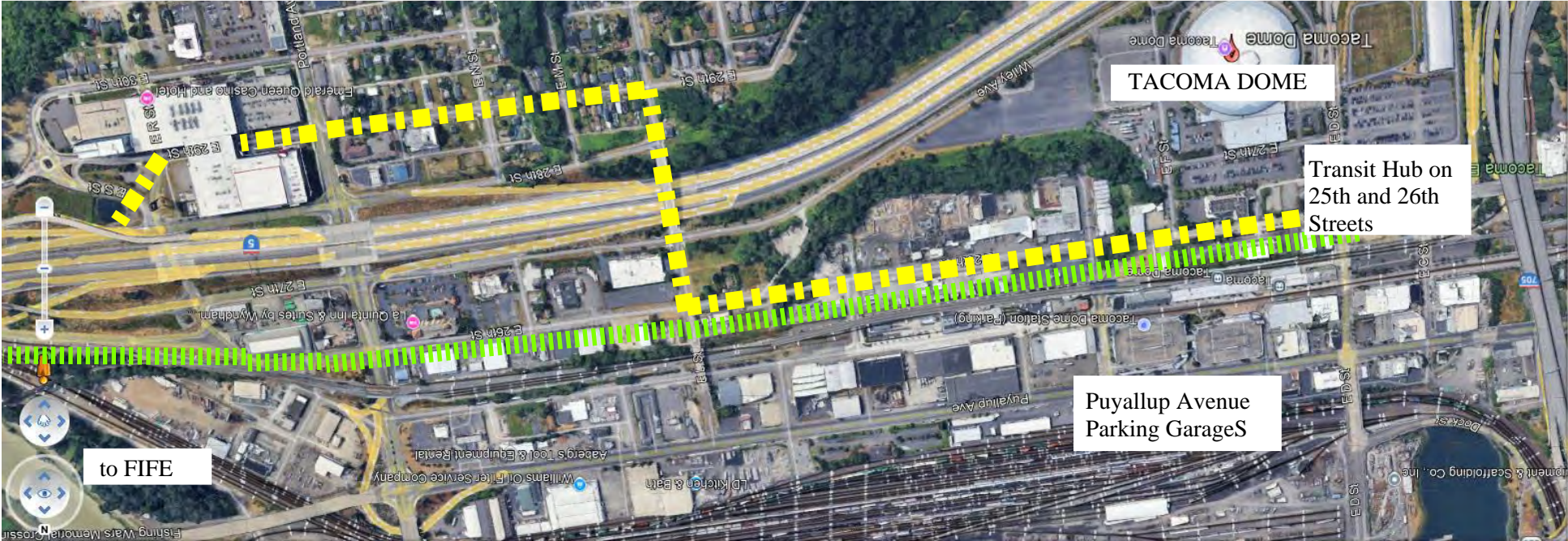
The Portland Avenue Station is located in the traditional territory of the Puyallup Tribe of Indians Reservation. Several Tribal settlements were present in the vicinity of the mouth of the Puyallup River in the early 19th century. As Tacoma became a commercial and transportation hub at the end of the 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 SR 99 and I-5 were built and introduced transportation infrastructure.

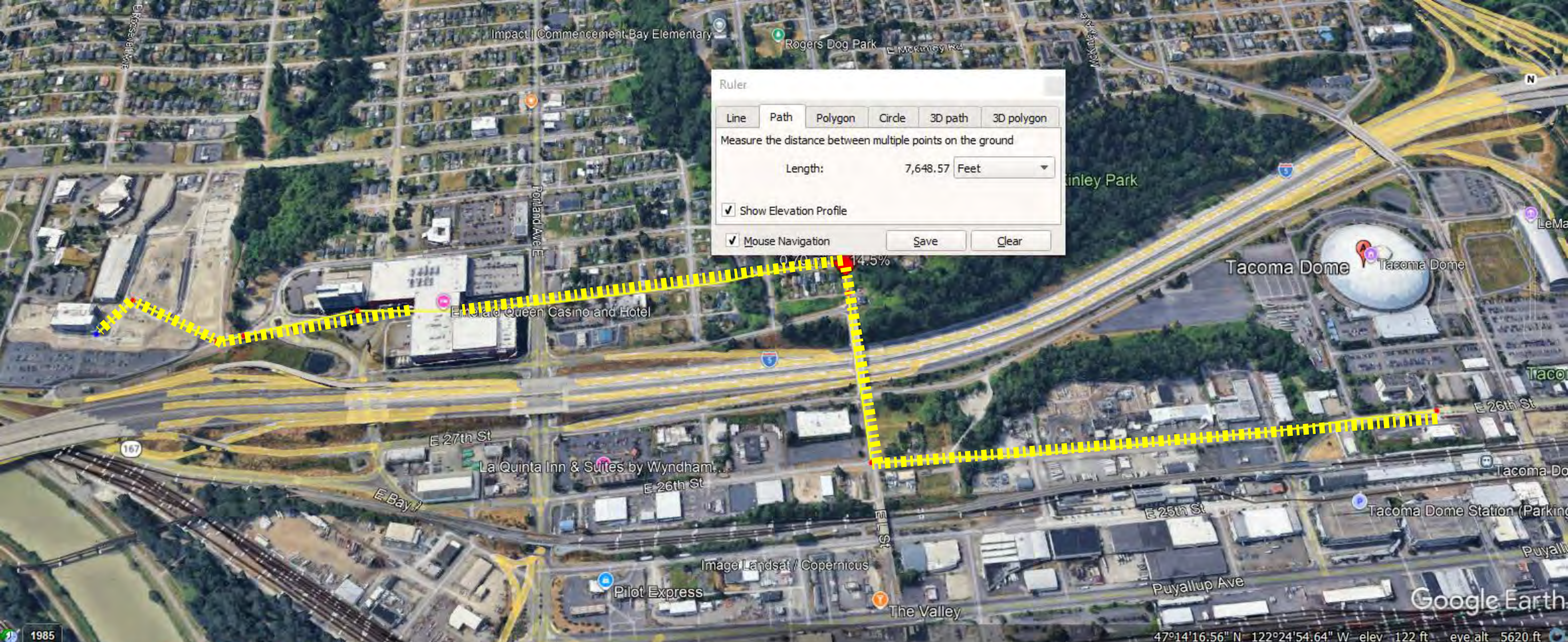
Eliminate E. Portland Avenue Station

Cost Savings Proposal -

Improving transit access to Puyallup Nation and destinations beyond with high frequency buses.

-  TDLE - By locating the line on 26th Street the link extension only crosses the Amtrak line once.
 -  Bus Route to EQC and Puyallup Nation Headquarters
- This route avoids conflicts with E. Portland Avenue traffic from the Port of Tacoma. All buses would pass EQC in both directions at a frequency of 10 minutes or less.





