

05/28/2026 Board of Directors Meeting
Written Public Comment Submissions

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Lynnwood City Council Members

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

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Cecily Janzen

I am a longtime user of public transportation. I have lived in West Seattle for almost ten years and I've driven to work about ten days in all that time. And I believe we do NOT need light rail to our side of the city. We have some of the most reliable and diverse options for bus service in the city that can already get us anywhere we need to go. Building a link here will just be extremely expensive (how Will it cross over the river??) and disruptive to businesses and homes here while adding minimal value to commuters. I commute all the way from south Delridge to UW in 45 minutes with only one transfer - I don't see how rail in WS could possibly improve this. Rail links should be focused on areas along the I5 corridor that have less options for effective public transportation.

Kirsten Whittemore

Please read this article from a Seattle resident that was posted in the Seattle Times.

https://replica.seattletimes.com/popovers/dynamic_article_popover.aspx?artguid=a402568d-b249-4864-b089-ebd0d78105a7&appcode=SEATTL&eguid=3600d0f0-8251-4e3b-b6c3-135a0766235f&pnum=41#

Thank you,

Kirsten Whittemore

4th generation West Seattleite and bus advocate. Build the spine and then run busses to it. Scrap the extensions!

Emily Derickson

Dear Sound Transit Board of Directors,

I am writing to express my strong support for the complete, uncut delivery of the Ballard Link Extension as part of Sound Transit 3. As Sound Transit navigates rising project costs, I urge the Board to reject any proposals that would truncate the line, cut the Ballard Station, or compromise the transit network we voted for and continue to fund.

The Ballard Link is projected to have some of the highest ridership in the entire ST3 system, and its success is vital not just for Ballard, but for neighboring communities like Queen Anne.

For residents in the North Queen Anne and Interbay areas, connecting to the regional transit network is currently a challenge, often relying on heavily congested arterial roads like 15th Ave W and the Ballard Bridge. Building the full light rail line—with robust, accessible stations along the corridor—will transform the daily commute for thousands of Queen Anne residents. It offers a reliable, grade-separated alternative to sitting in gridlock, seamlessly connecting our neighborhood to major employment hubs downtown, the University District, and hospitals across the city.

A fully realized Ballard Link will take cars off the road, reduce emissions, and provide predictable commute times for healthcare professionals, service workers, and corporate commuters alike who call this corridor home. Truncating this line or eliminating key stations would shortchange the highest-ridership segment of ST3 and undermine Seattle's long-term transportation and climate goals.

Please prioritize finding innovative funding solutions, improving project delivery practices, and securing new revenue rather than cutting essential transit infrastructure. We need the full line, all the stations, and a commitment to build it as quickly as possible.

Thank you for your time, leadership, and dedication to building a connected Puget Sound.

Sincerely,

Emily Derickson

North Queen Anne, 98119 Seattle WA

Alex Ramuglia

Dear Chair and Members of the Sound Transit Board,

I am a Kirkland resident writing to express my support for keeping the planned light rail extension from South Kirkland 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 from South Kirkland is important to me, my family and friends, our broader community, and beyond.

For more than a decade, Kirkland 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 Kirkland continues to grow, this connection will only become more important.

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

Thank you for your leadership and consideration.

Sincerely,

Alex Ramuglia

Kirkland Resident

Jacob Clere

Dear Council,

Please keep Ballard's rail connection on the agenda. My family dreams of a day in which we are less car reliant. We use buses, but this rail connection will improve the quality of life for us and everyone in Ballard and Seattle.

And, of course, as the issue is key to us, we'll vote against any board members shooting it down.

Kind Regards,

Jacob

Jacob A. Clere

Dorothy Gesick

How was WSLE selected to be the project before the Everett and Tacoma links? Surely costs per mile and ridership for the “spine” projects should have been a higher priority before West Seattle. For relative newcomers, who were not here when voters approved ST3, how was this decided? Convince us that this is not a vanity project. After all, it needs a bridge across the Duwamish, so it would be an impressive sight but at what cost? Was there undue influence by the King County Executive, Sound Transit Board Chair and now Sound Transit Executive and longtime resident of West Seattle?

Dorothy Gesick and Gary Johnson

Chris Karnes

Dear Sound Transit Board of Directors,

I am writing as a Tacoma resident and member of the Tacoma Planning Commission about the Enterprise Initiative's current draft. It defers the T Line extension to TCC to 2043, well after the 1 Line begins serving Tacoma Dome Station in 2035.

The TCC extension includes double tracking, but the double tracking within downtown Tacoma should be split off into a separate project, and completed much sooner. Doing so would improve T Line headways from 12 minutes down to 10 minutes or better, as originally promised in the Hilltop Link extension (2023), without waiting for the full TCC extension.

The T Line is currently the only light rail segment Sound Transit operates with single tracking. The original 2015 Tacoma Link Extension to Hilltop was funded with the understanding that its design and configuration would restore 10-minute service. That was a commitment to federal funders and local taxpayers.

With 1 Line arriving every 8 minutes at Tacoma Dome, a 12-minute T Line creates a poor transfer environment that will be experienced by at least 50% of the users of 1 Line at this station, according to the DEIS. Separating the downtown double tracking from the TCC extension is a practical, cost-effective way to fix this mismatch now, and not in 2043.

I urge the Board, specifically our Pierce County delegation, to revise the Enterprise Initiative to split out downtown double tracking as an independent State of Good Repair project, completed alongside 1 Line service.

Tacoma riders deserve frequent, reliable connections to regional transit services.

Thank you.

Sincerely,

Chris Karnes

Tacoma Planning Commission - Public Transportation

Stuart

Hi, I have heard from a credible source the tunnel plans profiled 2022 are still the current plans if there's a line from Ballard to West Seattle.

This is a follow up email to the meeting on May 13 at Highline College.

In my opinion, having to go up and down nine stories via elevator or escalator is going to have a significant negative impact on ridership. I know there's lots of pressure to get to Ballard, get to West Seattle, do this do that. But what are the tradeoffs? The frame we have for looking at options does not enable discussions about tradeoffs. We certainly did not have that type of conversation on the 13th. Also, the survey Sound Transit sent out doesn't have those tradeoffs. The number one finding is "ask others for more money." That's nice. I'd like a pony for July 4, please.

This story is from 2022. I realize there are a lot of new board members. I don't know if this has been discussed or not.

<https://www.seattletimes.com/seattle-news/transportation/rolling-in-the-deep-sound-transit-riders-would-descend-nine-levels-downtown/>

I have no idea how solid cost estimates are for tunnels. We had a lot of surprises with the viaduct replacement and while hopefully we've learned, that was much shallower so different. Maybe deeper is easier but then there's the issue of the shafts.

Stuart

Kaytlin Carlson

To Whom It May Concern:

As a new resident of Ballard and 20 year Seattle resident, I am urging board members to vote no on the proposal to forego funding the light rail to Ballard.

Getting out of Ballard using public transportation is not viable as the 40 is always late or takes 1 hour to get downtown. The improvements to the 40 are only increasing the speed by 10%. This is insufficient. The D line is not an express bus and takes just as long. The 17 might as well not exist for how frequently it runs. I have resorted to taking lime bikes that are faster than the public transportation options to get out of Ballard. After a decade of commuting on the bus to work downtown, I longer commute on the bus because buses are unreliable and too slow going in and out of Ballard. It should not be this challenging to get to and from a major area of Seattle.

I have missed workout classes because there isn't fast reliable public transportation to Ballard, and I am now spending more money on gas or uber/lyft to just get downtown.

This is unacceptable and a slap in the face for residents who want to see this happen in their lifetime. I've been paying these taxes for a decade and will happily continue if the board and Sound Transit do something to fund the light rail.

