

05/14/2026 Executive Committee Special  
Meeting Written Public Comment  
Submissions

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## *Seattle Transit Riders Union*

**Note: Correspondence to this comment can be found at the end of this document.**

Dear Sound Transit Board and Staff,

We at Seattle Transit Riders Union appreciate the work of the board and staff to solve the agency's budget problems through the Enterprise Initiative. We understand the pressure that you are under as a regional body, and applaud the fact that so far, the changes proposed are measured and respectful. As people who depend on reliable, rapid public transit, we would like to offer suggestions to the Board regarding refinements to the updated Sound Transit 3 system plan.

### **Graham Street Station**

Sound Transit first proposed building a station near Graham Street in the early 1990s; when drafting the proposal that would become Sound Move, the station was among the first project elements the agency cut amid rising costs. We are concerned that history is now repeating itself — that the community around this station will once again feel a disproportionate impact from a regional financial crisis. We urge Sound Transit to continue investigating ways to lower construction costs for Graham Street station. In particular, staff could amend design standards around platform grade and platform straightness, and work to mitigate the risk to existing Link service that drives the high contingency on the project. If the station ultimately remains unaffordable, we ask that it be placed at the top of the priority list in the next capital funding ballot measure, along with the grade-separation of the broader Rainier Valley segment of Link.

### **South Lake Union Station**

The loss of South Lake Union station is a difficult pill to swallow. TRU understands the financial situation the agency is in, but remains concerned about connectivity in the South Lake Union area. To that end, if there is no way to build a station in South Lake Union proper, we request that Sound Transit add provisions such as a bellmouth and knock-out panels into the second Downtown Seattle Transit Tunnel. This would be a cheap addition to the project, and would enable a future Aurora Link line (already in SDOT's Long-Range Plan) to connect to the rest of the regional transit network via DSTT2 — boosting connectivity beyond what South Lake Union station could have done on its own. Sound Transit must not let the allure of minor cost savings now lead to dramatic expenditures down the line.

### **Ballard Link Extension**

We urge Sound Transit to make all possible efforts to ensure the final three stations of the Ballard Link Extension are ready to be built the moment funding becomes available. Sound Transit has a responsibility to the voters of Ballard, Seattle, and the region to ensure this vital project is completed as soon as possible. We also urge Sound Transit to continue to find ways to reduce project costs, and be transparent about why they are so high.

### **TCC T Line Extension**

Perhaps the strangest cost increase in the entire Enterprise Initiative is that of the TCC T Line Extension. Orange County is about to open a brand new streetcar line at a price of \$156 million per mile; based on the most recent public data, the T Line Extension has a projected cost of over \$400 million per mile. We ask for transparency around this price, especially as we face such an immense budget shortfall.

**Prioritize DSTT2**

The second downtown tunnel is subject to greater inflationary pressures than other Sound Transit endeavors due to its location in a dense urban area; building it as soon as possible therefore may reduce the total impact of inflation on the ST3 suite of projects. This has the potential to save the agency money without slowing down the rate of project delivery. We urge Sound Transit to investigate whether it is possible to save money in the long term by moving DSTT2 construction expenditures ahead of those for other projects.

**West Seattle Link Extension**

We applaud Sound Transit's efforts to begin construction on the West Seattle Link Extension as soon as possible. This will reduce the impact of inflation on project cost, and show voters Sound Transit is delivering on its promises.

**New Funding**

We suggest that Sound Transit, or specific jurisdictions within the RTA boundaries, put a new capital measure in front of voters as soon as possible. Despite budgetary struggles, the political winds are still in Sound Transit's favor — especially with the recent opening of the Crosslake Connection. Increased funding in Seattle could make Ballard Link affordable on a shorter timescale; progressive revenue sources across the entire region would unlock countless possibilities. We also applaud Sound Transit's work at the state legislature to unlock new funding tools, and support this work as it continues in the next legislative session. These measures along with others such as land value capture will further achieve the Board's goals of delivering what the voters were promised.

Sincerely,

Seattle Transit Riders Union

## *Tera Spencer*

Hello Board Members,

thank you for the work you are doing during a very difficult financial period. I know there are no easy answers when facing major budget deficits, and I appreciate the effort being made to balance long-term transit goals with current realities.

I wanted to speak as someone who has personally depended on transit in Issaquah.

For nearly a year, my car was broken down, and during that time I relied heavily on the 554 to get to school, doctor appointments, and basic daily responsibilities. One of the biggest challenges was how quickly transit service becomes limited in the evenings. Routes slow to hourly service, and many buses stop running entirely around 10:30 or 11:00 PM. That may seem reasonable on paper, but in practice it creates major barriers for working people.

A lot of restaurant, hospitality, entertainment, and event workers, many of whom are lower-paid and less likely to afford reliable personal transportation, work late-night shifts in Seattle and Bellevue. Restaurants, concerts, sports events, and service industry jobs often end at midnight or 1:00 AM, long after many Issaquah transit routes stop operating. Unlike the 1 Line, which runs far later and more consistently, Eastside transit options become extremely limited at night.

The result is that many people simply cannot take or keep these jobs because they cannot reliably get home.

At the same time, commuting costs continue to rise. Gas prices are increasing again, and global instability makes it hard to believe transportation costs will meaningfully decrease in the future. The average cost of owning a car is now estimated around \$1,000 per month for many households between payments, insurance, fuel, maintenance, and repairs. For many working people, that is simply unsustainable.

Issaquah has a huge commuting population, and stronger transit would not reduce demand, it would encourage even more people to use it. Reliable and expanded transit is not just about convenience; it directly affects people's ability to work, attend school, access healthcare, and participate in the regional economy.

I strongly support the light rail extension moving forward because voters committed to it and because the long-term regional benefits are clear. But if the extension must be delayed or reconsidered due to financial realities, I would ask that Sound Transit at minimum consider more robust evening transit options for Issaquah in the meantime. Even extending service hours later into the night, or improving frequency after 7 or 8 PM, could make a major difference for workers and students who are currently being left without viable transportation options.

Thank you for your time and consideration.

Tera Spencer

## *Devon Breithart*

Hello,

Please continue to commit to the Ballard light rail. Ballard passed ST3 overwhelmingly a decade ago and has borne much of the cost through sales, vehicle, and property tax. As a household without a car, we need better transit in Ballard. Please continue to build the rail that was promised as well as improve bus and shuttle options in the meantime.

Thank you,

**Devon Breithart, MS, OTR/L**

Occupational Therapist & Assistive Technology Specialist

Pronouns: She/Her

<https://devonbreithart.com/>

<https://www.thedynamicschoolot.com/>

## *Brittney Blokker*

Public Comment for the Sound Transit Board Meeting on May 14, 2026  
Submitted by a Ballard Homeowner and Seattle Transit Rider

To the Sound Transit Board of Directors,

As a Ballard homeowner and lifelong Seattle-area resident, I strongly urge the Sound Transit Board to reject indefinite delays to the Ballard Link Extension and recommit to delivering the full ST3 vision on a clear timeline.

I have relied on Seattle transit for the past 17 years, and I know firsthand how urgently northwest Seattle needs reliable high-capacity transit. Ballard continues to grow, but we remain dependent on buses stuck in worsening traffic. Rail access is essential for mobility, housing growth, and meeting our climate goals.

I support the work of Save Ballard Rail and their push for solutions that preserve the full regional system rather than forcing communities to compete against one another for promised projects. Voters across King, Pierce, and Snohomish counties have been paying into this system for years with the expectation that these projects would be delivered. Sound Transit should be actively pursuing ways to reduce costs and accelerate timelines rather than accepting indefinite delays as unavoidable. Without accountability and defined timelines, projects risk never being built at all.

Please restore public trust by keeping Ballard Link moving forward and honoring the commitments made to voters and taxpayers across the region.

Sincerely,

Brittney Blokker

## *Betsy Aoki*

Dear Sound Transit Board,

This email is to serve as public comment for the Executive meeting this week, and unless matters materially change this week, the month-end general meeting.