Ruler

Line Path Polygon Circle 3D path 3D polygon

Measure the distance between multiple points on the ground

Length: 7,648.57 Feet

Show Elevation Profile

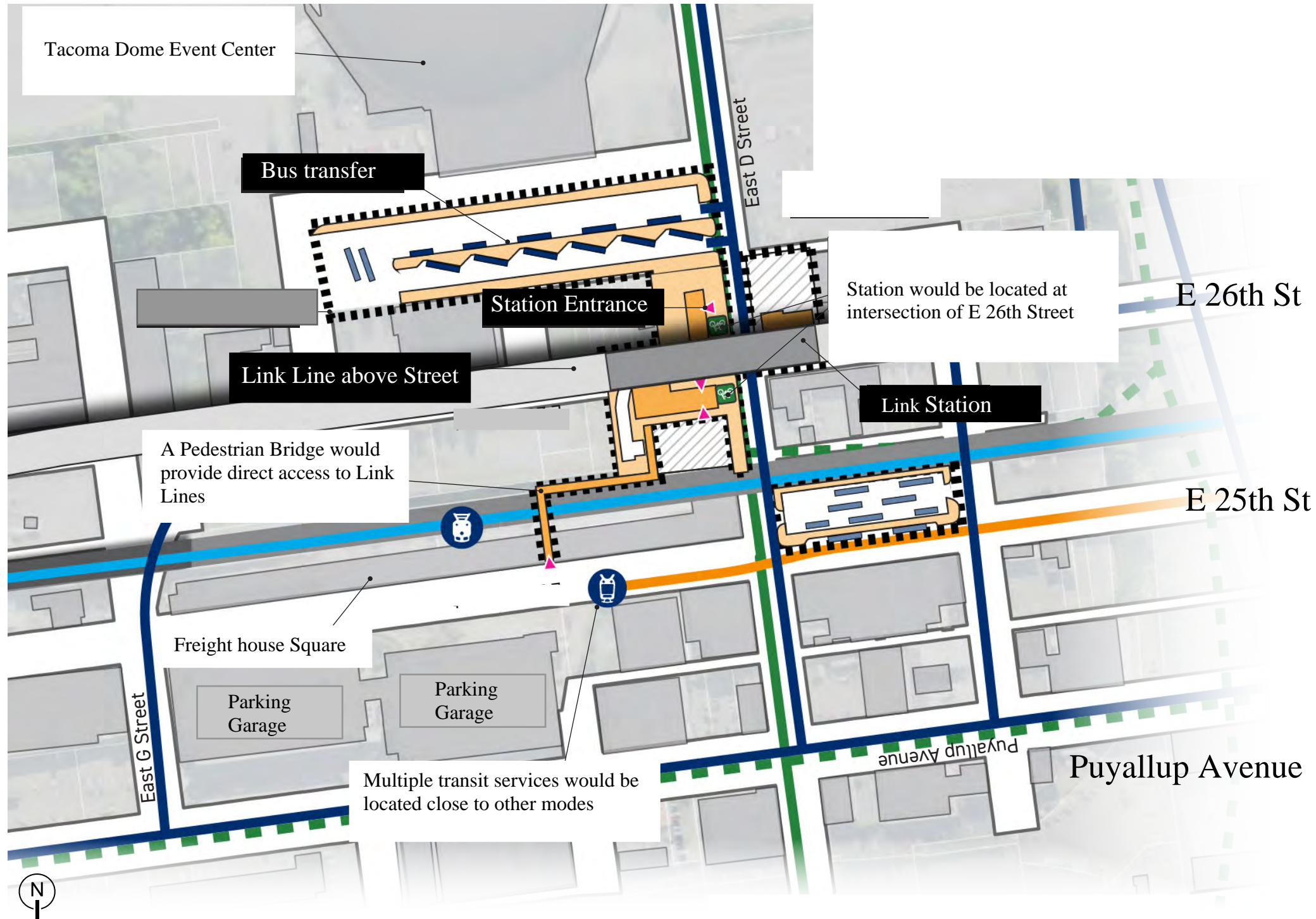
Mouse Navigation

Save Clear

Graph: Min, Avg, Max Elevation: 6, 53, 171 ft
Range Totals: Distance: 1.45 mi Elev Gain/Loss: 224 ft, -276 ft Max Slope: 54.3%, -31.3% Avg Slope: 7.0%, -5.8%



Looking to the SOUTH



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.

Tacoma Dome Station

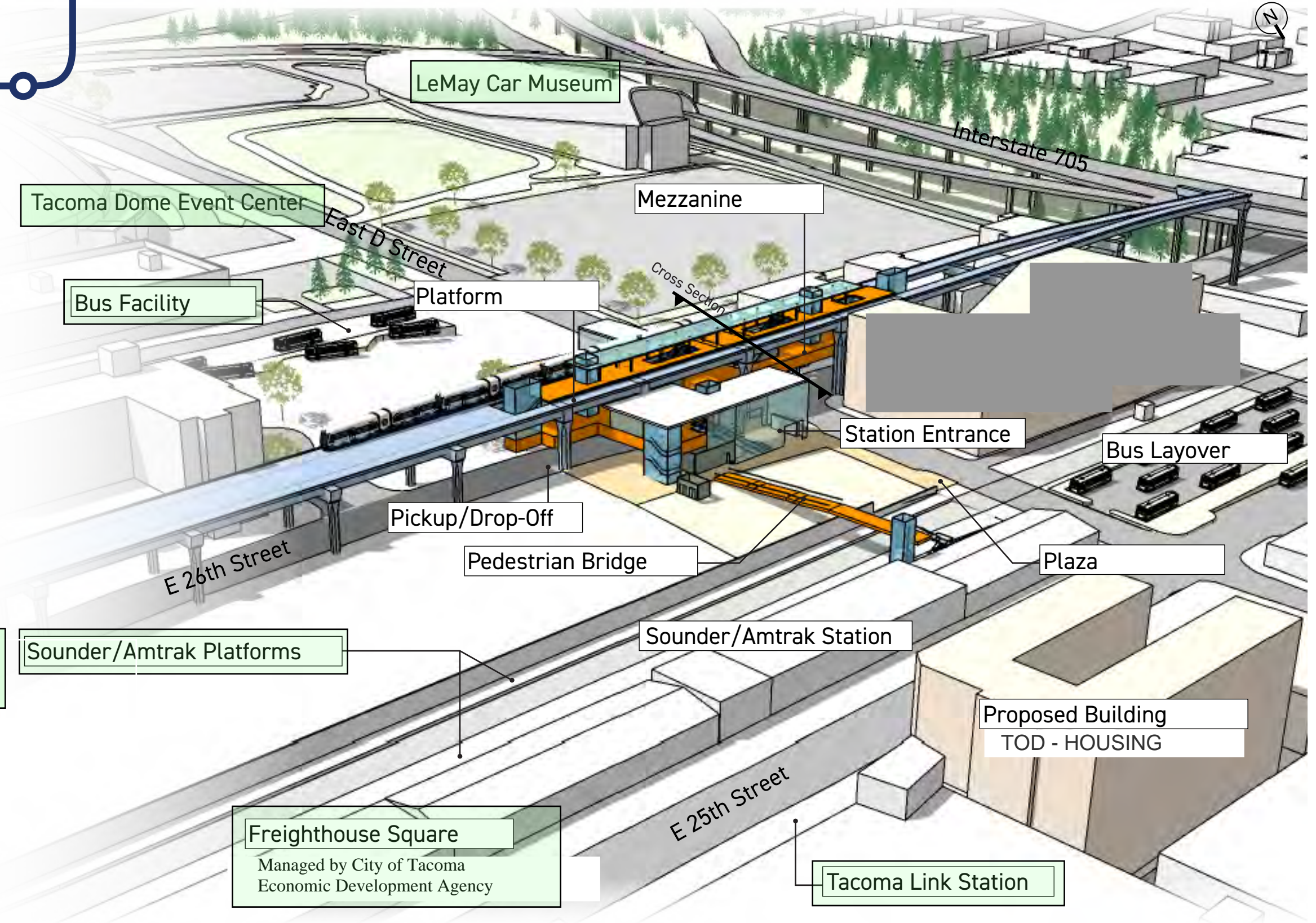
Looking South from Puyallup Avenue to Tacoma Dome -