Prioritizing West Seattle that is closer to the ID, and already has an express bus that runs all the time (C line) and a WATER TAXI will have less of an impact than a light rail to Ballard. Further, a stop going to the proposed Queen Anne area literally does nothing to assist Ballard residents who will still be trapped in Ballard and either have to get through Fremont, which has significant construction and more plans for construction, or over 15th and along Elliot which is regularly congested. This is not a real solution and it's insulting to everyone's intelligence to pretend it is. There's a monorail from downtown to the same area already. It's also very walkable, unlike getting out of Ballard. This proposal is a waste of time.

FUND THE LIGHT RAIL TO BALLARD!

Sincerely,
Kaytlin Carlson

Brien Chow

Written Public Comment by Brien Chow, Sound Transit Board Meeting, Thursday, May 28, 2026 at Union Station, 1:30 p.m.

Dear Sound Transit Board,

I am Brien Chow, co-founder of Transit Equity for All (TEA) and Outreach Chair of the Chong Wa Benevolent Association.

Sound Transit is currently facing an unprecedented \$34.5 billion capital funding shortfall.

*Despite this fiscal crisis...
Resolution No. R2026-11 offers...
three truncated approaches, as though no other options exist.*

To pay for this redundant urban core infrastructure, the current plan forces severe project cuts, truncates lines, and defers vital neighborhood equity investments.

I urge you to reject the false binary that you must either build a truncated parallel tunnel or cripple the rest of the ST3 system...

*Please amend Resolution No. R2026-11...
to defer the construction of **DSTT2** from the "Fully Funded" (Affordable within existing resources)
wish list...
to a Deferred Project, and pivot to a
"Spine First + Ballard Stub" infrastructure model.*

Nothing justifies...

Spending \$20.1-\$22.6 billion on a second tunnel while the rest of the regional transit system is hollowed out by austerity cuts—think sub-area equity and the omitted racial equity; please amend the resolution to defer DSTT2 before the final vote on May 28, 2026.

Key System Categories

1. *Funding Justice and Racial Equity for the South End*

To offset the immense debt of digging a second downtown tunnel, the current draft of *Resolution R2026-11* strips construction funding from the long-promised *Graham Street* infill and *Boeing Access Road stations in the Rainier Valley*... downgrading them to "unaffordable" (Construction not currently affordable within existing resources) status. *(It wasn't that long ago when the discarded 4th Avenue station hub, at \$800,000 million, was deemed "unaffordable.")*

What a coincidence that everything that's "unaffordable" happens to fall disproportionately on communities of color from the CID to Tacoma!

The burden of the agency's fiscal mismanagement...
directly falls onto historically marginalized communities.

1. Obviously, the 2nd downtown tunnel (DSTT2) is what's "***unaffordable!***"

**Preserving an expensive downtown tunnel at the expense of building long-promised Rainier Valley stations is a direct violation of transit equity...
The Board must reallocate tunnel funds to fully restore construction dollars to the Graham Street Infill and Boeing Access Road Station.**

2. Regional Carbon Reductions and Suburban Timeline Protection

To meet our urgent regional climate goals and remove vehicle miles traveled (VMT), we must get commuters out of their cars quickly...

By maximizing our existing public asset...the **Downtown Seattle Transit Tunnel (DSTT1)** under 3rd Avenue via advanced automated signaling and traction power upgrades, Sound Transit can safely interline and deliver a continuous, uninterrupted 1 Line spine from Tacoma to Everett.

Deferring DSTT2 protects suburban subarea dollars from inflationary cost overruns, ensuring outer extensions are delivered on schedule without cuts to parking or station access.

Prioritizing an upgraded, shared single-tunnel spine (DSTT1) honors your commitment to voters in Pierce and Snohomish counties and reduces regional car emissions decades faster than proceeding with an unaffordable parallel tunnel.

3. Protecting Universal Accessibility and Local Neighborhoods

The current "shifted" deep-station configurations proposed for **DSTT2** to bypass the historic **Chinatown-International District (CID)** create immense physical barriers...

Forcing elderly, disabled, and transit-dependent riders to navigate underground, skyscraper-depth transfers.

Connecting the Ballard line via a high-efficiency Westlake Stub directly into the shallow, highly accessible **DSTT1** footprint provides fast, reliable platform transfers.

Utilizing a shallow Westlake Stub alternative honors design principles of the Americans with Disabilities Act (ADA) while shielding the historic heart of the CID from total structural disruption.

Most importantly, this alternative completely protects the CID from catastrophic, many year-long cut-and-cover construction displacement while keeping the promise of accessibility and connectivity for the CID, as well as the Region!

A win-win! True Transit Equity for All!

Structural Mandate for the May 28, 2026 Vote

At the May 14, 2026 Executive Committee meeting, staff explicitly reported that comprehensive racial equity analyses for these altered alignments have not been conducted.

Proceeding to finalize project construction pipelines while skipping these crucial federal evaluations violates Civil Rights guidance and leaves the agency highly vulnerable to federal funding freezes and costly litigation.

You have a difficult decision ahead of you. I hope that some of you will have the courage to also amend R2026-11 to include the omitted racial equity analysis.

Without such, you reinforce what communities of color have known all along... racial equity is just a matter of feel good lip service to those in power.

It's time to protect our urban neighborhoods and build the continuous regional spine first: 1) Amend R2026-11 to include a racial equity analysis and 2) defer DSTT2.

Thank you for your attention to this critical regional mandate.

Sincerely,

Brien Chow

Co-Founder Transit Equity for All

FOR MORE INFORMATION... linktr.ee/TransitEquityforAll_MFo4th

Here are the primary sources, legislative records, and community documentation that ground the facts, timelines, and arguments outlined in the letters:

1. Primary Agency Records

1. [Sound Transit Board Resolution No. R2024-06 \(PDF\)](#)

Verification: Documented the historical framework Sound Transit used to establish its "Adaptive Program Management" system and baseline project tiers when navigating early post-pandemic revenue and inflationary adjustments.

2. [Sound Transit Board Motion No. M2024-17 \(PDF\)](#)

Verification: Confirms the formal designation of the preferred alternative for the Ballard Link Extension, including the shifting of station locations near the Chinatown-International District (CID) to "CID North" and "CID South" to bypass 4th Avenue, which initiated the deep-station engineering debate.

2. Operational Feasibility & Capacity Studies

1. [Sound Transit Downtown Seattle Transit Tunnel \(DSTT\) Capacity Study](#)

Verification: Details the structural, power, and automated signaling upgrades (such as Communications-Based Train Control) required to reduce train headways down to 2 to 2.5 minutes, validating the engineering feasibility of routing three lines through the single existing DSTT1 tunnel core.

2. [Federal Transit Administration \(FTA\) Circular 4702.1B](#)

Verification: Establishes the federal legal mandate requiring transit agencies to complete comprehensive Title VI Service Equity and Disparate Impact analyses before making major service or structural alignment changes, underpinning the warning regarding federal funding freezes.

3. Public Architecture & Community Response

a. [The Urbanist: "Sound Transit Board Selects South CID Shift for DSTT2"](#)

a. *Verification:* Details the initial political and financial friction surrounding the \$34+ billion long-term affordability gap, the decision to split the downtown hub into deep-bore northern and southern stations, and the resulting pushback from riders concerned with transfer times.

b. [South Seattle Emerald: "Community Coalitions Demand Equity Stations in Rainier Valley"](#)

a. *Verification:* Documents the ongoing mobilization of the *Southeast Transit Justice Coalition* demanding that infill stations at Graham Street and Boeing Access Road remain funded for immediate construction rather than being deferred during budgetary realignments.