I was privileged to attend an information-giving and feedback two-hour meeting at the National Nordic Museum last night, where I learned that the money for **designing** the way to a Ballard station is preserved, but that there's a serious budget shortfall in 10 years that endangers the actual building of said line.

I also learned that matters are being rushed somewhat that West Seattle **can** have their station, and continue momentum- but with less ridership than a Ballard station would have. Apparently our Ballard (reaching Market Street) station has the most ridership potential of ALL the light rail stations up for discussion- and there aren't good bus alternatives to expand because we are a dense regional center of the population.

And also - the downtown tunnel is considered a Ballard expense? Really?!

My story is pretty simple - I'm a decades-long technology worker who has regularly commuted across the bridges (520 and 90) for work. We needed this in **2004** when I first bought my house in Ballard. The fact only **now** the Eastside connects to Seattle is bad enough.

Using the nearest UW stations is not practical because east-west traffic is slow - 30 minutes driving from my house to either light rail, and if I am behind the 44 bus, even worse because it has to stop practically every stop. I see the density and bus problem firsthand.

The only viable option for Microsoft commute has been the corporate-sponsored Connector and even then slots filled quickly and you couldn't count on it. Rather than have Microsoft sponsor Orca cards to gain mitigation waivers, you would have done better by having them sponsor light rail stations! Indeed - the tech companies now insisting on returning to office instead of supporting remote work, should pay for connecting the greater metropolitan areas to transit.

We know you can find the money - through cost cutting, through corporate donations, through bond issuance, through messaging the community to step up and pay for transit that serves everyone.

But in the meantime, we need you to understand **Ballard needs to be a priority.**

Thank you for your attention to this matter,

Betsy Aoki

*Betty Lau*

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

I urge you to amend R2026-11 by adding racial and ADA equity to sub-area equity as goals.

May marks the 3<sup>rd</sup> anniversary of the Chinatown International District (CID) being on the National Trust list of 11 Most Endangered Historic Places.

It's the 3<sup>rd</sup> anniversary of the board vote to create split stations that bypass the CID, depriving the area's largest cultural community of color district the promises of light rail access, connection, and economic opportunities.

And it's the 3<sup>rd</sup> anniversary of the board vote depriving the entire Region of great light rail connections by forcing extra transfers, longer walks to other transit modes, longer commutes, and out-of-direction travel. These flaws are preferred over the unified station hub approved by voters in ST3.

On August 11, 2025, CEO Constantine told KUOW Soundside, "I have relationships and the history here to be able to re-direct the operations, the structure, [unclear] and work with the political leaders around the region to bring us to consensus around new directions...We are going to be very focused on avoiding negative impacts."

The Enterprise Initiative is a good start toward avoiding negative impacts and repairing past harms.

Please amend R2023-11 to include racial and ADA equity.

Aforethought, not Afterthought!

Thank you.

PS We still need a 90 day comment period for the new DEIS.

*Jason McCullough*

This email is for the end of month upcoming meeting.

I don't have a lot of details to add, other than you know, if I vote for a bond issuance to bring light rail to Ballard, light rail should come to Ballard. I've lived here for 21 years and getting in and out of this neighborhood has always been a nightmare.

I don't care about the details, issue more bonds if you need to, but make it happen already!

Thanks,

Jason McCullough

*Brian Kaku*

Hello ST Board,

I strongly urge you to develop a light rail plan that serves Ballard as has been planned and communicated as part of ST3. Ballard is where I live and is an urban center that has absorbed growth and continues to grow with the expectation that the corresponding transportation infrastructure matches this growth.

We have waited patiently for the system to grow in other areas while anticipating service of our own in the 2030s. Ballard is excited for light rail, has the highest projected ridership, and its citizens have been steadfast supporters of Sound Transit.

Please keep your promises and find a solution to ensure light rail in Ballard.

Sincerely,

Brian Kaku

Seattle, WA 98117

206 619 2336

## *Martin Westerman*

Greetings Board Members,

Let's flip the script: I want you board members to explain to us why West Seattle light rail (WSLE) is a good idea.

After all of its disruption, destruction, displacement and environmental damage, your DEIS and FEIS say WSLE won't carry any more passengers than buses do today. Tell us: what makes this \$5 billion rail stub a good idea?

The Puget Sound Regional Council predicts that by 2050, even with 20% more track, light rail will only carry about 3% of trips in the region, and buses may carry about 5%. PSRC expects single and shared occupancy vehicles to carry the rest. What makes a West Seattle rail stub a better transit idea than other options?

Your constituents are paying more than \$1700 per household per year in taxes to Sound Transit, but most of them will never ride WSLE, or ride light rail at all. It will never pay for itself in service to the public. But your constituents will have to subsidize it forever. What makes \$5 billion for this rail stub a good investment of public money?

Ten years after the 2016 ST3 vote, your staff says West Seattle is only at 30% design. But you're telling us that it is "shovel ready." That doesn't sound like an honest assessment.

So please answer this question: what makes West Seattle light rail a good idea?

Looking forward to your answer,

Martin Westerman / West Seattle

*Donna Popich*

I urge the Sound Transit Board to select the No Build Alternative for the West Seattle Link Extension. Since ST3 passed in 2016, the region's transportation needs, work patterns, and fiscal realities have changed dramatically. What was presented to voters as a regional mobility investment has evolved into an extraordinarily expensive four-mile stub with significant neighborhood, environmental, and business impacts, while offering limited new mobility benefits to West Seattle residents.

The No Build Alternative is not "do nothing." It allows the region to invest in flexible, equitable, and lower-impact transit improvements that can serve the entire peninsula now — without years of disruptive construction, displacement, environmental damage, and escalating financial risk. At a time when Sound Transit faces difficult systemwide choices, this is an opportunity to prioritize practical transit improvements, fiscal stewardship, and community preservation.

donna popich, 36 Year West Seattle Resident  
4042 38th Ave SW  
Seattle, WA 98126  
206-371-9003

It's "Damn the Train Build!"  
donna popich, 36 Year West Seattle Resident  
4042 38th Ave SW  
Seattle, WA 98126  
206-371-9003

*Marilyn Kennell*

\$5 billion for 4 miles of track that will take 5,400 riders only to SODO is outrageous. And we taxpayers do not want to be paying for this for the next 75 years! We ask the board to:  
BREAK A MINDLESS HABIT. DEFER THE WEST SEATTLE STUB.

Marilyn Kennell  
West Seattle

## *Kirsten Whittemore*

Please exercise logic and compassion! Please don't saddle us with years of debt. As it is, we are paying so much to Sound Transit through our taxes and it's financially debilitating to people. There are other ways to move people around and in and out of West Seattle. How about buses; many small electric buses, running frequently from all corners of West Seattle? Cheaper, ecofriendly and more effective and efficient.

Please save our environment from the devastating effects of the light rail build. If we are the Evergreen state and have multiple initiatives in our state, county and city that state that we are committed to conservation and restoration of our trees and environment, how is destroying heron nesting habitat on Pigeon Point, polluting Longfellow Creek which has taken years to restore, cutting down countless carbon sequestering trees and drilling in the fragile Duwamish, going to help us towards those goals? Not to mention the carbon emissions that will be produced by the project itself! You can't justify this! No amount of mitigation elsewhere or offsets will make up for what many experts believe to be an environmental disaster in the making.

Why are you all so entrenched in WSLE? Because we voted for "this" in 2016? THIS IS NOT WHAT I VOTED FOR!!! I was naïve and trusted that our leadership would do the right thing. As far as I am aware, **ST has not fully engaged, in a meaningful way**, with the community that opposes this plan. Why? Sound Transit's lack of good faith engagement with the community (no, talking at us is not engagement) and seemingly absolute commitment to building WSLE regardless of better alternatives, is unforgivable.

I feel completely disenfranchised, powerless and distrustful. We're being bombarded with policies that lack logic and compassion at all levels, from the federal level to the city level. Please shut out the politics and power pushers and FEEL, with empathy and compassion, what WSLE build means to this informed community. Please bring us more busses and don't build the light rail in West Seattle.