Tacoma 26th Street Station A Look at the Station

Multi-Modal Transit Center:

Access to Buses, Amtrak, Sounder, T-Link, TDLE, and vehicle parking

BUS TRAFFIC ONLY
BELOW LINK EXTENSION TRAK



Freighthouse Square
Managed by City of Tacoma
Economic Development Agency

Tacoma Link Station

Proposed Building
TOD - HOUSING

Aerial View of the Station

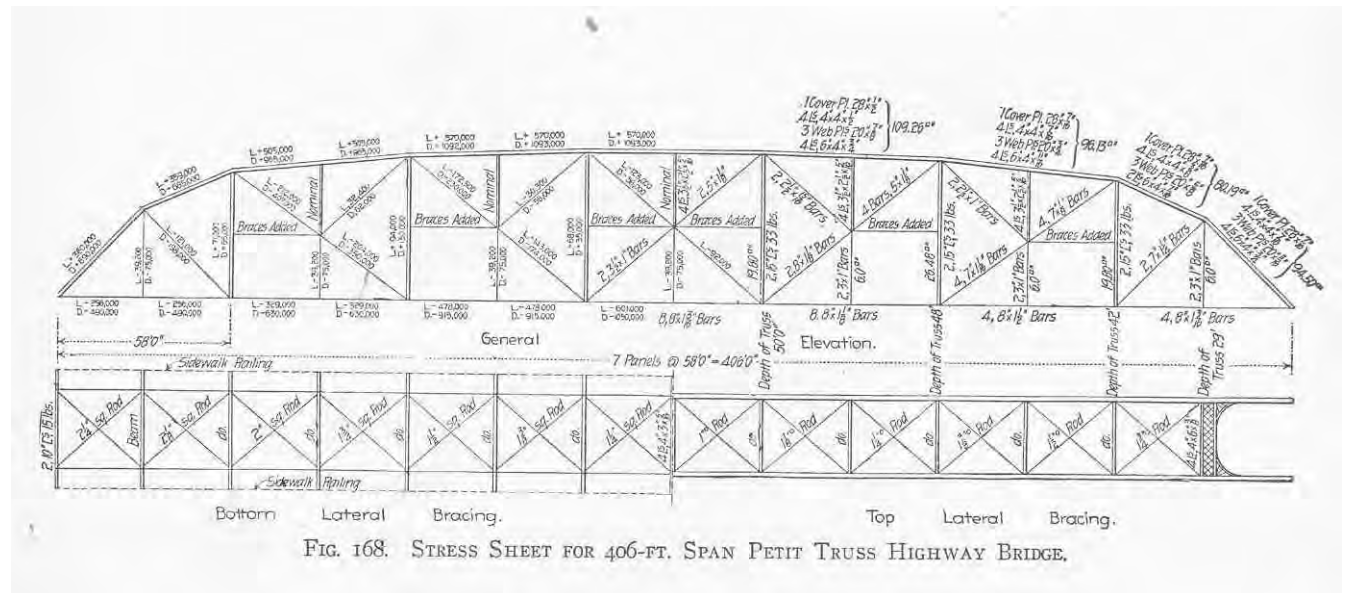
May 7, 2026 - Kit Burns

Sound Transit Community Space - Commuter Connections

PUYALLUP BRIDGE FOR RIVER CROSSING SHOULD FOLLOW ICONIC BRIDGES OF THE PAST

This allows better transparency of the horizon beyond to Mt. Rainer. It is consistent with existing and past bridges that have lasted more than 100 years.

It would be suggested to replace The Fishing Wars Memorial Bridge with a similar design maintaining historical ties. Both bridges are on Tribal Lands and although funding sources may be different, Federal funding should be pursued.



THIS SHOWS A TRUSS BRIDGE OF 406 FOOT SPAN. WITH A DIFFERENT DESIGN THEY CAN EASILY SPAN MUCH FURTHER WITHOUT PIERS IN THE RIVER. INSTEAD, HAVING PIERS ON EACH SIDE OF THE RIVER. USING HIGH PERFORMANCE COATINGS (SIMILAR TO THE MARINERS STADIUM) THE COATINGS WILL LAST MANY YEARS. THIS STYLE IS CONSISTENT WITH EXISTING BRIDGES AND HAS HISTORICAL PRECEDENCE.

Sound Transit Executive Board Comments, 5/7/2026

By: John Stewart, Feet First Board President
Paul Byron Crane, Feet First Policy Committee

The Sound Transit board needs to step back and consider what a successful extension of light rail to Everett would look like. The point of providing light rail to directly to downtown Everett is to make its downtown a regional transit destination, improving economic vitality, housing, and the pedestrian environment. This has been the policy of the past mayors of Everett for the last four administrations, from Ed Hansen to Cassie Franklin.

Everett and Sound Transit should not miss the opportunity to provide regional access to downtown Everett, while connecting downtown with Everett Station, the feeder buses serving it, and the new Station District development expected nearby, and current and future sports stadiums. Sound Transit should evaluate alternatives and budgets based on whether they promote Everett as a regional destination that benefits from the billions we've invested in the system.