3. Sound Transit Executive Committee meeting video on YouTube, staff report, May 14, 2026

Hi Sound Transit Board members,

Below is a presentation of the core issues explaining why the **DSTT2 (Truncated) tunnel** should be moved from the **"Affordable within existing resources"** category to the **"Deferred" category**.

Resolution No. R2026-11 provides a chart table identifying the projects and investments that are:

1. **Affordable within existing resources**
2. **Construction not currently affordable within existing resources**
3. **Deferred**
4. **Individual Infrastructure Programs**

The **DSTT2 (Truncated)** project does not simply impact one corridor or one neighborhood. It affects the financial stability, operational reliability, and delivery schedule of nearly every major regional infrastructure investment connected to the ST3 program.

Because **DSTT2 requires massive additional capital expenditures**, deep utility relocations, property acquisitions, complex downtown construction staging, and long-term operational restructuring, it diverts limited resources away from systemwide priorities. This creates cascading impacts across the entire regional transit network.

The **truncated tunnel** approach increases risk to:

- Systemwide project affordability
- Bus integration and rider connectivity
- Existing tunnel operations
- Future expansion flexibility
- Construction coordination throughout downtown Seattle
- Neighborhood businesses and mobility during prolonged construction
- Long-term maintenance and operating costs
- Overall public trust in ST3 voter commitments

Rather than strengthening the regional system, the **truncated DSTT2** concept forces expensive duplication of infrastructure while reducing network efficiency through transfers and operational fragmentation.

Every dollar committed to a redundant second downtown tunnel limits the agency's ability to complete the full regional spine, improve frequency, maintain existing infrastructure, and deliver equitable transit investments across the region.

Deferring DSTT2 protects the agency's financial flexibility and preserves the ability to prioritize infrastructure projects that provide greater regional mobility benefits, higher ridership utility, lower system risk, and stronger return on public investment.

Thank you for your consideration.

Brien Chow

Co-Founder Transit Equity for All

FOR MORE INFORMATION... linktr.ee/TransitEquityforAll_MFo4th

Betty Lau

Written Public Comment by Betty Lau for Sound Transit Board Meeting, Thursday, 5/28/26, 1:30 p.m., Union Station.

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

At the Executive Committee meeting of May 14, 2026, I was appalled to hear staff say that R2026-11 did not include a racial equity analysis in its calculations of what is unaffordable and what parts of ST3 should proceed.

1. Skipping over financial impacts to communities of color in determining what's "unaffordable" sends the message that historically marginalized people—low income, people of color, and non-English speaking don't matter.
2. Shutting out "...meaningful access to public involvement and community outreach programs for minority, low-income and LEP populations" sends the message that ST policies on Public Participation mean nothing (Resolution 2011-15).
3. Failing to consider the needs of those using mobility devices, the frail and those with cognitive differences sends the message Sound Transit just doesn't care.

Sidelining Seattle's Racial Equity Toolkit, King County's Racial Equity Toolkit, Sound Transit's Racial Equity Tool and adopted Title VI mandates is a gigantic injustice!

"The purpose of the Title VI service monitoring requirement is to ensure that prior decisions related to the distribution of fixed route transit service and facilities have not resulted in a disparate impact or disproportionate burden on protected populations" (Sound Transit **Title VI Service Monitoring Report**, 2022).

Most of you declared in your newsletters, websites, and town halls your dedication to protection of vulnerable populations. Keep your word!

Racial and ADA Equity Analyses must be part and parcel of any budget cutting and deferrals.

Unless amended to include racial and ADA equity analyses, vote no on R2026-11.

Thank you.

Jack Miller

As a junction merchant who would potentially stand to gain from the light rail. I have to say that I can't support all that goes on to get it here. The outrageous cost and the fact that it will most likely be outdated by the time we get it. It looks to me like the money will run out far before we even finish the other lines. As a friend of Dow's I would really like to support it. But it looks like way too much to accomplish way too little. Just so we can say we've covered the whole area completely.

Jack Miller. Owner Husky Deli

Amir Kazi

Hello,

I am writing to give feedback regarding the HOV permit at Lynnwood Transit Center. I would like to commend the team for such a fantastic initiative. Having an HOV permit reserved area encourages riders to ride to the station as a group, helping reduce overall traffic, and helping the environment as well. Overall, this is an unquestionable positive overall, and I recommend this to be a permanent fixture in the future across other light rail stations as well.

I would like to point out that I am a bit concerned about enforcement of HOV permit only parking, and I am concerned that some individuals might use this while not having an HOV permit. I urge the authorities to give more thought towards enforcement so that this initiative can continue to be a resounding success.

Thank you for supporting public transit.

Amir Kazi

Ian Higgins

In 1995 voters approved "Sound Move" which created Sound Transit, plans for Link light rail, and Sounder North, amongst other transit plans. Now some 23 years later the organization created to deliver these promises is planning to cut the very service it was originally created to provide.

Sounder North was originally planned to serve Ballard, Richmond Beach, Edmonds, Mukilteo, and Everett; through cost overruns this plan was scaled back; never serving Ballard (or Shoreline), running less frequently and not living up to its potential.

While Link and Sounder North are two different things, Sound Transit is planning to spend 20 billion dollars to connect nearly the same "Ballard" dot that was envisioned in 1995. While Ballard light rail was promised as part of ST3, Sounder North was promised in Sound Move, over 20 years ago. By cutting Sounder North to make up for budget shortfalls, Sound Transit is back tracking on previous obligations to meet current promises. This is akin to getting a new credit card to pay off your existing balance. Ballard has changed a lot in the last 30 years, and light rail access has been approved, in the same manner Sounder North has been. Getting light rail there should not be at the expense of our current transit infrastructure. The original transit plan for Ballard had a station along the BNSF tracks, 1.3 miles from the proposed 15th and Market Light rail station. Instead of asking Ballard residents to add 1.3 miles to their commutes, Sound Transit is asking Edmonds commuters to add 3.5 miles [to Mountlake Terrace], more than doubling commute times.

Sound Transit has spent millions securing access to the BNSF tracks. People like myself have moved close to sounder stations to commute downtown. This train is not a trial but a central part of or regional transit. Cutting this train would back-track on long held promises and upend regional transit. Without Sounder North there will be no high-speed access to downtown Seattle from Mukilteo and Edmonds. Everett will eventually see light rail, but this will be a slower commute.

I urge Sound Transit to not look at cutting Sounder North for small savings on their perhaps overall ambitious Ballard light rail plans.

Ian

Ian Higgins

Edmonds, WA

Tai Nguyen

Dear Sound Transit Board,

I am writing to urge you to keep the Ballard Link Extension moving forward and to protect the transit system voters approved and paid for.

Seattle voters supported this vision in good faith. We have paid the taxes to build a regional transit system, and the public should not now be asked to accept indefinite delay, major retreat, or the effective abandonment of Ballard service after years of commitments and planning. If difficult choices have to be made, those choices should be guided by the core promise of delivering useful rail connections to the communities that were told this project was coming.

Seattle is more than downtown. A strong regional transit system must connect neighborhoods and urban villages across the city and the broader region, not just concentrate investment in the core. Ballard is one of Seattle's major population and employment centers, and it deserves reliable high-capacity transit. The goal should be a truly metropolitan system that connects where people live, work, and travel throughout the day.

If costs require changes, I urge Sound Transit to prioritize completing the line to Ballard rather than preserving every station or feature exactly as originally planned. A simpler project that still connects the endpoints is better than no project at all. This should include serious consideration of cut-and-cover tunnels where feasible, which are simpler and cheaper to build, and elevated rail where appropriate, including utilizing existing rights-of-way like the monorail corridor. Sound Transit should also consider improving bus connections and collector service to make the system work affordably while still delivering meaningful mobility.