Kirsten Whittemore  
4<sup>th</sup> generation West Seattleite

## *Jan Roberts*

West Seattle residents are in favor **deferring** the West Seattle light rail project for various reasons, including the questionable affordability of a \$5 billion project that will serve only 5,400 people a day.

Estimates of Ballard ridership, however, range as high as 150,000. Even at 100,000 daily riders, we feel that *if* Sound Transit's priority is regional mobility, Ballard should rank highest.

CEO Constantine has everyone believing that West Seattle is “shovel-ready” and must be built before the Ballard Link Extension. Both of these statements are false.

Jan Roberts  
206 920 0130

## Allison

### **To the board of directors,**

Thank you for the ways you are stewarding our collective resources and setting a vision for the future. I'd like to ask you to double-down on considering the greater impact of your decisions downstream.

If we end the line at Seattle Center, I fear we are *not* set up for the additional transit needs this will trigger. Seattle Center is not built for mass public transit. Between vehicle traffic and limited busses, I often wait for an hour or more for a bus after a sporting event at Climate Pledge to get to my home in Magnolia/Interbay.

A station further north at Smith Cove or Interlay — or, ideally, honoring voters' approval to go all the way to Market Street in Ballard! — will allow for greater connectivity throughout the region. A terminal at Smith Cove allows for greater connectivity between cruise ship passenger traffic and downtown and the waterfront. A terminal at Interbay allows for greater transit connections along 15th; access to the Interbay sports complex. (And if we can't get to Ballard, getting to Interbay/Dravus offers the option to increase bus lines or other options to get folks to that station.)

Lastly, I'm concerned that we aren't holding the most-profitable entities accountable for contributing to these developments — namely, the professional sports, venue owners, ticket sellers, and other businesses that will benefit the most from light rail travelers going to events, the airport, and to offices. I purchased my home in 2024 with the understanding that we'd have light rail here in 15 years. I know a lot of other building projects and purchases have considered Sound Transit's light rail growth plans, and the city has approved numerous building plans without 1:1 parking rations, without the lightrail extending further north — none of this works the same way.

Let's work together to find the funding and the cost savings, this can happen.

Than you,

Allison

*Mark Stocker*

I understand you are still taking comments per the Enterprise Initiative.

I am a resident of unincorporated Snohomish County just south of Everett.

Link should be completed in the north at least to the Everett Industrial Area initially. This is a major employment center. This also allows access to the fourth operations and maintenance facility.

On the south end, Graham street station should be completed. The Link has traveled past there for 17 years now. Let these folks have some access.

Per the Ballard Link, that should at least make it to Smith Cove. This would allow better bus transfer access than the Seattle Center would.

Thank you

Mark Stocker

## *Corliss Gooch*

Dear Sound Transit Board members,

I urge the Sound Transit Board to select the No Build Alternative for the West Seattle Link Extension. Since ST3 passed in 2016, the region's transportation needs, work patterns, and fiscal realities have changed dramatically. What was presented to voters as a regional mobility investment has evolved into an extraordinarily expensive four-mile stub with significant neighborhood, environmental, and business impacts, while offering limited new mobility benefits to West Seattle residents.

The No Build Alternative is not "do nothing." It allows the region to invest in flexible, equitable, and lower-impact transit improvements that can serve the entire peninsula now — without years of disruptive construction, displacement, environmental damage, and escalating financial risk. At a time when Sound Transit faces difficult systemwide choices, this is an opportunity to prioritize practical transit improvements, fiscal stewardship, and community preservation.

Please, please do not push the current plan through; it just doesn't provide a pay-off (in numbers of riders and convenience for them) that justifies the enormous expenses, environmental impact, and disruptions to our community. A fraction of the costs could be spent on improving our bus infrastructure, and that would be more equitable, especially for the residents of the "bus deserts" that exist in West Seattle. To even reach a link station, many WS residents will still need to use buses or other forms of transportation, which adds time and inconvenience to their journeys. A direct rapid bus to an existing downtown light rail station would make so much more sense!

Thank you for reading my comments,

Corliss F. Gooch, Alki resident

## *Kyler Danielson*

Sound Transit Executive Board:

Light rail to Ballard needs to have a date and should not be delayed.

People come to Ballard from afar and circle the residential streets for parking. They visit the Ballard farmer's market, the National Nordic museum, and the Locks. They drive to the Ballard brewery district and then drive themselves home after drinking. This is a regional center with abysmal transit access.

Let's give them a safer, easier way to visit Ballard

The buses to and from Ballard are consistently full and the trip can be extremely slow. Sometimes buses just don't show up or are full and drive by. The walk across the bridge is often faster than the bus ride, particularly in light of the recent roadwork that has slowed traffic to a halt. A transportation option that isn't subject to street traffic would be extremely popular for this neighborhood center.

In fact, by Sound Transit's own projections, Ballard light rail would have the highest ridership and lowest cost per user of all current light rail proposals. Meanwhile, our state is already experiencing a drought for 2026 as a result of our mild winter and record low snowpack. We should be doing everything within our power to reduce our carbon emissions and get people in efficient transit. Let's get all those travelers into light rail!

This is not the time to delay or reduce future transit plans. Sound Transit should pass its proposals for West Seattle so that it can be shovel-ready, but should not move forward with any changes to proposed completion dates of any other light rail expansions. The goal should be to complete all of the proposals as fast as possible. Sound Transit should be making every effort to find cost reductions and funding for these efforts.

I always vote for more funding for transit. There are opportunities to fund these efforts. Please do not give up on our future. I would really like to ride light rail from Ballard to downtown before I die.

Thank you,

Kyler Danielson

Ballard, Seattle, WA

*Paul Sweum*

***Note: Correspondence for this comment can be found at the end of this document.***

Please include these comments in today's meeting. Thank you!

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

Paul R. Sweum,  
Designer & Fabricator

**AZWAglassworks**

[Joe Kunzler](#)

14 May 2026

Dear Sound Transit;

Joe A. Kunzler here. I will be acute and only write-in so those who could not speak can. Thank you to [Erica C. Barnett of PubliCola for pointing out on Blu Sky](#) that 11 people in-person and 7 virtual public commenters were denied public comment a week ago.

First, as I shared with the Finance & Audit Committee, I am again requesting the email of your Sound Transit Ethics Officer. You have one week or I have to go to the press on or after 21 May with what I know. *Don't* make this a who-knew-what-when story when a simple sidebar convo with ST Ethics could please end this. *Choose wisely.*

Second, I am asking that Sound Transit audit and reconsider sponsorships + special relationships. I ask Sound Transit to please understand in the strongest possible terms what the mission is and is not of Sound Transit. It's not setting up engagements between contractor executives and mid-level staff. It's not sponsoring skating rinks or political get-togethers. It's not a special relationship with a mostly Seattle-based ballot measure transit advocacy group. No, Sound Transit's mission is building out the spine, helping operate ORCA fare collection, and operating all three modes of transit - buses, Link Light Rail, and Sounder. At least CEO Dow Constantine has sacrificed hundreds of thousands of market-rate salary dollars for ST3 - a fact rarely acknowledged or appreciated.

I may appreciate the work Transportation Choices Coalition does, but when we are asking communities to make sacrifices, we have to have Sound Transit review spending on the extras. It also helps that earlier today I filed a new complaint at 4:30 AM today with the Public Disclosure Commission about a Future 42 sponsorship of an annoying anti-transit vodcaster.

In conclusion, Go Sound Transit = deliver on the missions of Sound Transit. Clear? I hope so.

GO SOUND TRANSIT;

Joe A. Kunzler

[growlernoise@gmail.com](mailto:growlernoise@gmail.com)

## *Rhonda Mak*

The state of public transit in Ballard is an embarrassment: When leaving Ballard, I have to plan to be 45 minutes early in order to make it \*just\* on time to any commitment outside of the neighborhood due to the unreliability of the 40, 44, D Line, and the 17. Ballard has been pushed to the wayside for too long and hardly feels like a part of Seattle the way that public transit agencies seem to disregard it. ST3 was supposed to alleviate some of that pressure and the deferment on link extension to Ballard is the latest in a continued series of slaps to the face of the people of Ballard. Commit to building ST3 to Ballard on time.