The City of Redmond provides an excellent example of how to use light rail to create such a regional transit destination. Feet First has conducted walking audits of station areas along the new Link #2 line through Bellevue and Redmond. We were particularly impressed seeing how the new station in downtown Redmond had catalyzed a happy convergence of new housing and retail and fostered integration between downtown and Redmond Town Center.

Some things we liked:

- Redmond has upgraded streets and trails to create a walking-centric environment.
- Dense downtown housing and retail has flourished in the station area.
- Station parking is accommodated outside the downtown area at Marymoor Park.
- The rail line that was once a physical barrier is now a focus and connection between the shopping center and downtown.

All these factors make the station area a great place to walk, live, and work. We were excited to see such a positive outcome, which only occurred due to thoughtful planning and a shared vision between all the constituencies that needed to collaborate to get it done.

Feet First has also surveyed the areas proposed for stations in downtown Everett, where we saw similar opportunities to improve the pedestrian environment and integrate the traditional downtown with areas near Everett Station where development is expected.

The current direction for the Everett Link Extension project would end the Link line near Everett Station, separated from the traditional downtown by steep grades and heavy traffic. Although the original vision for Link light rail was to connect Seattle, Bellevue, Everett, and Tacoma, in practice Sound Transit has treated Everett and Tacoma as park and ride lots serving commute trips to Seattle rather than as key destinations in and of themselves.

Feet First believes downtown Everett needs to be a destination, not a park-and-ride on the way to Seattle. Link should help connect the older and newer parts of Everett to function as a single growing downtown.

How could that happen?

- Include stations in Downtown Everett, Everett Station and the new Funko Field.
- Lower costs by transitioning from the separated rail line to running at grade on east-west street rights-of-way. There is no need for full grade separation at the end of the line, and streetcar operation would enhance the downtown street environment.

Unlike Redmond, which is a relatively short light rail extension in the best-funded Sound Transit subarea, Everett and Tacoma are much longer lines and money is tight. This may help explain why Sound Transit has only seen fit to locate a single station in the downtown Everett area, a constraint made more severe as Sound Transit unit costs have ballooned recently.

This opportunity is a onetime chance to get it right, it may not come again, Everett and Sound Transit should not miss the opportunity to make downtown Everett a walkable regional destination.

Feet First is a statewide organization advocating for making Washington state walkable. Feet First strives to make walking safe, accessible, and enjoyable for all Washingtonians.



May 5, 2026

Sound Transit Board of Directors
Union Station
401 S. Jackson St.
Seattle, WA 98104

Dear Chair Somers and members of the Sound Transit Board of Directors,

Thank you for the opportunity to comment on the Board's Enterprise Initiative effort to address the agency's affordability gap.

As members of the Fife City Council, we are writing to urge you to prioritize delivery of the Tacoma Dome Link Extension (TDLE) project through completion of the light rail system's spine, which will provide a critical regional connection to Pierce County. This segment is fundamental to how the full system functions within Sound Transit's service area. It links Pierce County, Fife and the Puyallup Tribe to the broader regional network and provides the continuity necessary for high-capacity transit to serve residents, workers, and employers in the South Sound.

We recognize the seriousness of the financial constraints and sincerely appreciate the Board's work to improve affordability and project delivery. These are necessary steps. As decisions move forward, it is important that outcomes remain grounded in the voter-approved ST3 framework, including delivery of representative projects and adherence to subarea equity. These policies define how the system was structured and approved, and they remain essential to maintaining consistency between voter expectations and implementation. Departures from this framework should be approached with caution, given their implications for system performance and public trust.

The planned Fife Station is not simply a stop on the way to Tacoma; it is the cornerstone of the adopted vision in Fife's City Center subarea plan. This document reflects over a decade of public engagement, thoughtful planning, and environmental review, with an embedded focus on transit-oriented development that complements the future Fife Station. It establishes a framework for a new transit-oriented development neighborhood by concentrating housing and employment near the future Fife Station, promoting walkable block patterns, active ground-floor uses, multimodal connectivity, and public realm improvements to support a vibrant,

mixed-use urban environment. Through creation and implementation of the City Center subarea plan, Fife is ensuring that regional transit investments immediately translate into increased ridership, reduced congestion, expanded housing and employment opportunities, and enhanced economic activity.

Parking at the Fife Station is a critical component of how this station will function in the local context. The Fife Station is expected to serve not only Fife residents, but also riders from across Pierce County, and the surrounding region. Providing parking, consistent with the ST3 ballot measure, supports regional access, helps distribute ridership across the system, and lessens the impact on the existing community. Without it, parking demand will shift into surrounding neighborhoods, businesses and local streets, creating impacts that local infrastructure is not designed to accommodate or capable of absorbing. Aligning station access, including parking, with adopted local plans is critical to ensuring the system operates as intended and complements unique local land use dynamics. The gravity of structured parking to the Fife City Center vision is represented in the City Center subarea plan and Fife Municipal Code.

Property acquisition should not be considered a barrier to delivering parking at the Fife Station. Construction of the preferred Fife station location requires full acquisition of several parcels, the combined size of which can accommodate both the station and 500 structured or surface stalls.

However, should the Sound Transit Board be forced to consider eliminating structured parking, or in the direst of situations parking all together, the Fife City Council requests immediate and direct communication with Sound Transit to determine an achievable path forward for consistency with Fife's City Center subarea plan – a subarea plan which used the policies and framework of the voter approved ST3 bill, as well as ongoing coordination with Sound Transit for the past 8 years, as pillars of the plan's development.

Fife's City Center area is planned to accommodate 70% of the city's residential growth and can provide the majority of housing units for households making less than 80% of the area median income (AMI). Realizing the City Center subarea plan is the primary pathway to meeting the city's adopted growth targets as well as both countywide and regional policy requirements of a High-Capacity Transit (HCT) community. Failure to deliver TLDE in a timely manner not only impacts Fife, but it also impacts the entire growth pattern in the Pierce County and the Regional Growth Strategy adopted in VISION 2050.

Fife has taken specific and deliberate steps to prepare for this multi-generational investment. Our work reflects a clear commitment to ensuring that the Fife Station area can deliver housing, jobs, and services in a way that supports both Sound Transit's goal of an exceptional regional transit system and the city's mission to provide a high quality of life for its residents.

Fife remains a committed partner with Sound Transit and has a vested interest in an affordable and equitable light rail network connecting Fife, Pierce County, and the Puyallup Tribe to the larger regional network.

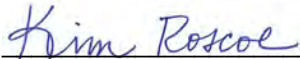
Fife has planned for this moment, we are prepared, and our policies reflect it. Delivery of TDLE should reflect this readiness.

We ask that the Board continue to advance the Tacoma Dome Link Extension, consistent with the commitments made to voters in Fife and Pierce County.

Thank you for your consideration.