The agency should also drastically reduce the scope of station designs. Station buildings need only be functional ingress/egress points that meet minimal neighborhood aesthetic requirements. They do not need to be monuments to artistic expression. That can come later through subsequent funding sources. Deep tunnels compound this problem further, as they necessitate significantly more expensive station excavations. The priority now must be the utility of the transit itself.

Sound Transit must also stop caving to business interests when those demands drive circuitous alignments and deep-bore tunnels that dramatically increase costs. Avoiding temporary inconvenience for private businesses should not justify billions in added public expense. This is effectively a public subsidy to private interests, and it has the relationship backwards: businesses exist because of the city and its public infrastructure, not the other way around.

Seattle should also pursue new funding tools, including congestion pricing for cars entering the city during peak periods. In New York City's first year, congestion pricing reduced vehicle entries by 11% (about 27 million fewer trips), cut vehicle miles traveled by 7.1%, improved inbound morning speeds by 23% overall, reduced pollution and crashes, and generated more than \$550 million in net revenue for transit. Seattle should be willing to use similarly effective tools to reduce congestion, improve safety and air quality, and help fund the transit system voters were promised.

Please do not let Ballard Link become another example of Seattle planning for transit without delivering it. Honor the commitments made to voters, keep Ballard in the system, and use every available tool to preserve and complete this project.

Thank you for your time and consideration.

Sincerely,

Tai Nguyen

Pioneer Square

References:

New York State one-year congestion pricing results: [Governor Kathy Hochul announcement](#)

Six-month summary of impacts: [Smart Cities Dive](#)

Michael Gillenwater

May 22, 2026

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

Dear Members of the Sound Transit Board,

I am writing as a Seattle-area resident and transit rider to urge the Board to reject any proposal that would indefinitely postpone the Ballard Link Extension, and to take every available action to build light rail to Ballard as quickly as possible.

Voters approved Sound Transit 3 in 2016 with a clear promise: light rail to Ballard. The proposal now before the Board would break that promise by funding the extension only to Seattle Center while leaving the Ballard segment without a timeline, without allocated funding, and without any credible path to completion. That is not a delay — it is a de facto cancellation dressed in administrative language.

The stakes are too high for this outcome. The Ballard Link Extension is projected to serve up to 148,000 daily riders — the highest ridership of any expansion project in Sound Transit history, and nearly three times the ridership of the newly opened East Link Extension. Those projections are almost certainly understated, given that Ballard has been upzoned multiple times since the numbers were produced. Failing to build this line would be a generational mistake, one that will compound in cost and consequence with every year of inaction.

I ask the Board to support the following:

First, reprioritize Seattle-area capital funding toward a Ballard Starter Line from Westlake to Ballard rather than toward a second downtown tunnel. Maximizing ridership and delivering on the ST3 commitment to Ballard's fast-growing, transit-dependent communities must take precedence.

Second, adopt a more aggressive and rational financing posture. Sound Transit currently utilizes only 30 percent of its legal debt capacity. Modest, commonsense adjustments to that policy — combined with legislative action to permit longer-term bond issuance — could accelerate all projects without requiring additional tax burden on the public.

I recognize that Sound Transit faces real financial constraints. But constraints are problems to be solved, not reasons to abandon commitments to hundreds of thousands of future riders. The Board has tools available — better financing

structures, reordered priorities, and legislative partnerships — that have not been fully deployed. I urge you to use them.

Please vote on May 28 to keep Ballard light rail on track.

Respectfully,

Michael Gillenwater
9231 View Ave NW
Seattle, WA 98117

Suzette McClintock

To the board:

I live in Ballard and have been voting yes on all forms of improved transit, including Light Rail. As a tax payer I expect my dollars to go toward what I voted for. Ballard is like an island and needs light rail to make driving less necessary. We don't need an additional tunnel for downtown; prioritize Ballard which is what tax payers are already paying for.

Suzette McClintock
425-417-8404
325 NW 52nd St. Seattle

Corey Lindgren

I am writing because the current situation concerning Ballard light rail is unacceptable. This project must be funded and included in all future planning. As a voter, I was promised this in exchange for a vote for the funding for the project. Changing the scope now would break trust with the public. You have an obligation to serve me and the hundreds of thousands that this would affect. Please do not make a rash decision and listen to the other options.

Sincerely

Corey Lindgren
Resident 98199

Lisa Yeager

Voters have been promised the Ballard extension since ST 3 was passed. Dan Strauss represents me on City Council and has proposed/is supporting 3 important amendments that would enable Sound Transit to explore the means to stay true to the longstanding plans to provide light rail service to Ballard.

I'm writing in support of your consideration of these amendments, and find it unconscionable that the Sound Transit Board is even considering renegeing on this commitment to voters.

Regards,

Lisa L. Yeager

Co-Founder, Yes and Nature & Climate Conversations

(206) 794-6906

www.linkedin.com/in/lisayeagerpmp/



Jeremy

The Ballard extension for light rail is of critical importance. Bend over Backwards if you have to, but ensure that it gets built ASAP.

-jeremy
Greenwood resident

Alice Friedman

To Whom it May Concern:

I have been a Ballard resident for almost 30 years and have been waiting for many years now to have light rail come to Ballard. We desperately need it. We need it to get downtown, but we also need it to get to the airport. There is no direct link to the airport from Ballard.

PLEASE vote for light rail for Ballard!!!

Thank you,

Alice Friedman

Susan Hamm

Please honor your commitment for a Light Rail link to Ballard as was promised to us and that we not only voted for but have been paying for ever since. PS I still have my Free Ride ticket on my fridge for opening day of the Monorail from Ballard for 2007. Please do right us off again. Susan Hamm 98107
Sent from my iPhone

Donna Popich

Dear Esteemed Sound Transit Board:

Here's a radical idea before your May 28th vote: Maybe you can start listening to the actual communities you're supposed to be serving.

The West Seattle Link Extension has become the definition of spending more to serve fewer, while higher-ridership, higher-equity projects across The Spine, and into Ballard and Issaquah are in jeopardy or in limbo.

ST3 was supposed to improve regional mobility — not become an exercise in political inertia and in wasting taxpayer money into the next century.

Please focus on The Spine and the projects that move the most people, serve the most communities, and make the most sense.

And, no matter what message you keep insisting on pushing out: THIS IS NOT WHAT WE VOTED FOR!

donna popich

4042 38th Ave SW

Seattle, WA 98126

206-371-9003

Aaron Kahn

Board of Directors-

Thank you for your service to our community. I realize that you've been appointed to look out for the greater communities best interests, while my interest is more selfish. I've been a long time advocate for transit, especially light rail. I love using rail services when visiting other cities & countries, this is always way better than using cars.

I have always voted to support raising my own taxes to build Light Rail in our region, even though it is very rare that it makes sense for me to use it- I live in the greater Ballard area. I'm very disappointed that the Ballard Light Rail may be postponed indefinitely, rather than built as quickly as possible.

Please vote to fund Ballard Light Rail.

Thank you,

Aaron Kahn | 206.227.9542

Real Estate Broker

Windermere Real Estate Midtown

Ben Adams

Hello,

Please support council member Strauss' proposal for light rail to Ballard as it has been promised to the community and would serve to connect Seattle and provide vital public transportation infrastructure to more communities.

Thank you,

Ben Adams

Olga Pogostkin

Hello,

My name is Olga Pogostkin

As a resident of Ballard I have witnessed unfortunately a kill of the monorail to Ballard after pretty much all was designed and real estate for station bought.

We have been waiting for a long time to see light rail to cover this end of Seattle.

It only makes sense to maximize ridership to build a Westlake to Ballard starter line.

Hope for the Ballard starter line decision on may 28th.