Rhonda Mak  
Ballard resident

## *Katrina Hoch*

Hello, I am a mother, a worker at Seattle, Children's Hospital and University of Washington and someone who loves our city. I live in Greenwood. The Ballard line will not serve just Ballard. It is about almost an entire quadrant of the city. Greenwood and Crown Hill are also quite important. We are not just talking about single-family homes. These neighborhoods have a lot of large apartment buildings and more going up all the time, in some cases "nano apartments" that are quite small and relatively more affordable and pack a lot of people in. The city's comprehensive plan includes a lot more density for these neighborhoods, which we value, as long as we can legitimately get around. Our infrastructure is already strained with so many people moving to the area and traffic is choked. It is extremely difficult to get to either of my workplaces in a reasonable amount of time via public transit. It can take an hour and a half to move a few miles. We badly need light rail.

I realize the pressure that the city is under, and I realize the financial and engineering constraints. However, this is a world class city, and we should have a resourceful government and Department of Transportation. There are creative and engineering marvels in this city, and highly educated and creative people who live and work here. It is impossible to understand how we could not come up with a faster and less costly solution. Of course we can come up with that. One possibility is the idea of an automated line already voiced at several public fora by Trevor Reed. This type of plan allowed Copenhagen to build a similar line in a lot less time with a lot less money. Other cost saving measures are possible. I simply do not think that defeat is a legitimate possibility here, there are multiple ways to make this work. Respectfully, it is your job as public servants to figure out a solution. All you have to do is look at the solutions already presented.

Onto the big picture, beyond these neighborhoods that badly need rail. First, ST3 is an example of people being willing to be taxed in exchange for public goods. It is the basis upon which a lot of good governance is built. The belief in the ability to have larger public works and communal public goods, if we all share the cost. This is an important thing for us to uphold, and to show in the best possible light. The cynicism that results when people vote and make a decision like this and then are cut out of the outcomes is catastrophic. Please do not do that. please do not provide the conditions for cynicism to grow. Second, we are in a pretty bleak place in the world right now, authoritarian governments on the rise and Climate change catastrophe building. Seattle has the opportunity to be a model of what is possible when people care about the climate crisis. Getting people out of their cars and into transit is of the utmost importance, and it is within our reach. I don't need to repeat the numbers about projected ridership on the Ballard line. I believe you are all familiar with them. Those numbers speak for themselves. Think of all the cars that will be taken off the road. This is vital to do. There is no other way to go. We just need you as public servants to get creative, tap the creative and engineering talents of this city, and choose one of the solutions that is available to you, and move forward. Do not go forward without Ballard rail.

Katrina Hoch

Katrina Hoch  
206-939-9406

*Vic Bishop*

***Note: Correspondence for this comment can be found at the end of this document.***

Please add to public comments for todays Executive Committee

Vic Bishop



## *Unnamed Commenters*

Board Members,

In 1996, voters in King, Pierce, and Snohomish counties came together to approve the creation of Sound Transit. That vote launched a regional vision: a connected, high-capacity transit system serving the entire Puget Sound. All three counties agreed to fund it, all three counties agreed to build it, and all three counties were promised the benefits of a modern light rail network.

Nearly thirty years later, that promise has not been delivered equally.

King County now has multiple light rail lines in operation, with extensions continuing north, south, and east. Snohomish County has secured its extension to Lynnwood, with further expansion planned.

Meanwhile, Pierce County — one of the founding partners of Sound Transit — still has **no regional light rail service at all**.

**And while we appreciate the Tacoma Link streetcar, it is not the regional light rail system Pierce County voters were told they would receive. It does not connect Tacoma to the rest of the region, and it does not meet the scale of what our county has funded. The streetcar link system is useful for downtown circulation, but it is not a substitute for true regional light rail.**

According to Sound Transit's own Subarea Equity financial reports, Pierce County residents have contributed **billions of dollars** in sales taxes, motor-vehicle excise taxes, property taxes, and federal match funding since 1996. Those contributions have helped build tunnels, stations, and major light rail corridors throughout the region — overwhelmingly outside Pierce County.

So the question our community keeps asking is simple: **How can Pierce County contribute so much for so long, and still have no regional light rail service to show for it?**

This is not just about convenience. It is about equity, mobility, economic opportunity, and the basic fairness of a regional system that was supposed to serve all three counties. Pierce County residents commute long distances, face some of the worst congestion in the state, and have fewer transit options than our neighbors to the north. Yet we continue to pay into a system whose most visible benefits stop at the King County line.

The original 1996 vision included Pierce County. The 2008 and 2016 ballot measures included Pierce County. The funding includes Pierce County. But the progress does not.

Today, I am asking Sound Transit leadership and regional partners to acknowledge this imbalance and to accelerate meaningful progress toward bringing true regional light rail to Pierce County. Our residents have upheld our end of the regional commitment. It is time for the system to uphold its commitment to us.

Pierce County deserves the same level of investment, the same urgency, and the same forward momentum that our neighboring counties have received. We are not asking for special treatment — only for the delivery of what voters approved and what taxpayers have funded for nearly thirty years.

Thank you.

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Break a mindless habit.



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The light rail to West Seattle should not be built. Considerations should include: population moving north, low ridership, ignoring the mess to the Alaska junction caused by tearing up businesses, impeding traffic, loss of homes, cost per mile to build making it the most expensive anywhere, will be outdated when completed, a total lack of consideration for the above. This is not what was voted for in 2016! Put the money toward improving, what is necessary not this poorly planned waste of taxpayer dollars.

## *Form letters related to ST3*

**Note: The following form letter was submitted by the individuals listed in a document below.**

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*

*Fede*

I've been in Ballard for nearly 10 years, many of which were spent riding the completely unreliable bus system. We need the light rail to come through Ballard yesterday!  
Fede

## Mary Fertakis

Dear Executive Committee –

I am a resident of Allentown in Tukwila - a neighborhood immediately adjacent to the twice publicly voted in, currently once deferred, Boeing Access Road Station.

Sound Transit is a public agency with a governance board that creates and adopts policies that provide the legal framework within which it's governance board – that you serve on – is expected to do, and is accountable for, your work.

The Sound Transit Board created and adopted *Policy 606 – Equity & Inclusion*, effective date of March 1, 2003, and revised as recently as May 29, 2025. This policy states Sound Transit will:

- *Integrate equity and inclusion into all its policies, programs, operations and practices (3.1.2)*
- *Apply a racial equity lens to decision-making (3.1.3)*

When staff were questioned by Mayor McLeod during the May 8 meeting as to whether Sound Transit's Racial Equity Tool framework, published in 2022, or the Anti-Racism strategy, adopted in 2021, were used to inform the proposals in R2026-11 the answer was "No". When further queried whether this was going to happen, the response was also "No."

Why are the proposals in R2026-11 being considered for a vote on May 28 when they were created in violation of your own policy?

In Section 3.3. Policy 606 specifically says that Sound Transit will:

- **Allocate its financial, capital and human resources equitably.** (3.3.1)
- **Consider equity implications in the system expansion program** in the planning process and use of capital funds. (3.3.2)
- Ensure additional, specific and consistent practices to **ensure inclusion and equitable engagement of low income and communities of color** who historically have been excluded in traditional processes. (3.3.5)

How have these policy requirements been included in R2026-11 when you did not use your own Racial Equity Tool and Anti-Racism strategy?

Please do the right thing and take the time to consider how your actions comply with or violate your own policies as you consider this monumental decision.

Respectfully,  
Mary Fertakis

## *Hannah Hedrick*

Members of the Executive Committee,

My name is Hannah Hedrick. I serve on the Tukwila City Council, and I live in Allentown, directly adjacent to where the Boeing Access Road Station is planned. I'm asking you to move this station forward and commit to building it now.

I appreciate that the current proposal advances the project to 100% design. That matters. It demonstrates that this station is viable, planned for, and regionally important. But design alone does not create access. At some point, planning has to become delivery.