Sincerely,

Fife City Council



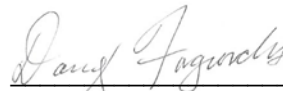
Mayor Roscoe
Mayor



Sean Joey Murphy
Deputy Mayor



Dee-Dee Gethers
Councilmember



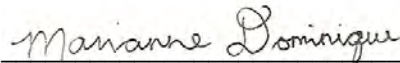
Douglas Fagundes
Councilmember



Pat Hulcey
Councilmember



Summer Andriyuk
Councilmember



Marianne Dominique
Councilmember



Unique History ... Vibrant Future

CITY OF DUPONT

Office of the Mayor
1700 Civic Drive, DuPont, WA 98327
Telephone: (253) 912-5215
www.dupontwa.gov

May 5th, 2026

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

Subject: City of DuPont Priorities for Sound Transit 3 (ST3) Implementation – DuPont Sounder Extension

Dear Members of the Sound Transit Board of Directors,

On behalf of the DuPont Mayor and City Council and our constituents, we write to express our strong support for advancing the DuPont Sounder Extension. We urge the Sound Transit Board to advance this project into the planning phase, and to explore every available tool, including Federal Railroad Administration (FRA) grants and innovative service models, to deliver this project in an affordable and timely manner.

The City of DuPont is a growing, vibrant community at the southern end of Pierce County. Our residents include thousands of workers who commute daily to major employment centers throughout the Puget Sound region. Additionally, we are on the border with Thurston County, and Sound Transit services in DuPont will serve the broader South Puget Sound. We have long awaited the regional transit connections that our neighbors to the north have enjoyed, and we are ready to be full partners in making those investments a reality.

[The DuPont Sounder Extension: A Promise That Must Be Kept](#)

The DuPont Sounder Extension represents a direct commitment made to south Pierce County voters when ST3 passed in 2016. Extending Sounder commuter rail service to DuPont would provide a critical transit link for tens of thousands of residents in the southern reaches of Pierce County and beyond, connecting them to the regional rail network and reducing their dependence on a congested Interstate 5 corridor.

The case for advancing this project is compelling:

- **Community Need:** DuPont and the broader south Pierce County area are growing rapidly. Residents deserve access to the same quality regional transit service available to those living closer to the urban core. Without the DuPont Extension, south Pierce County remains disconnected from the broader Sound Transit network.
- **Economic Opportunity and Equity:** Many DuPont residents work outside of DuPont or Pierce County but have no viable transit alternative to driving. The extension would provide essential, affordable access to employment, reducing commute burdens and advancing regional equity for working families.
- **Congestion Relief:** I-5 south of Tacoma is among the most congested corridors in Pierce County. Every commuter who shifts to Sounder is one fewer vehicle on the highway, reducing emissions and improving quality of life for the entire region.
- **Military and Workforce Access:** DuPont's proximity to Joint Base Lewis-McChord (JBLM) – one of the largest military installations in the country – creates a unique opportunity for the Sounder Extension to serve both military personnel and civilian workforce needs, potentially attracting significant federal interest and investment.

Advance Planning Now – Before Deferral Becomes Permanent

The City of DuPont is deeply concerned that the DuPont Sounder Extension is being considered for indefinite deferral before planning has even begun. This project – along with the T-Line Extension to Tacoma Community College – is one of the only major ST3 projects where Sound Transit would be asked to make a permanent deferral decision without the benefit of a completed planning process. We do not believe there is sufficient information to make an informed decision to defer at this time.

The DuPont Extension has specific characteristics that make early planning especially valuable. Sound Transit owns the rail corridor between Lakewood and DuPont, meaning the infrastructure challenges and right-of-way costs that typically drive up project budgets are significantly reduced.

We urge the Board to advance the DuPont Extension to the planning phase for the following reasons:

- **FRA Grant Opportunities:** Federal Railroad Administration (FRA) grant programs, including those targeting commuter rail expansion, could significantly offset project costs. Sound Transit must be in active planning to be competitive for these federal dollars. The DuPont extension is one of the only projects in the Sound Transit portfolio eligible for FRA grants and will not compete with the light rail projects seeking Federal Transit Administration grants. Sound Transit estimates that \$600M of this \$900M project would be covered by Federal FRA grants. Deferring now forecloses those opportunities.
- **Informed Decision-Making:** A planning process would generate the cost, scope, and alternatives analysis needed to make a responsible long-term decision. It would also allow the agency to discuss creative solutions for service models in the corridor with the community. Without planning, any deferral is made in the absence of critical information.

Sounder Service as a Regional Backbone

Beyond the DuPont Extension, the City of DuPont strongly supports broader enhancements to Sounder commuter rail service throughout the corridor. Sounder is the backbone of regional transit for south Pierce County, and expanding its reach and frequency beyond traditional peak commute hours would dramatically increase ridership and usefulness for our residents.

We ask the Board to prioritize:

- **Increased Off-Peak Service:** Shift workers, students, families, and reverse commuters need Sounder service beyond the traditional morning and evening peaks. Adding midday, evening, and weekend service would dramatically expand the utility of the system and build ridership.
- **More Trips, Not Just Longer Trains:** We encourage the Board to focus on frequency and schedule coverage rather than simply adding capacity to peak trains. A transit system that runs more often is one that more people can actually use.

DuPont Is Ready to Be a Transit Partner

The City of DuPont is not simply asking for investment – we are committed to being an active and prepared partner in delivering it. Our staff and elected officials are engaged with Sound Transit staff and Board members to ensure our community is ready for high-capacity transit. We are undertaking land use and zoning work to support transit-oriented development, and we are committed to streamlining permitting to make DuPont an easy place for Sound Transit to invest.

DuPont residents have been patient. They voted for ST3. They have paid for the system. They deserve to see the investments they were promised move forward.

Thank you for your continued leadership and for your consideration of DuPont's priorities. We look forward to working with you to deliver a regional transit system that truly serves all of Pierce County.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ronald Fredrick". The signature is fluid and cursive, with a large initial "R" and "F".

Mayor, Ronald Fredrick,
City of DuPont
1700 Civic Drive
DuPont, WA 98327



April 29, 2026

Sound Transit Board
401 S. Jackson St.
Seattle, WA 98104

Dear Members of the Sound Transit Board of Directors:

The Everett City Council recognizes the significant financial challenges facing Sound Transit and the difficult decisions required to respond to cost escalation across the system. The City of Everett is navigating similar pressures and we fully understand the complexity of balancing systemwide needs and competing interests. In light of your upcoming vote to address the agency's budget shortfall, **the Everett City Council writes to clearly state our expectation that the selected service option will deliver the full Everett Link Extension to downtown Everett, as approved by voters.**

Everett voters approved ST3 with clear expectations, including light rail service to downtown Everett. As a contributing subarea, Everett and Snohomish County residents have been paying into this system with the understanding that these investments would result in delivery of high-capacity transit to our community. Maintaining that commitment is essential to preserving public trust and upholding Sound Transit's commitment to subarea equity.