Thank you

Olga

Chris McMuldloch

Sound Transit Board,

I am a light rail park and rider from Northgate Station, and a Metro bus D line rider from Crown Hill near where I live.

We have already voted for light rail to Ballard. It should not be delayed any further.

Previously we voted 3 times for a monorail to NW 85th Street. (On the fourth vote it was defeated because someone said it would take too long to pay off - I think this was a bad decision as the line would have been built in 3 years, and the required property was already secured.)

Ballard has one of the highest, or the actual highest number of potential riders of any future light rail destination. We should not expand to any other destinations until Ballard has a station.

We already have a light rail line through Seattle, so I think we should delay putting in a second parallel line until a future time when ridership downtown is so high that a second line is necessary.

Therefore, I support the Dan Strauss proposal to build a Ballard Light Rail Starter line before other destinations, and before a second parallel line is built in downtown Seattle.

Best regards,

Chris McMuldloch

10551 14th Ave NW.

mcmuldloch@comcast.net

[Joe Kunzler](#)

Hi there Sound Transit;

I endorse Boardmember Dan Strauss' plan to roll the hard six as profiled below. I would rather see our regional 2nd tunnel money spent on making the 1 Line more reliable AND SAFE in the Rainier Valley. It's a racial justice issue. It's a secure link spine issue.

One Link tunnel under a *dying* Seattle downtown should be sufficient. If we need a second path, elevate the damn trains like New York City.

[ROLL THE HARD SIX](#) to get the Heidi Wills Station in Ballard built in Heidi's lifetime. If you like your transit and hate Tim Eyman's guts, you "get it" why the name. Period.

Finally sorry I will be speaking virtually Thursday, but I have a schedule conflict. Plus, it's multiple hours from where I live to the Ruth Fisher Boardroom and back. GO SOUND TRANSIT.

Thoughtfully;

Joe A. Kunzler

growlernoise@gmail.com



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[Dan Strauss Restarts Downtown Tunnel Debate on Eve of ST3 Plan Update](#)

An amendment from boardmember Dan Strauss would direct Sound Transit to prioritize a "starter line" between Westlake and Ballard ahead of a new tunnel in Downtown Seattle, flipping the script on Ballard Link. With a vote on Thursday, the timeline to consider such a move will be brief.

By Ryan Packer • 25 May 2026

[View in browser](#)



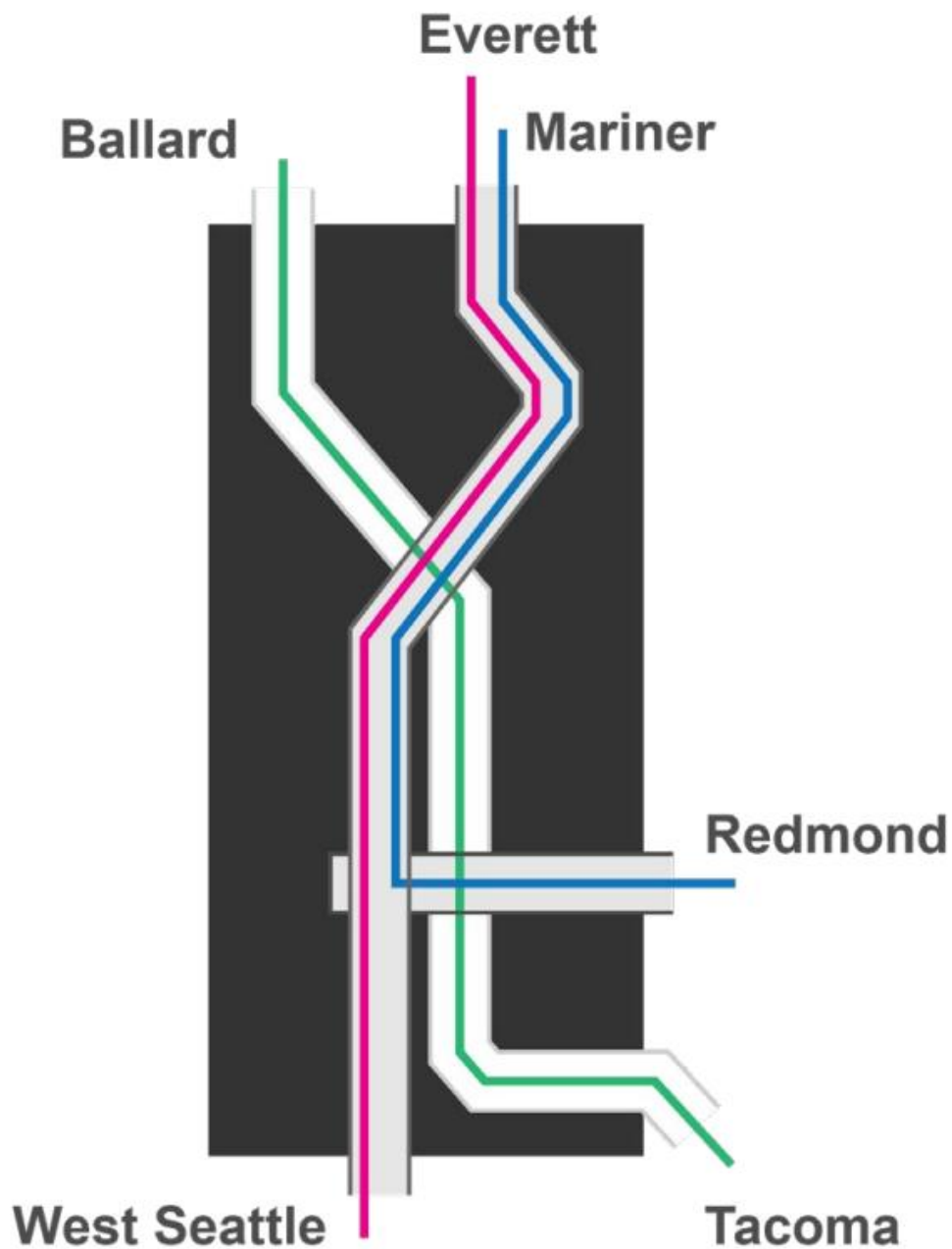
An amendment from board member Dan Strauss would direct Sound Transit to prioritize a "starter line" between Westlake and Ballard ahead of a new tunnel under downtown Seattle, flipping the script on Ballard Link and giving future riders more certainty. (Ryan Packer)

With the Sound Transit board [days away](#) from voting on a update to the Sound Transit 3 plan, a move that is poised to take completion dates for numerous major transit projects off the calendar, Seattle Councilmember Dan Strauss has reignited a conversation about whether funding to build a second light rail tunnel in Downtown Seattle could be shifted elsewhere.

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The [second downtown tunnel](#) is a central part of the ST3 plan, planned to carry riders heading from Tacoma and the Rainier Valley through South Lake Union and onto Ballard. Unlike other transit projects that voters approved in 2016, it's being funded jointly by taxpayers regionwide from Everett to Lakewood and Sammamish – an exception to the longstanding policy tying investments to dollars raised locally in that "subarea" of the region.

The exception had been carved out under the reasoning that the gains in passenger capacity and system redundancy from the second tunnel will improve service for the entire region. Keeping trains on the Ballard-to-Tacoma line out of the strained 1980s transit tunnel used by Sound Transit today will benefit the two other lines. Following expansion projects, the lines slated to operate in the older tunnel will be the Redmond to Mariner line and West Seattle to Everett Station line. Those lines are expected to push the older tunnel near capacity limits.