This station was promised in Sound Move and reaffirmed again through ST3. South King County communities have spent decades hearing that this station matters, while repeatedly watching it move further out of reach. Another deferral sends a very real message about whose mobility is treated as urgent and whose communities are expected to continue waiting.

I also want to be clear about how this project is framed. Boeing Access Road is often referred to as an "infill" station, but this station is part of the spine. Sound Transit has consistently emphasized the importance of completing the spine as a regional priority. Completing the spine does not only mean extending rail north and south. It also means delivering the critical connection points that make the system function for the people living and working in the communities it runs through.

Delaying this project again will not solve the financial challenge. Construction costs are not going to become cheaper later. Deferral simply means paying more in the future while delaying access for the communities that need it now.

We also need to acknowledge the broader history and geography surrounding this conversation.

The Duwamish Valley and South King County have carried disproportionate infrastructure and environmental burdens for generations. Communities like Allentown, South Park, and Georgetown were historically redlined, systematically underinvested in, and surrounded by highways, industrial uses, freight corridors, rail infrastructure, and airport impacts. These communities help keep the region functioning every single day, yet when regional investments are discussed, they are too often asked to wait.

Deferral is not neutral in communities like ours. Repeated deferral reinforces longstanding patterns of disinvestment that residents are still living with today.

For many people in this area, accessing transit is not simple or convenient. Residents and workers are walking long distances through industrial corridors and across the South 129th Street bridge to connect to transit on MLK. That means navigating an area repeatedly identified as one of the most dangerous traffic corridors in the state. For people

commuting early in the morning, late at night, or during severe weather, this is not theoretical. It is daily life.

The people who keep this region moving should not have to fight this hard just to safely access the transit system running through their own community.

The Boeing Access Road Station is not an “extra” project. It is a critical regional connection point linking South Seattle, Tukwila, Renton, Burien, Skyway, the Duwamish industrial area, and multiple regional transit systems. It serves workers, transit-dependent residents, and communities that have historically received less investment despite carrying a significant share of the region’s infrastructure burden.

And candidly, communities here understand what “deferral” has meant historically for this project. People have already watched this station quietly disappear once before. That history matters. If projects repeatedly promised to working-class and historically disadvantaged communities can always be delayed when budgets tighten, then people understandably stop believing the commitments being made to them.

Earlier this year, the Tukwila City Council unanimously renewed our commitment to being an inclusive city through Resolution 2140. Inclusion means access, safety, and ensuring people can physically reach jobs, services, and opportunity without being treated as an afterthought. Look

Those same principles are reflected in Sound Transit’s Equity & Inclusion Policy 606, originally adopted March 1, 2003 and revised May 29, 2025, which commits the agency to applying an equity lens to decision-making. Decisions about which communities receive investment, and which communities are asked to wait yet again, are exactly where those commitments matter most.

Transit is everyday infrastructure. This station is necessary infrastructure for communities that have already spent generations carrying the burden of regional infrastructure without receiving equitable investment in return.

Please do not tell South King County communities for a third time that access, safety, and investment can wait a little longer.

Please move the Boeing Access Road Station forward and build it now.

Thank you,

Hannah Hedrick

Tukwila City Council | Position 3

Hannah.Hedrick@tukwilawa.gov | 206-580-5123

References:

- Sound Transit Sound Move Plan (1996)

[Sound Move Plan \(1996\)](#)

- Sound Transit ST3 System Plan (2016)

[ST3 System Plan \(2016\)](#)

- “Redlining maps still shape Seattle-area neighborhoods today through air pollution,” The Seattle Times (2022)

[Seattle Times article on redlining and pollution impacts](#)

- EPA Lower Duwamish Waterway Superfund Site

[EPA Lower Duwamish Waterway Superfund Site](#)

- Duwamish Valley Cumulative Health Impacts Analysis

[Duwamish Valley Cumulative Health Impacts Analysis](#)

- Washington Traffic Safety Commission Crash Data Portal

[Washington Traffic Safety Commission Crash Data Portal](#)

- Tukwila Resolution No. 2140 reaffirming Tukwila as an inclusive city

[Tukwila Resolution No. 2140](#)

## *Ayden Bolin*

Hello,

My name is Ayden Bolin and I am a proud Ballard resident. Ballard is one of the fastest growing areas in Seattle and is currently limited in access to public transit. The proposal to cut the Ballard light rail would negatively impact this historic neighborhood, resulting in worsening car traffic, and further cutting off the area from the rest of the city. With worsening car traffic come many downsides; increased noise, air, and water pollution, increased collisions between drivers, increased collisions between drivers and pedestrians/cyclists, etc. Car traffic makes our neighborhoods less safe, less neighborly, more polluted, and more hostile to residents.

The Light Rail proposal was promised to Ballard residents, and pulling out of the plan is feckless and cowardly. It is an indictment of Sound Transit's inability to balance the budget. This is especially embarrassing when compared with the year over year increase in the Seattle Police budget, which increased by almost \$35 million from 2024-2025 (which was bolstered by the regressive .1% "public safety" sales tax increase by the outgoing Harrell administration). Imagine how much safer our cities would be with robust East-West public transit undercutting the bloated driving and traffic numbers. Do not cut the Ballard light rail. As a matter of fact, don't cut any of the proposed light rails.

Proudly Seattle,

Ayden

## *Clara Poffenberger*

Hello,

I live in west Seattle and commute to South Park via bike. I know many others that also commute this way at my workplace. This ride used to be physically impossible for me due to my chronic illness. It was a 40 minute ride back from work and then a 40 minute walk up the steep admiral hill. I really want sound transit to break ground and build the west Seattle stations so I can use the lower station to go from the bottom of west Seattle to the top of the hill. I just recently broke down and got an e-bike so I can bike to work and take on the hill more manageably, but that should not have to be everyone who bike commutes only option if they are just starting out and cannot power up the hill to and from west Seattle. Opening the station will allow so many people to get on bikes and have a way to easily get up the hill.

Best,  
Clara Poffenberger

*Jameson Fink*

To the Board of Directors,

Build the light rail to Ballard and West Seattle, with all stops. Anything less will be a betrayal of Seattle voters and will negatively impact the residents in the city, county, and state.

Less talk, more action. Put shovels in the ground ASAP!

Jameson Fink

Voting in Central District, Seattle 98122

## Saylee Dharne

Hi,

I signed up to comment in person and could not finish my statement, so I wanted to send it via email.

Saylee Dharne

Hello, I am calling as a Ballard resident.

First off, I wanted to thank rep Dan Strauss for arranging a panel on Monday at the Nordic Museum. The panel included 3 state legislators for Washington state

- 

- Noel Frame, Washington state (vice chair, finances ways and means)

- 

- Liz Berry, Washington state

- 

- Julia Reed, Washington state (vice chair of transportation committee)

The room was full and first off I am surprised the CEO of Sound Transit was not there. I appreciate Alex being there, but if we are serious about pursuing state funding and 70 year bonds, surely we want to cultivate these relationships?

Second, I want to say I'm very impressed by the turnout and passion by all the folks in the room. People have spent their free time combing through Sound Transit documents, state laws, and much more to provide a variety of solutions.

The thing I'm most concerned about though is the lack of transparency when planning regional transit and the disregard for commitments voted upon and paid for by voters. It is insulting when each proposal in recent rephrases the word "deferred" instead of providing tangible action items to acquire funding or improve processes. It is frustrating when last minute design changes are proposed to light rail design causing Ballard to be 10 years in without a complete design. It is maddening that we have moved at an almost glacial pace to actually build the rail, but at light speed to reduce scope.

How can we trust you? Trust is earned. If the CEO is not showing up to places that have been deferred, are you really building that trust with us or WA state?

## Melissa

Hello,

I am Melissa who attempted to give virtual comment during the 5/14 Executive Committee Special Meeting. I logged in as myself as directed, raised my hand when called, and never got to the notification to accept the unmute. I am not sure why. Please entertain/share what I intended to say with the committee.