The Everett Link Extension is the most cost-effective and impactful light rail segment under consideration. The cost increases are dramatically lower than other segments due to the extensive and intentional use of existing rights of way, the major portions of track alignment that can be run at-grade, and substantially lower land acquisition costs. This segment is by far the closest to completion with projected funds and in the planned timeframe. This is also the largest expansion of the system, adding over 16 miles plus the north Operations and Maintenance Facility that is critical to maintaining and improving frequency of service to both lines 1 and 2.

The unique regional connections the Everett Link Extension segment provides cannot be understated. This segment connects light rail to:

- the award-winning Paine Field Airport with expanding commercial service;
- the Boeing Everett facility with over 30,000 employees;
- a major multi-industry employment and industrial center;
- vibrant South Everett neighborhoods; and
- downtown Everett – home to arts, culture, restaurants, the Everett Silvertips, and a potential new outdoor events center hosting Everett AquaSox and USL Soccer.

These connections will undoubtedly better connect Snohomish County's employment and cultural centers to King and Pierce Counties and strengthen the overall system by offering more worthwhile options to all riders along the I-5 corridor.

Everett City Council



2930 Wetmore Ave, Ste. 9A
Everett, WA 98201



425.257.8703



council@everettwa.gov
www.everettwa.gov

We urge the Board to deliver the Everett Extension in full and on schedule and to address the most significant cost escalation within the segments where they are occurring, rather than shifting impacts to Everett.

We recognize the complexity of this decision and the competing pressures before the Board, and we believe that maintaining the full Everett Extension reflects a balanced, responsible approach that upholds voter commitment, subarea equity, and meaningful regional connectivity.

Last, we appreciate the leadership of Snohomish County Executive and Chair of the Sound Transit Board, Dave Somers, Everett Mayor Cassie Franklin, and Lynnwood City Councilmember David Parshall for their work to advance the shared goal of building the spine to Everett. The Everett City Council strongly supports their efforts and looks forward to a continued partnership with the full Sound Transit Board to strengthen regional connectivity and deliver a complete and effective transit system.

Sincerely,

Everett City Council

Signature: 

Don Schwab, President
Councilmember, District 3

Signature: 

Judy Tuohy
Councilmember, At Large

Signature: 

Erica Weir
Councilmember, District 1

Signature: 

Ben Zarlingo
Councilmember, District 5

Signature: 

Paula Rhyne, Vice President
Councilmember, District 2

Signature: 

Scott Bader
Councilmember At Large

Signature: 

Luis Burbano
Councilmember, District 4














04.29.26 - Sound Transit Board Letter















Final Audit Report


2026-05-04

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By:	Angela Ely (AEly@everettwa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAPHkPRqMay3MZ7_EmvUGfKDKA4eVuGBqH


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2026-05-04 - 7:33:49 AM GMT

 Document e-signed by Ben Zarlingo (bzarlingo@everettwa.gov)

Signature Date: 2026-05-04 - 7:33:51 AM GMT - Time Source: server

 Agreement completed.

2026-05-04 - 7:33:51 AM GMT

SCCIT Snohomish County Committee for Improved Transportation

May 6, 2026

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

Re: **Enterprise Initiative – Build the spine to Everett**
1996 Sound Move Framework is the foundation to support your decisions

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

On behalf of the Snohomish County Committee for Improved Transportation (SCCIT), I am writing to express our strong support for Sound Transit's continued commitment to delivering high-capacity light rail to Everett and completing the spine.

Nearly thirty (30) years ago, RTA Board members were in the same seats as you and wisely created a governing structure to navigate the financial and operational challenges currently being vetted through the Enterprise Initiative. It is clear – building the spine to Everett (and Tacoma) is a Sound Transit Board commitment, supported and documented when Sound Move was adopted on May 31st, 1996. From the beginning, the regional vision included extending the light rail spine to Everett, Tacoma, and Bellevue through a phased approach.

Sound Move established the institutional and political foundation to support ST 2 and ST 3. The commitments established in Sound Move created the institutional and political foundation for future voter-approved investments, including ST2 and ST3. Snohomish County residents, businesses, and local governments have supported those subsequent measures with the understanding that the regional spine would ultimately extend north to Everett. That long-standing commitment has been central to maintaining public confidence in Sound Transit's regional program.

SCCIT believes this early commitment remains directly relevant to today's Board decision. A major reason for the City of Everett's and Snohomish County's support of ST3 was the commitment to provide high-capacity transit from King County north. For 30 years the citizens and business community of Snohomish County have supported the system wide development of Sound Transit's light rail and transportation vision.

Honoring voter approved commitments and advancing projects that deliver long-term environmental, mobility, and economic benefit is essential to maintaining public trust and achieving the region's shared goals. **SCCIT urges the Board to reaffirm its commitment to completing the light rail spine to Everett.**

Sincerely,



Andrew Thompson
SCCIT Chair

CC: SCCIT Board of Directors
Ric Ilgenfritz – Community Transit
Kelly Snyder – Snohomish County Public Works
Dan Hansen – Perteeet
Charles Smith – Reid Middleton
Michael Pawlak – HDR (retired)



May 6, 2026

Board of Directors
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Dear Members of the Sound Transit Board,

The Build the Damn Trains Coalition is writing ahead of the May 7 Executive Committee meeting to make our priorities clear as the full board moves toward its May 28 vote on the Enterprise Initiative. We represent labor, housing, environmental, rider, and transit organizations across King, Snohomish, and Pierce counties. Our members have been paying into this system for years and are counting on the board to find solutions, not to manage decline. We are asking the board to hold the following commitments as it works toward the May 28th vote.

Advance every project through the Enterprise Initiative with a clear path and defined timelines. The board should come out of this process with a clear path forward for every project in the ST3 pipeline. This coalition wants to see the board laser focused on advancing construction and ensuring every available dollar is delivering the investments communities were promised. Sound Transit should maintain active design and engineering work to move all projects to 30% design and keep every project moving toward shovel ready. Pausing the work drives up cost and loses institutional knowledge that is hard to rebuild.

Implement permitting reform now at Sound Transit and in your jurisdictions. The legislature passed meaningful permitting reform that consolidates authority and eliminates redundant fees. Sound Transit should quantify and capture those savings immediately, and continue to push for additional reform with the federal government, the state legislature, and local jurisdictions. The board should direct staff to report on the specific steps it is taking to put these tools to work, including estimated cost savings expected or achieved. Consistent with the findings of the TAG report, the Board should also ensure that decision-making authority is appropriately delegated and that staff at all levels are empowered to identify and implement cost-saving measures that benefit both the agency and the communities it serves.