ST3 Plan

The full ST3 plan calls for a second downtown tunnel through Seattle, carrying riders between Tacoma and Ballard. Prioritizing that tunnel means potential delays in actually reaching Ballard. (Sound Transit) Sound Transit Board Chair Dave Somers' ["Affordable ST3" plan](#) intends to keep the second tunnel on track, while throwing the rest of the Ballard Link Extension into limbo. The entire project would be advanced to full design, but from today's

vantage point, Sound Transit says it doesn't have enough funding to extend the line any further north than Seattle Center.

Furthermore, the agency claims it cannot provide a [projected date](#) when the line would reach Interbay or its planned Ballard terminus at 15th Avenue NW and NW Market Street. "Ballard 2066" has quickly turned into an online meme, as transit advocates speculate in lieu of information from the agency.

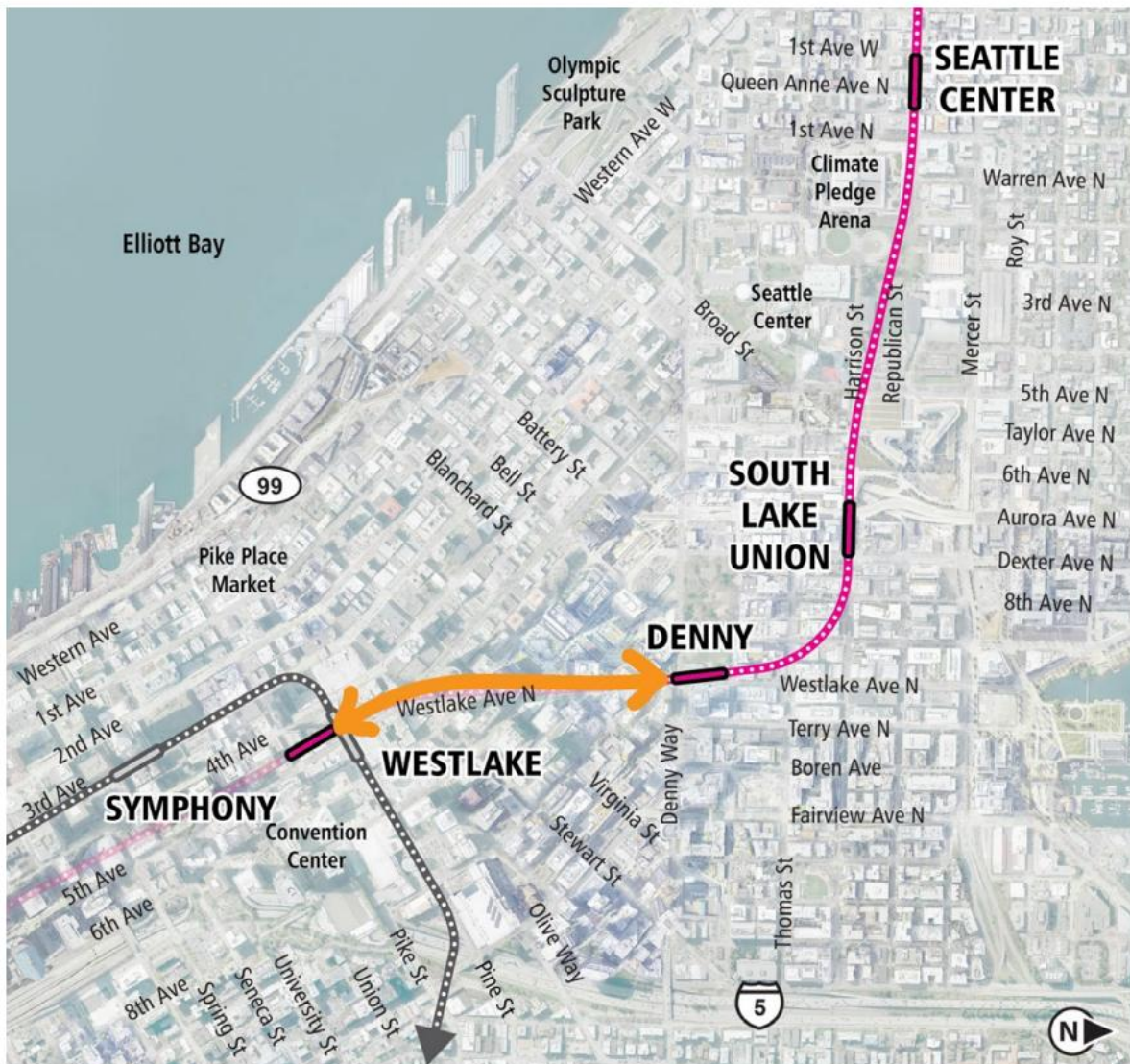
Set to be released Tuesday, Strauss's amendment would shift the dollars Seattle and Shoreline are contributing to the second tunnel further north, essentially flipping the script on Ballard Link. The tunnel would be left with some funding, but not enough to cover the entire estimated cost. Without Sound Transit uncovering additional cost savings (or receiving additional dollars), it couldn't be built as envisioned today.

"This amendment is functionally shifting the North King County dollars that are allocated to the Ballard Link extension from where they are today, which is SoDo to Seattle Center, and reallocating them to Westlake to Ballard," Strauss told *The Urbanist* late last week. "The remaining of the \$7 billion of regional funds would be held constant, status quo, no change there. They would still be allocated to the downtown tunnel."

With a Ballard "starter line" – as Strauss is calling it – Sound Transit would either need to build an independent operations and maintenance facility somewhere between Westlake and Ballard, or find a way to connect to its SoDo maintenance base. That could take the form of [interlining](#) with the existing downtown tunnel, or building a new tunnel that isn't built to carry passengers and could be upgraded with full stations later.

Sound Transit looked at building a Ballard "stub line" late last year, but [set the idea aside](#), with numerous board members contending that it would be too risky to change course. But Strauss, who has been one of the most bombastic among Sound Transit board members in his support for getting all the way to Downtown Ballard, wants to give it another look.

Finding a way to build Ballard Link without the downtown tunnel, Sound Transit's initial analysis found, [could save more than \\$4 billion](#) in 2025 dollars – a number that grows even larger when factoring in inflation. That sum dwarfs other ideas for potential cost savings that have been put on the table so far.



The idea of a Ballard "stub line" was considered and then set aside last year, but Strauss's amendment could revive it. (Sound Transit)

"We want the second tunnel, but there are other ways to connect the metropolitan regional center that is Ballard to the spine of light rail, and that's the goal here, connect Ballard to the spine," Strauss said. "The best-case scenario is we work hard this next year and identify the savings and funding opportunities that allow us to just fully fund the tunnel and just keep going." Since announcing a \$34.5 billion funding gap through 2046 last year, Sound Transit has been working to bring that number down, with the plan Somers released earlier this month narrowing the gap to \$11 to \$13 billion, in part by extending the range of the agency's financial plan to 2052. But that shortfall still leaves much of Ballard Link unfunded, along with the [Graham Street and Boeing Access Road infill stations](#) along the existing 1 Line, and a Sounder S Line

extension to DuPont. The 4 Line between South Kirkland and Issaquah would be pushed to 2050, 34 years after voters gave the green light.

As an area of the region where voters turned out in high numbers to support ST3, Ballard residents have been [loudly crying foul](#) on any recalibration of the plan that leaves out the neighborhood, pointing to the highest ridership projections out of any ST3 project. The agency expects the full SoDo to Ballard line to generate 90,000 to 137,000 daily riders, either boarding or disembarking somewhere between Chinatown International District and Ballard every single day.

That said, Sound Transit expects only 25% of those riders to be using stations north of Seattle Center. The bulk of those other riders would use stations somewhere downtown, where they could potentially use the existing tunnel.