Hello, I'm Melissa, a resident of West Seattle. I'm proud to live in a city that values sustainability, accessibility, and community. I enjoy the less-bad-than-it-could-be traffic as a result of light rail as someone who currently has to drive to work in Renton. By the way, I would LOVE to take the light rail to work some day! I also love using transit to help me get to the airport, sporting events, and the market but I would love for it to be part of my day to day. I implore you to forge ahead to build the future we want; dare I say need. Thank you for what you have done and will continue to do to make ST3 a reality.

Thank you,

Melissa

## *Paula Goode*

### **75-Year Bonds: Are We Solving the Problem — or Refinancing It?**

*“If a project is so financially unstable that it requires 75-year debt, should taxpayers ask whether the project scope and assumptions are still realistic?”*

That question deserves serious public discussion as Washington lawmakers consider allowing regional transit authorities to issue bonds lasting up to 75 years.

Supporters argue that longer bond terms are necessary to keep major transit projects moving amid inflation, rising construction costs, and post-pandemic financial realities. *There is truth in that concern.* Transit infrastructure is important. Some roads are congested. Many residents depend on buses and rail to get to work, school, and medical appointments. The region needs a functioning transportation system.

*But there is another side to this debate that deserves equal attention.*

A 75-year bond is not simply a financial adjustment. *It is a signal.*

It signals that the original assumptions behind some projects may no longer align with present-day economic realities.

For decades, large transit expansions were planned around expectations of steadily increasing downtown commuting patterns, high office occupancy, and growing fare revenue. COVID changed much of that. Remote and hybrid work permanently altered commuting behavior and ridership recovery has been uneven. Some transit corridors remain strong, while others continue to lag far behind pre-pandemic projections.

Yet instead of fundamentally *reevaluating* project scope, priorities, timelines, and financial assumptions, lawmakers are now considering extending debt far beyond the lifespan of the original planning models.

Taxpayers should ask: if the numbers no longer work under traditional financing timelines, should the public first revisit the assumptions before extending the repayment period for another generation?

*A 75-year bond means today’s residents could pass debt obligations to people not yet born.*

Think about that for a moment.

A child *born today* could be approaching *retirement age* before some of these bonds are fully repaid. Future taxpayers may still be paying interest on infrastructure that itself could require **major** renovation, modernization, or **replacement** long before the debt disappears.

*That is not normal household budgeting.* It is not how most businesses operate. And it should not become routine public policy without intense scrutiny.

Long-term borrowing can temporarily reduce annual payment pressure, much like refinancing a mortgage over a longer term. But while monthly payments may become smaller, the total cost paid overtime often becomes far greater.

*The same principle applies here.*

Extending debt does not **erase** the underlying financial challenge. *It stretches it out.*

Before asking taxpayers to accept multi-generational debt, transit agencies *should first demonstrate that they have fully addressed the core structural issues facing the system today.*

That means:

- reevaluating ridership assumptions using post-COVID realities,
- prioritizing the highest-performing and most-needed projects,
- improving fare compliance and revenue collection,
- controlling construction and administrative costs,
- *and being willing to scale back or redesign projects that no longer pencil out under updated economic conditions.*

**This is not an anti-transit position.**

In fact, *demanding accountability* may be one of the strongest **pro-transit** positions possible. Public confidence matters. Residents are far more likely to support future investments when they believe agencies are making **disciplined**, transparent, and **financially responsible** decisions.

Transit agencies should not fear difficult questions. Large public investments require them.

The public deserves clear answers:

- What will the total repayment cost be over 75 years?
- How much additional interest will taxpayers ultimately pay?
- Which projects remain economically justified under current ridership patterns?
- Which assumptions have changed since voters originally approved expansion plans?
- And at what point does refinancing *become avoidance rather than reform*?

Infrastructure planning requires realism, not optimism alone.

Longer debt may delay painful choices, but it does not eliminate them. At some point, the region must decide whether it is willing to reform project scope and financial assumptions — or simply extend repayment far enough into the future *that current leaders no longer have to confront the consequences.*

A transportation plan is not the same thing as a financing strategy.

And extending debt to 75 years is not, by itself, **evidence of a healthy plan.**

Before Washington commits future generations to paying for today's decisions deep into the next century, taxpayers deserve a transparent and honest conversation about whether the underlying assumptions still make sense.

Our RTA Dollars should be represented by elected Board Members, not appointed ones. We need fiscal accountability with responsibility, planning that fits our current needs—not rehashing old ones—and knowing when to change a path instead of barreling down 'just because it's in the plan'

Paula Goode

## Stuart Jenner

Hello, I attended last night's meeting at Highline College. I spoke with Steffanie and Thomas about Sound Transit finances. This email extends my thoughts. I have looked at the slide decks presented on May 7. I did not look at today's meeting. Comments:

1. I dread having to go from one platform to another via escalators or elevators downtown in order to get from the SEatac area to north Seattle or the Eastside. I think the time it takes and the hassle is going to have a significant negative impact on ridership, especially for people who have mobility issues.
2. While I do not live in the Rainier Valley, riding through it is a very different experience than being on a train in a tunnel or other grade separated situation
3. While the presentation stated 34.5 billion shortfall, it did not say how that is computed. What's included, what's excluded? Capital, ongoing maintenance and repairs, operations? What's assumed for revenue from outside the taxing district, such as federal grants or money from the state? And most important, what is the top line for revenue and then the amount for expenses?

I wish I could see a spreadsheet with an annual forecast of revenue less operations, maintenance and any other ongoing, then debt repayment, thus showing what's left for capital.

I would like to see the cash outlays for each of the projects that get any money.

I would like to see borrowing that comes in and when it is paid back.

What's hard to tell is what we could build ONLY with money collected per year PLUS borrowing that lasts for 20 years from the time the debt is issued. Also, what could we build with 30 year debt?

4. What is the source of the increases in costs? Someone mentioned costs at one point were a lot lower because of coming out of the great recession. But my hunch is part of the spike now is because of higher energy costs, due (pre Iran war) to the carbon tax. If that hunch is right, it is entirely appropriate to ask the state for that money, so ST is made whole. But maybe that is already included in the revenue forecasts? See question 1.

## 5. Outlining long term debt scenarios

I tried to find how long municipal debt is issued for. It appears 40 years is the absolute longest. Even 30 years is long, but at least it is listed here. Of course, interest rates in part are based on coverage ratios. If a 10% decline in forecasted revenues results in not being able to make debt repayments, then the interest rate will be a lot higher than if it would take a 50% drop to push us into default.

<https://www.fmsbonds.com/market-yields/>

If you are going to ask for 75, or even 40 year, debt I think you need to be really realistic about what the interest rate is likely to be, and what that long range scenario would look like.

Overall, one thing I appreciated last night was the word “transparency.” I hope these suggestions are helpful at boosting transparency.

Stuart Jenner

Normandy Park, WA

## *Lynnwood City Council*

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

Dear Sound Transit Board Members,

The Lynnwood City Council has requested that a letter of support be sent on their behalf. We would like to highlight the importance of keeping the Everett Link Extension on schedule and including the creation of an Alderwood Mall station.

These priorities are critical to our community and to the region's long-term transportation needs.

Thank you for your continued leadership and work on this project.

Best regards,

*Lynnwood City Council Members*

**Estee Milburn** | Executive Assistant – Legislative Aide

City Council

19100 44<sup>th</sup> Avenue West, Lynnwood, WA 98036

Ph: 425-670-5011 | Cell: 425-248-7767

[www.LynnwoodWA.gov](http://www.LynnwoodWA.gov)



Dear Sound Transit Board and Staff,

We at Seattle Transit Riders Union appreciate the work of the board and staff to solve the agency's budget problems through the Enterprise Initiative. We understand the pressure that you are under as a regional body, and applaud the fact that so far, the changes proposed are measured and respectful. As people who depend on reliable, rapid public transit, we would like to offer suggestions to the Board regarding refinements to the updated Sound Transit 3 system plan.