Develop a 2027 and 2028 state legislative strategy. The board should develop a comprehensive 2027 and 2028 legislative strategy that includes extended bonding authority, exploring feasibility of an increased debt cap from 1.5% to 5% of assessed value, additional

permitting reforms, and new revenue options. We request that board members use their leverage as elected leaders in the region to champion legislation that supports Sound Transit in the 2027 session and beyond.

Partner with WSDOT and local jurisdictions on the project voters approved, not add-ons.

Many ST3 projects rely on WSDOT and city rights-of-way, local permitting, mitigation, and access decisions that significantly affect project cost and schedule. Board members who also serve in local governments or regional bodies should use that authority to make their jurisdictions strong delivery partners to streamline permitting, coordinate right-of-way, and utility work, and resolve interagency issues to keep projects moving.

Break ground in West Seattle, getting our design and construction community working.

West Seattle is the most advanced light rail project in the ST3 pipeline and already has a Record of Decision. It is ready to build. The board should commit to a clear, firm construction start date and move without further delay. Every additional year of waiting adds cost, and this project is primed to put people to work right now.

Deliver infill stations of Graham and Boeing Access Road. Boeing Access Road has been on Sound Transit's drawing board since 1996. Graham Street has been evaluated since the late 1990s. As per the recently proposed ST3 System Plan update, the construction of these stations are not currently funded and don't have a delivery date. Continuing to wait for projects that have been promised for years weakens voter trust in the agency. By perpetually delaying these projects, the agency casts doubt on delivering other projects where the timeline is extended.

Show us progress on our seven policy priorities. In our March 18 letter, we laid out [seven concrete steps](#) the board should take before any project is cut or deferred. We are reaffirming that call here and asking the board to provide a public update on where things stand at or shortly after the May 7th meeting.

The region voted for ST3 a decade ago and has been paying for the system ever since. Delivering it will require every available tool, strong partnership, and a willingness to pursue creative solutions that reduce costs while preserving the voter-approved vision. The Board should direct Sound Transit to identify and evaluate lower-cost design alternatives, appropriate technology solutions, and operating approaches without sacrificing rider experience, system connectivity, or long-term value. This coalition is ready to do that work alongside you. We are ready to advocate in Olympia for bonding authority, an increased debt cap, and the revenue tools ST3 needs, and to mobilize our members at the board, in city halls, and in our communities.

We will be at the May 7 meeting, the May 28 vote, and every meeting that follows, ready to be partners in delivery and honest about what the moment requires.

Sincerely,

The Build the Damn Trains Coalition

Jazmine Smith, Director of Local Advocacy, Futurewise

Kelli Refer, Executive Director Move Redmond

Carl Aslund and Jonatan Gonzalez, Co-Leads, Save Ballard Rail

Liam Whipple, Organizer, PROTEC17

Kirk Hovenkotter, Executive Director, Transportation Choices Coalition

Tyler Vasquez, Policy and Advocacy Officer, Cascade Bicycle Club

Jason Li and Nick Sattelle, Co-Leads, Fix the L8

Lam Nguyen Ho and Wes Mills, General Manager and General Secretary, Transit Riders Union

Sean Albert, Allentown Advocates, Boeing Access Road Now

Wes Stewart, Transportation Organizer, Sierra Club Washington State

Kyle Sullivan, Organizer, Liveable Kirkland

Robin Kimzey, Board Member, Eastside Urbanism

Laura Svancarek, Executive Director, Tacoma On the Go

Grace Hope, Campaign Director, 350 Washington

Gordon Padelford, Executive Director, Seattle Streets Alliance

Sean Bagsby, Business Manager, IBEW Local 46

Lara Gardner, Co-Founder, West Seattle Urbanism

Christopher Randels, Founder and Director, Complete Streets Bellevue

David Scott, Board President, Seattle Subway

Staci Sahoo, Director, Mobility Management, Hopelink

11th Legislative District

April 24, 2026

Sound Transit Board
401 South Jackson Street
Seattle, WA 98104

Dear Chair Somers and Sound Transit Board:

We are writing to strongly recommend retention of the Boeing Access Road infill light rail station proposed for north Tukwila. The BAR Station was included in both the Sound Move and ST3 voter approved measures, and it is time to deliver on that commitment.

The surrounding residential communities, including Tukwila, south Seattle, Skyway, and Renton, are among the most diverse and economically challenged in King County. These neighborhoods are home to large immigrant and multilingual populations, with many residents facing financial hardship. Despite having light rail infrastructure running through the area, these communities remain a transit desert, lacking meaningful access to the system and limited in reliable bus service. Approximately 67% of residents are people of color, 40% are foreign-born, more than 47% speak a language other than English at home, 23% have limited English proficiency, and 28% of households are low-income. The area also ranks 10 out of 10 in environmental health disparities according to the Washington State Department of Health. Expanding access to reliable transit here is both an equity and environmental imperative. The BAR Station represents a long-overdue investment in equitable transit access.

We recognize the financial challenges facing Sound Transit. However, deferring the BAR Station, or eliminating infill stations altogether, would yield minimal financial relief while disproportionately impacting low-income and communities of color. It is deeply concerning to consider cutting a relatively small, high-impact project serving these communities while advancing significantly more expensive projects elsewhere.

Sincerely,

Senator Bob Hasegawa

Representative Steve Bergquist

Representative David Hackney



Bill McSherry
Government Operations
P.O. Box 3707, MC 11-402
Seattle, WA 98124-2207

April 28, 2026

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

Dear Chair Somers and Sound Transit Board Members:

For sixty years Boeing has called Everett and Snohomish County home. Over that time, we and the region have grown together. The Everett site introduced the 747 and helped usher in the age of global flight. Successive programs developed here, the 767, 777 and 787 built on that legacy. Today we are investing in the next leap in aerospace at our largest facility, supporting the 777X and the 737 North Line.

We have long invested in people, facilities and community infrastructure here: nearly \$50 million in transportation projects in the 1990s, support for the Orca card in the early 2000s, and more than \$1 million a year in charitable giving in Snohomish County. Those investments helped transform the community, and Everett Link offers a similar opportunity over the next 15 years.

The Everett SW Industrial Center has the largest concentration of high-wage, high-skill advanced manufacturing jobs in Washington state. Sound Transit light rail service to that area is critical for our employees, our suppliers and the broader community.

For those reasons Boeing fully supports the preferred station within the SW Industrial Center project area, and we believe Location A is the best option to serve more than 40,000 jobs across Everett and Snohomish County.

Thank you for your leadership on this important project. Boeing looks forward to continuing our partnership to strengthen the region's economy and transportation network.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill McSherry", with a long, sweeping underline.