Ballardites have rallied hard behind their future transit connection, pointing to high turnout in 2016 to support the regional transit measure. (Doug Trumm)

"Sound Transit has done a good job of building out a regional network. The fact that you can get from Northgate to Redmond without transferring is a really big deal," Strauss said. "And right now, the only metropolitan regional centers that are not connected to the spine, in this plan – because we're connecting to Everett, and Tacoma – are South Lake Union and Ballard, and this amendment

would ensure that every metropolitan regional center will be connected to our spine, so that no matter what city you live in, in this region, no matter what suburb you live in, you have the ability to access this regional transit system." The timeline for considering this major update ahead of Thursday's final vote has been very condensed, with only a few weeks for Sound Transit board members to provide potential amendments. Somers has pointed to the fact that the agency needs to get West Seattle Link – its only current light rail project [with federal approval](#) – advanced toward construction or risk seeing that approval pulled back. Meanwhile, the environmental review on Ballard Link is months overdue, likely stemming from delays at the Trump-run Federal Transit Administration, which has slowed transit approvals and grants nationwide. Strauss told *The Urbanist* that the short timeline has made it harder to marshal support behind his proposal, though convincing suburban board members to support a proposal that primarily benefits Seattle riders would have always been an uphill battle. And he suggested that it might be better for the board to postpone its vote, spending more time on the potential impact on riders in places like Ballard.

"I think that these are generational decisions," Strauss said. "I don't think we should rush to make generational decisions without more information."

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[Seattle leaders have been urging Sound Transit to provide a date estimating light rail's arrival to Ballard in light of...](#)

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Rachel

Hello,

I really very much am so thankful for the rail from Bellevue to Seattle. But I want a rail to Ballard! I was taking the bus to Ballard the other day, and it took me over an hour from below UW. Due to the beautiful structure of the city surrounded by water, when driving by car we rely on bridges that can easily back up due to traffic, and so many stop lights on the many intersecting roads. I want to be able to use the rail to reduce traffic on roads and make it easier to get between neighborhoods, allowing traffic to be easier on everyone, and more ease of access to businesses and healthcare between communities. Gas and parking garage prices are exorbitant in this already expensive cost of living city, and the rail improves access for everyone!

Please build the Ballard rail in my (soon pls?) lifetime,

Rachel

Heather Borrer

Hello,

I have been a Seattle resident since 2012. I have long been excited to see the growth of new mass transit making Seattle a more accessible city to all. I am aware that on May 28, 2026, you will be voting on a proposal that is unacceptable without a date to Ballard. Despite there not being any legal requirement, you are choosing to jam through this proposal and effectively 'cut' lines. You don't need to pass this proposal to break ground in West Seattle.

I want you to honor the commitments made when the ST3 project was approved by voters (including myself!) in 2016. We were promised light rail to Market St in 2035. Then 2036. Then 2039. Then 2046. And now we have no date for Ballard's light rail completion. Indefinitely delaying rail to Ballard violates a promise made to voters, and makes it unlikely we'll ever see it built in our lifetime.

Instead we are told the Ballard link extension will be built to Seattle Center. That's not even close to Ballard. Close enough is not good enough.

We want you to look for creative, ambitious approaches to rein in skyrocketing construction costs and raise new revenue and provide a date for Ballard.

Nobody is giving Sound Transit kudos for considering opening lines and stations 40 to 50 years after they were approved. It makes the agency look incompetent.

Board members, vote no to this proposal.

Thank you for your consideration.

Best,

Heather Borrer

hrborror@gmail.com

(503-999-1200)

Jeffrey and Louise Davis

We live in Ballard. We have been enthusiastic supporters of our light rail, in part because of your plan to build it out to Ballard. It's time to honor your promise.

Jeffrey and Louise Davis

Dana

Fund Ballard Light Rail Now!!!!

Dana

Joseph Cortese

Hello Board Members,

As a new resident to the Ballard community, I strongly recommend the board consider approving Dan Strauss' Ballard Light Rail Plan. For the locals in the Ballard neighborhood, the Westlake to Ballard Starter Line would allow for significantly easier access to the neighborhood outside of the 2 busses that go along Market Street, helping the businesses and restaurants in the area. It will also allow for significantly easier access outside of the neighborhood to the rest of Seattle, encouraging people like myself to leave the area and explore different parts of Seattle.

For the larger transit system Seattle is in the process of building, the Westlake to Ballard Starter Line would demonstrate the demand to develop a second downtown tunnel. Like other major metropolitan transit systems, the Seattle Light Rail is supported by the many downtown stops that serve as transfer points. The Westlake to Ballard Starter Line would support this set up by connecting to the Westlake station, allowing for transfers to the 1 line for stadium events and airport travel, as well as the 2 line for commuters who work in Bellevue or Redmond. In addition, this option creates a second transit opportunity for access to the Seattle Center and Climate Pledge Arena, the terminus of the current Sound Transit Proposal.

This work would also not be completed in a vacuum. Over the decade or so it would take to complete both the Westlake to Ballard Starter Line and the West Seattle to SODO line, funding opportunities would arise that would allow for the second tunnel to be started, joining up the various lines to meet Sound Transit's final goal of an interconnected system. I am afraid that Sound Transit's current proposal is looking for final perfection when incremental steps will do. As the Westlake to Ballard Starter Line is completed and riders begin using the line, data will be obtained to support refining the system and get funding from investors or a more favorable federal system, rather than exploring a new opportunity with unknown results.

Once again, I strongly encourage the Board of Directors consider approving Dan Strauss' Ballard Light Rail Plan. Thank you for your time.

Joseph Cortese

cortesej96@gmail.com

Cindy Krueger

I strongly encourage the board to reconsider the recommendation to indefinitely postpone the Ballard Light Rail Extension. In the twenty years that I've been a Ballard resident, I've seen density increase by multi-factors and the requirements for parking being limited or erased completely. All with a proposed goal of encouraging residents to use public transportation. Ballard is among the most dense neighborhoods and has little access to light rail. I have personally found it difficult to use the system, as it requires a minimum of a 30 minute bus ride to either the Northgate or Roosevelt Stations. It's time to put our approved monies where we say our values are!

Cindy Krueger

[Bill Hirt](#)

Dear Sound Transit Board,

The meeting agenda raised questions regarding plans for using UW advice in the below post from my blog <http://stopeastlinknow.blogspot.com>

Bill Hirt

The May 28th Sound Transit Board Meeting “Consent Agenda” included the following:

Motion No. M2026-19: Authorizing the chief executive officer to execute a Master Research Agreement with the University of Washington on behalf of its Mobility Innovation Center to perform research across a wide variety of areas and topics to support Sound Transit’s planning, design, construction, operation, and maintenance. – Recommended by the Rider Experience and Operations Committee

Although the statement did not address cost or timeline, it demonstrated that Sound Transit had acknowledged the necessity of collaborating with the university to address public transit issues in the area. It’s something they should have done 10 years ago when Prop 1 funding was approved.

It's not clear what Sound Transit is expecting since the recommendation came from their Rider Experience and Operations Committee rather than their System Expansion Committee. Especially since the Board meeting agenda also listed the following as "Business Item,"

Resolution No. R2026-11: Updating the Sound Transit 3 System Plan to be affordable within available and projected financial capacity.– Requires a supermajority vote

The resolution detailed plans for the foreseeable future as to what Sound Transit deemed was “Affordable with existing resources,” “Construction not currently affordable within existing resources”, and projects to be “Deferred”. Are they asking the UW how to better implement Sound Transit’s updated plan or to propose their own alternatives.

For instance, will Sound Transit be receptive to UW recommending not extending light rail beyond Lynnwood, Federal Way, and from Issaquah to Kirkland. That the cost of extending tracks, buying additional light rail cars and operating them in trains over longer routes will outweigh any benefits.