### **Graham Street Station**

Sound Transit first proposed building a station near Graham Street in the early 1990s; when drafting the proposal that would become Sound Move, the station was among the first project elements the agency cut amid rising costs. We are concerned that history is now repeating itself — that the community around this station will once again feel a disproportionate impact from a regional financial crisis. We urge Sound Transit to continue investigating ways to lower construction costs for Graham Street station. In particular, staff could amend design standards around platform grade and platform straightness, and work to mitigate the risk to existing Link service that drives the high contingency on the project. If the station ultimately remains unaffordable, we ask that it be placed at the top of the priority list in the next capital funding ballot measure, along with the grade-separation of the broader Rainier Valley segment of Link.

### **South Lake Union Station**

The loss of South Lake Union station is a difficult pill to swallow. TRU understands the financial situation the agency is in, but remains concerned about connectivity in the South Lake Union area. To that end, if there is no way to build a station in South Lake Union proper, we request that Sound Transit add provisions such as a bellmouth and knock-out panels into the second Downtown Seattle Transit Tunnel. This would be a cheap addition to the project, and would enable a future Aurora Link line (already in SDOT's Long-Range Plan) to connect to the rest of the regional transit network via DSTT2 — boosting connectivity beyond what South Lake Union station could have done on its own. Sound Transit must not let the allure of minor cost savings now lead to dramatic expenditures down the line.

### **Ballard Link Extension**

We urge Sound Transit to make all possible efforts to ensure the final three stations of the Ballard Link Extension are ready to be built the moment funding becomes available. Sound Transit has a responsibility to the voters of Ballard, Seattle, and the region to ensure this vital project is completed as soon as possible. We also urge Sound Transit to continue to find ways to reduce project costs, and be transparent about why they are so high.

### **TCC T Line Extension**

Perhaps the strangest cost increase in the entire Enterprise Initiative is that of the TCC T Line Extension. Orange County is about to open a brand new streetcar line at a price of \$156 million per mile; based on the most recent public data, the T Line Extension has a projected cost of over \$400 million per mile. We ask for transparency around this price, especially as we face such an immense budget shortfall.

### **Prioritize DSTT2**

The second downtown tunnel is subject to greater inflationary pressures than other Sound Transit endeavors due to its location in a dense urban area; building it as soon as possible therefore may reduce the total impact of inflation on the ST3 suite of projects. This has the potential to save the agency money without slowing down the rate of project delivery. We urge Sound Transit to investigate whether it is possible to save money in the long term by moving DSTT2 construction expenditures ahead of those for other projects.

### **West Seattle Link Extension**

We applaud Sound Transit's efforts to begin construction on the West Seattle Link Extension as soon as possible. This will reduce the impact of inflation on project cost, and show voters Sound Transit is delivering on its promises.

### **New Funding**

We suggest that Sound Transit, or specific jurisdictions within the RTA boundaries, put a new capital measure in front of voters as soon as possible. Despite budgetary struggles, the political winds are still in Sound Transit's favor — especially with the recent opening of the Crosslake Connection. Increased funding in Seattle could make Ballard Link affordable on a shorter timescale; progressive revenue sources across the entire region would unlock countless possibilities. We also applaud Sound Transit's work at the state legislature to unlock new funding tools, and support this work as it continues in the next legislative session. These measures along with others such as land value capture will further achieve the Board's goals of delivering what the voters were promised.

Sincerely,

Seattle Transit Riders Union





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**Paul R. Sweum**

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

May 14, 2026

**SoundTransit Board - Executive Committee**

SoundTransit  
401 S. Jackson St.  
Seattle, WA 98104

**Re: support for and suggested minor modifications to Resolution R2026-11**

Sound Transit Board members:

I write my comments today as an Eastside resident in King County for the majority of my adult life. I was born on First Hill and raised in south Bellevue. I have a background in city planning, and have communicated with you in recent years on a variety of matters involving the agency's Link-related projects.

I've reviewed the proposed Resolution R2026-11, after attending all three retreats conducted by the agency over the last year and following the ongoing developments concerning the *Enterprise Initiative*.

I support most of what is proposed in the Resolution, however there's one modification I recommend, along with a few other suggestions.

Proposal modifications/suggestions:

- Figure out how to fully fund the Graham St. Infill Station (beyond final design)...
  - It's imperative to bolster access with an additional station for the Rainier Valley community that heavily depends on reliable transit service
  - This station has been deferred on several occasions since the 1990s... moving forward with fully funding this station is long overdue
  - The projected costs of this one station, along an already established Link line, pale in comparison to other Link extensions
- Aggressive pursuance of added funding instruments for projects with timelines pushed out or deferred... in an effort to accelerate timelines, I encourage the agency to commit staff time – in advance of project timelines and projects in need of funding – to pursue added funding mechanisms such as grants, IGAs, public/private partnerships, and other partnering opportunities...

- 
- Link 4 Line from south Kirkland to Issaquah... partnering with Kirkland, Bellevue, Issaquah, Sammamish, communities in the Snoqualmie Valley, and local business
  - T Line extension to TCC... partnering opportunities with Pierce County, Tacoma, other communities served by this extension and local business

These suggestions are driven by my firm belief that a proactive, aggressive approach to Link system expansion is the best course of action for the region – in the interest of car-free travel efficiency, maximizing effective service and reach to all Puget Sound population sectors, applying equitable decision-making for underserved communities, and to bolster a carbon-free future for our region and planet.

As always, thank you for your time in reading, listening to, and considering public comments.

Respectfully and with gratitude,

*Paul R. Sweum*

**Paul R. Sweum**

Cc: Others TBD

The Sound Transit Board Executive Committee  
May 14, 2026

At some point, unelected and unaccountable individuals serving on the board of an out-of-control government program must stop and ask a few fundamental questions:

1. Why do we exist?
2. What is our objective?
3. Even if we are legal, are we legitimate?

I believe now is the time for the Sound Transit Board to pause and ask these basic questions. A year ago, you identified a funding gap of more than \$30 billion in a program estimated at \$180 billion to \$185 billion and launched an “Enterprise Initiative” to address it.

Today, in Resolution No. R2026-11, Attachment A, you are considering what appears to be a \$10 billion increase in the total funding requirement, bringing it to \$195 billion, for an unfunded program that has been significantly reduced in scope and appears to rely on unapproved grants totaling \$28 billion and unauthorized bonds extending through 2052 to continue the light rail program.

Since the 1996 Sound Move ballot issue, Sound Transit has spent about \$20-25 Billion to plan, construct and operate the core light rail line from Seattle to Lynnwood, Federal Way, and Redmond. That effort has broken every cost, schedule, and ridership promise made to your constituents and resulted in a system that carries less than 1% of the region’s daily person trips, after these 30 years. This could be defined as **the most catastrophic public infrastructure failure in the history of the Puget Sound Region**. It could be defined as a civic amenity. It certainly is not a transportation success. While the pandemic is a convenient excuse for low ridership, it fails the smell test when realistically evaluated.

I submit that the fundamental issue is that light rail is the wrong transit technology for the Seattle Metropolitan Area. We simply do not have enough residential nor employment density to support any rail transit system. Your actual results are only the most recent evidence of that reality, expressed repeatedly by communities around America. We have low density here. Low density communities do not support rail transit systems. Seattle is no exception.

By contrast, Bus Rapid Transit, supported by local bus service and appropriate corridor infrastructure, can deliver higher ridership in selected corridors at a fraction of the cost and on a much faster timeline. Sound Transit has already made that practical choice in the I-405 corridor from Bothell to Burien and along SR 522/NE 145<sup>th</sup> St. from I-5 to Woodinville. Your own policies clearly allow and encourage the Bus Rapid Transit alternative.

Victor Bishop Comment 05-14-2026

Yet, your staff has not presented, and you have not demanded this obvious choice for the current Enterprise Initiative. You appear to be ready to make the decision to plow ahead with a radically revised and reduced light rail program at increased cost and added years of construction.

State law requires 'least cost planning'. You have failed to ask for it. Your policies demand effective 'benefit/cost ratio' analysis of alternatives. You have failed to ask for or evaluate them.