Bill McSherry
Vice President, State Advocacy and Global Engagement

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ZAPUTIL PUBLIC COMMENT

5/7/26

SOUND TRANSIT BOARD MEETING

This station is more than just another stop on the map — it is a critical connection point between jobs, residents, and community resources in underserved South King County. The area around Boeing Access Road already supports major employment centers and logistics operations that keep our regional economy moving. A station here would give workers reliable transit access while helping businesses attract and retain employees.

This investment also supports future development and housing growth, which our area urgently needs. Transit access encourages mixed-use development, affordable housing near transit, and stronger connections between neighborhoods that have historically lacked reliable regional transit.

This station would also improve access to community spaces and recreation facilities, including the Tukwila Community Center, used by local families and youth.

Funding Boeing Access Road Station is an investment in people, economic growth, mobility, and opportunity for our entire community.

General supporter of light rail in Issaquah

Dear Chair and Members of the Sound Transit Board,

My name is Brenda Pohlmann and I am writing to express my support for keeping the planned light rail extension to between Bellevue and Issaquah. I am a resident of Seattle and although I don't live in Issaquah, I have family there. I am a supporter of mass transit and feel that it's imperative for the region to provide the community opportunities to travel to the surrounding suburbs without needing to further crowd the current transit system with more cars. The current roads are already overcrowded with too many cars and the light rail system is necessary to assist in addressing this situation.

The Issaquah extension has long been part of the voter-approved regional system. Completing planned connections—especially to end-of-line communities like Issaquah—is important to ensuring our future transit system functions as a true regional network and takes people where they want and need to go. I also believe that ethically and legally, Sound Transit should follow through with promises made to the voting public when they voluntarily chose to have their taxes go towards completion of this system.

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

Thank you for your service and leadership.

Sincerely,

Brenda Pohlmann

2275 NE 60th St

Seattle, WA 98115



Realigned Capital Program

Pursuant to Sound Transit Board action of Aug. 5, 2021

Project	Original ST3 Schedule ¹	Affordable Schedule ²	Initial Target Schedule ³	Affordability Gap (2019\$M) to Meet Target ⁴	Tier ⁵
Central Corridor					
West Seattle Link—SODO to Alaska Junction	2030	2032	2032		1
NE 130th St. Infill Station	2031	2025	2025		1
Graham St. Infill Station	2031	2031	2031		1
Ballard Link— Denny to Smith Cove	2035	2037	2037		2
Ballard Link— Smith Cove to Ballard	2035	2039	2037	\$1,800	2
RapidRide C/D Investments (remaining)	2024	2045	2045		4
East Corridor					
I-405 Stride South (no parking)	2024	2026	2026		1
SR 522/NE 145th Stride (no parking)	2024	2026	2026		1
I-405 Stride North – NE 85 th Station	2024	2026	2026		1
S Kirkland - Issaquah Link	2041	2044	2041	\$90	2
I-405 Stride North (no parking) – all elements except NE 85 th Station	2024	2027	2027		2
North Sammamish Park-and-Ride	2024	2045	2045		4
I-405 Stride – parking (all but Kingsgate)	2024	2034	2034		4
I-405 Stride – Kingsgate parking	2024	2035	2035		4
SR 522/NE 145th Stride – parking (all but Lake Forest Park)	2024	2034	2034		4
SR 522/NE 145th Stride – Lake Forest Park parking	2024	2044	2044		4
North Corridor					
Everett Link— Lynnwood to SW Everett (no parking)	2036	2037	2037		1
Everett Link— SW Everett to Everett (no parking)	2036	2041	2037	\$600	2
Everett Link - parking	2036	2046	2046		4
Edmonds & Mukilteo Parking & Access	2024	2034	2034		4
South Corridor					
Tacoma Dome Link (no parking)	2030	2032	2032		1
Tacoma Community College Extension	2039	2041	2039	\$20	1
Sumner Station Parking & Access	NA ⁶	2025	2025		1
Auburn Station Parking & Access	NA ⁶	2025	2025		1
Kent Station Parking & Access	NA ⁶	2025	2025		1
Lakewood Station Parking & Access	NA ⁶	2032	2030		1
S Tacoma Station Parking & Access	NA ⁶	2032	2030		1
Tacoma Dome Station Parking & Access	NA ⁶	2032	2032		1

Project	Original ST3 Schedule ¹	Affordable Schedule ²	Initial Target Schedule ³	Affordability Gap (2019\$M) to Meet Target ⁴	Tier ⁵
Boeing Access Rd. Infill Station	2031	2031	2031		1
ST3 Sounder Access Improvements – Pierce	2024 to 2036 ⁷	2036	2036		3
ST3 Sounder Access Improvements – S. King		2041	2041		3
Platform Extensions		2036	2036		3
Sounder Additional Service		2046	2046		3
Sounder extension to DuPont	2036	2045	2045		3
SR 162 Bus Investments	2024	2045	2045		4
Tacoma Dome Link - parking	2030	2038	2038		3
Systemwide					
OMF South	NA ⁸	2029	2029		1
OMF North	NA ⁸	2034	2034		1
Bus Base North	NA ⁸	2025	2025		1
Ballard Link: 2nd Downtown Tunnel (SODO-Denny)	2035	2037	2037		2
Sounder Maintenance Base	NA ⁶	2034	2034		3
ST2 Bus Base	2026	2045	2045		4
Bus on Shoulder – Snohomish & Pierce improvements	2024	2045	2045		4
Bus on Shoulder – South King improvements	2024	Suspended	Suspended		NA

Notes:

- Schedule anticipated at the time the ballot measure was developed.
- The adopted realignment plan transparently reflects estimated affordable delivery dates for each project under current revenue and cost projections—the Affordable Schedule. These timelines will be updated as revenue and cost projections evolve over time.
- For priority projects that face delays under current financial projections, the plan also establishes more ambitious completion targets that are based on plans to intensively pursue additional financial capacity and cost reductions.
- Where applicable, shows rounded figures for the combination of additional financial capacity and/or cost reduction required to move from the affordable schedule to the initial target schedule.
- The realignment plan prioritizes voter-approved projects by dividing them into four tiers. Projects in the top two tiers will be managed under the more ambitious completion targets unless or until it becomes necessary to fall back to affordable completion dates that allow more time to generate the required revenues. Tier 3 and 4 projects will be managed under their affordable schedules unless the program affordability gap is eliminated for Tier 1 and Tier 2 projects, and then shrinks still further to allow Tier 3 and Tier 4 projects to be delivered more quickly. Expenditures on any one individual project will be managed to protect the affordable schedule for all other projects.
- These are ST2 projects whose schedules have been adjusted over time due to the 2010 Realignment for that program.
- These improvements were referenced in the ST3 Plan as South Sounder Capital Improvements Program, with an implementation timeframe from 2024-2036.
- The ST3 plan did not establish a specific date for operations and maintenance facilities, but anticipated that they would be online as needed to support service expansions.