It is time to halt all ST 3 planning and construction activities and undertake serious reconsideration. Please do not vote to advance the proposal in its current form.

Thank you for your consideration.

Victor H. Bishop, P.E.  
2114 W. Lk. Sammamish Pkwy SE  
Bellevue, WA 98008

<a href="mailto:andrew.eckels@gmail.com">andrew.eckels@gmail.com</a> 6537 5th ave NW Seattle, Washington 98117	Victor Niu <a href="mailto:thenewniu@gmail.com">thenewniu@gmail.com</a> 2002 NW 57th St. Seattle, Washington 98107	Aubrey Hanna <a href="mailto:aubreyhanna2001@gmail.com">aubreyhanna2001@gmail.com</a> 7503 24th Ave NW Seattle, Washington 98117
peter hovander <a href="mailto:phovander93@gmail.com">phovander93@gmail.com</a> 8041 17TH AVE NW Seattle, Washington 98117	<a href="mailto:empathhephant@gmail.com">empathhephant@gmail.com</a> 2624 Western Avenue, Apartment 202 Seattle, Washington 98121	Vicky Min <a href="mailto:vicky.w.min@gmail.com">vicky.w.min@gmail.com</a> 330 NW 41st St, Unit B Seattle, Washington 98107
John Mills <a href="mailto:dna.ml.fiction@gmail.com">dna.ml.fiction@gmail.com</a> 1610 Dexter Ave N Seattle, Washington 98109	Emanuele Valeriano <a href="mailto:emanuele.v@live.com">emanuele.v@live.com</a> 5515 4th Ave NW Seattle, Washington 98107	Michael Belvin <a href="mailto:michael1belvin@gmail.com">michael1belvin@gmail.com</a> 1103 Hatteras Dr Austin, Texas 78753
Kayla Newcomer <a href="mailto:eevore806@gmail.com">eevore806@gmail.com</a> 2001 NW 65th St, Apt 222 Seattle, Washington 98117	Andrew Ramos <a href="mailto:ramosa208@hotmail.com">ramosa208@hotmail.com</a> 2030 Northwest 57th St Seattle, Washington 98107	Jesse Yue <a href="mailto:someonebob156@gmail.com">someonebob156@gmail.com</a> 2039 nw 62nd st seattle, Washington 98107
Daniel Rogers <a href="mailto:graddy462@gmail.com">graddy462@gmail.com</a> 6000 Greenwood Ave N Seattle, Washington 98103	<a href="mailto:xochitlsolarte@gmail.com">xochitlsolarte@gmail.com</a> 1544a NW 58th Street Seattle, Washington 98107	Ashe Streeter-Jhaveri <a href="mailto:ashesj350@gmail.com">ashesj350@gmail.com</a> 8331 19th Avenue Northwest Seattle, Washington 98117
Brittney Blokker <a href="mailto:ryttney@gmail.com">ryttney@gmail.com</a> 5518 30th Ave NW Seattle, Washington 98107	Gillian Retter <a href="mailto:gillian.e.retter@gmail.com">gillian.e.retter@gmail.com</a> 701 5th Ave N Seattle, Washington 98109	Cooper LeComp <a href="mailto:clecomp@hey.com">clecomp@hey.com</a> 6300 32nd Ave NW, Apt 309 Seattle, Washington 98107
Aidan Lang <a href="mailto:langa3255@gmail.com">langa3255@gmail.com</a> 1514 NW 52nd St Seattle, Washington 98107	brent lo <a href="mailto:peterbrentlo@gmail.com">peterbrentlo@gmail.com</a>  Seattle, Washington 98103	Pamela Sink <a href="mailto:Pamsink@gmail.com">Pamsink@gmail.com</a> 1521 NW 54th St, Apt 212 Seattle, Washington 98107
Anika Lavine <a href="mailto:anikalavine@gmail.com">anikalavine@gmail.com</a> 3659 22nd Avenue West, Apt 2 Seattle, Washington 98199	Keith Walcott <a href="mailto:kwalcott97@gmail.com">kwalcott97@gmail.com</a>  Seattle, Washington 98107	Katie Kaku <a href="mailto:ktkaku@gmail.com">ktkaku@gmail.com</a> 7714 17th Ave NW , Washington
Tom Liefde <a href="mailto:dutchman828@yahoo.com">dutchman828@yahoo.com</a>  Seattle, Washington 98117	Kory Olson <a href="mailto:olsonkory@gmail.com">olsonkory@gmail.com</a> 6523 11th Ave NW Seattle, Washington 98117	Alex Rodriguez <a href="mailto:arodriguez_4@yahoo.com">arodriguez_4@yahoo.com</a> 3520 28th Ave W Seattle, Washington 98199
Sarah Englebert <a href="mailto:senglebert60@gmail.com">senglebert60@gmail.com</a> 1818 NW 89th St Unit C Seattle, Washington 98117	Ian Gilbert <a href="mailto:ian.d.gilbert@gmail.com">ian.d.gilbert@gmail.com</a> 2233 NW 58th St Apt 331 Seattle, Washington 98107	Matthew Stoia <a href="mailto:mstoia1990@gmail.com">mstoia1990@gmail.com</a> 4322 3rd Ave NW, Unit B Seattle, Washington 98107
Emily Gough <a href="mailto:emilygough01@gmail.com">emilygough01@gmail.com</a> 4322 3rd Ave NW Seattle, Washington 98107	Andrew Etensohn <a href="mailto:andrewettensohn@gmail.com">andrewettensohn@gmail.com</a> 3517 W Government Way Apt 209 Seattle, Washington 98199	Justin Pasin <a href="mailto:justinpasin@gmail.com">justinpasin@gmail.com</a> 5200 University Way NE Seattle, Washington 98105

Jeffrey Wolf <a href="mailto:jaw304@hotmail.com">jaw304@hotmail.com</a> 5398 Russell Avenue NW Apt 613 Seattle, Washington 98107		
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May 11, 2026

Sound Transit Board of Directors

401 S. Jackson St.

Seattle, WA 98104

Re: Enterprise Initiative – Completing the Everett Link Extension (EVLE)

Dear Members of the Sound Transit Board,

The Lynnwood City Council, wishes to express our resolute support for your recently put forth plan to fully fund the Everett Link Extension. This commitment would represent a landmark victory for our residents, our local economy, and the long-term sustainability of the entire Puget Sound region.

Since the opening of the Lynnwood City Center station, we have witnessed firsthand the transformative power of high-capacity transit. By securing the future of the extension through Snohomish County, would be ensuring that the momentum we have built in Lynnwood carries forward to our neighbors in Everett and beyond.

The Council believes that a fully realized regional system is not just a convenience, but a necessity for several key reasons:

- **Regional Connectivity:** Completing the "spine" of the Link Light Rail connects our major employment hubs, medical centers, and educational institutions from Tacoma to Everett.
- **Economic Growth:** Reliable transit is a magnet for transit-oriented development. Full funding provides the certainty developers need to continue investing in our urban centers.
- **Environmental Stewardship:** As we face increasing climate pressures, providing a high-quality alternative to I-5 congestion is the most effective way to reduce our regional carbon footprint.
- **Equity and Access:** Many of our community members rely on public transit to access essential services. Expanding the reach of the Link ensures that more people are able to get to where they want and need to be without a personal vehicle.

The City of Lynnwood has long advocated for a transportation system that views the Puget Sound as a single, interconnected ecosystem. Your intention to prioritize the Everett Link Extension, while also keeping all other projects moving forward, signals the desire for a truly integrated regional network. Towards that end, we urge the Board to continue seeking cost savings and new solutions through the Enterprise Initiative that will deliver the full ST3 package as soon as possible. We recognize that this proposal is a starting point and not the final destination.

We commend Sound Transit for recognizing that the prosperity of South Snohomish County is inextricably linked to the connectivity of the greater metropolitan area. Lynnwood stands ready to remain a collaborative partner as we move into the next phases of design and construction.

Thank you for your dedication to moving our region forward.  
Sincerely,

The Lynnwood City Council