Especially since the riders added will reduce access for current riders. That money spent on maintenance facilities to service those trains could be better spent adding parking rather than being deferred by Sound Transit.

The bottom line is the UW could provide Sound Transit with valuable advice. The question is whether they will and whether Sound Transit will use it.

Lafcadio Darling

ST Board -

I have resided in Ballard since 2009. We own a home there and have 2 kids in Ballard High School. My wife works in transit/transportation. We love transit and we love Ballard.

Still, I am writing to voice my OPPOSITION to extending ST light rail to Ballard. The costs are prohibitive, the potential disruption to businesses and residents along the planned corridor and on the Ballard Bridge are massive, and it is not a practical solution. Instead, I would urge ST to find a way to provide service from Ballard to its light rail stations. Good, reliable, roadway transit to popular destinations is the key, and it is FAR cheaper than light rail would be.

Thank you,
Lafcadio Darling

Erin O'Brien

Board members,

Ballard is the station that would change my daily life more than any other. Getting to Ballard is one of the hardest trips I make without a car, and every station built makes going car-free more viable — Ballard is one of the last major pieces that would make it genuinely possible for me. That's why I'm asking you to vote no on this proposal on May 28.

The Ballard Link Extension is projected to serve 148,000 daily riders, the most of any expansion project in Sound Transit history, and nearly three times the ridership of the newly opened East Link Extension. This is not a marginal line serving a marginal neighborhood. It is the highest-value project in ST3, and it is being indefinitely shelved.

I want you to honor the commitment voters made in 2016. We were promised light rail to Market Street in 2035. Then 2036. Then 2039. Then 2046. Now we have no date at all. Each delay was presented as temporary. This one feels permanent.

We are also told that the Ballard Link Extension will be built only to Seattle Center. Seattle Center is not Ballard. It is not close enough, and 'close enough' is not what voters approved.

I understand Sound Transit faces a genuine budget crisis. But before indefinitely deferring the highest-ridership project in your portfolio, I'd ask you to take seriously the alternatives on the table. Particularly the proposal to redirect nearly \$11 billion currently allocated to a second downtown tunnel toward actually reaching Ballard. That is a real choice this board can make.

Nobody receives credit for planning infrastructure that takes 40 to 50 years to deliver. This city has been suffering the consequences of underbuilding transit for decades. Please do not exacerbate that by pushing Ballard's light rail into a horizon none of us can see.

At minimum, require Sound Transit to publish a timeline for Ballard under any plan you adopt.

Transparency is the floor, not the ceiling.

Vote no unless this plan includes a funded date for passenger service to Market Street.

Sincerely,
Erin O'Brien

Janis Traven

Dear Meeting Comments and Sound Transit Board Members,

May 28th is my anniversary. That is why I'm not testifying in person.

My married life has been spent with a great guy, and has also coincided with great voter-approved civic visions, plans, votes and taxes for first the Green Line Seattle Monorail Project, and then Sound Transit, ST2 and ST3, then delay and unkept promises from transit.

Please don't ruin the day by endlessly delaying, reducing, or eliminating the Ballard Link Extension. There is nothing reasonable or responsible about failing to deliver reliable transit from downtown to Ballard.

As a Magnolia resident, I haven't been a bystander in this process. I served on ST3's Interbay to Ballard Community Advisory Group, and thoroughly appreciated the seriousness with which ST3 understood the unique emergency access concerns for the Magnolia peninsula, by siting the Dravus Interbay station at 17th Avenue West. It will be a lifeline; the only way on or off of Magnolia otherwise is by bridge. Unlike West Seattle, there is no roadway off, or water access, despite being surrounded by water - the Elliott Bay Marina and Fisherman's Terminal connect with the rest of Seattle by earthquake sensitive elevated bridges.

At the bare minimum, please vote in support of the amendments submitted by Dan Strauss. Better yet, vote to reject the Enterprise Initiative proposal altogether. Since time isn't of the essence to you (except for today's vote), I suggest that you rethink a Ballard spur line, or an automated shorter station/shorter train tunneled plan like the one Scott Kubly presented to you.

Build the damn train. Delay = higher cost. At this rate, ST3 will break ground on an obsolete system in time for my 60th anniversary.

With deep and enduring frustration,

--

Janis Traven
Seattle voter
janistraven@comcast.net

Destinee Evers

Hello,

I am a resident of South Ballard and am writing about the current proposal that would postpone the Ballard Link Extension indefinitely. I strongly oppose this proposal and am asking the Sound Transit Board to uphold the promise made to voters when ST3 was approved.

The Ballard Link Extension is projected to serve more riders than any other extension - including the East Link Extension where we saw so many engaged riders when that extension opened. Over 148,000 daily riders are expected to use the Ballard Link Extension. Failure to build light rail to Ballard with urgency is a generational mistake and is a betrayal of the voters that made ST3 happen in the first place.

There are other solutions that Sound Transit Board should consider before postponing Ballard Link Extension:

1. Prioritize Ballard over the second downtown tunnel
2. Adjust Sound Transit's policy and work with legislators to permit longer-term bonds
3. Get aggressive about cost-saving measures AND revenue streams—what has Sound Transit Board done to innovate?

ST3 was passed by overwhelming support in the north side of Seattle, including Ballard. The voters here expect Sound Transit Board to uphold the promise of ST3, and we've already seen projects postponed for years and years. Now is the time to act, and anything less than full support and priority of Ballard Link Extension is a betrayal to voters.

Thank you,
Destinee Evers
Seattle, WA

Washington Nightlife and Music Association

Do Not Leave Ballard Behind

Dear Chair and Members of the Sound Transit Board,

On behalf of the Washington Nightlife and Music Association (WANMA), alongside independent music venues, small businesses, hospitality workers, artists, and community stakeholders across Ballard, we urge Sound Transit to honor the voter-approved vision of the Ballard Link Extension and reject any proposal that indefinitely delays light rail service to Ballard.

The businesses and cultural institutions that make Ballard one of Seattle's most vibrant neighborhoods depend on accessible, reliable transit infrastructure. The proposed approach (funding rail only to Seattle Center while leaving the Seattle Center-to-Ballard segment without a clear construction path or timeline), risks undermining not only the future of Ballard, but public trust in the promises made to voters through ST3.

Ballard is not a future consideration. It is already one of Seattle's most active economic and cultural districts. Independent venues including Conor Byrne Cooperative, Tractor Tavern, and Sunset Tavern serve as anchors for live music, nightlife, tourism, and small business activity that generates economic impact far beyond our neighborhood. Restaurants, bars, retail shops, music workers, production crews, and hospitality staff all rely on transportation systems that allow workers and audiences to move safely and efficiently throughout the city.

Leaving Ballard out of the buildout plan would disproportionately impact workers, audiences, and small businesses at a time when independent venues and nightlife districts continue to face extraordinary economic pressures. It would also weaken one of the region's strongest opportunities to connect dense residential neighborhoods, arts and cultural corridors, and major employment centers through sustainable transit.

We appreciate Councilmember Dan Strauss for advocating for amendments that would keep the Ballard Link Extension moving forward, including prioritizing a Ballard Starter Line and demanding greater transparency around timelines and financing. Voters approved Ballard light rail nearly a decade ago because they understood the long-term value of investing in connected, accessible neighborhoods. That commitment should not now be deferred indefinitely.

Ballard's projected ridership numbers demonstrate that this is not a fringe or secondary investment. It is a critical regional mobility project with significant economic, environmental, and community benefits.

As representatives of Seattle's music, nightlife, and small business communities, we ask Sound Transit to:

- Commit to a clear and actionable path to complete the Ballard Link Extension
- Provide transparent timelines and funding strategies for the Ballard segment
- Prioritize investments that directly connect residents and riders to neighborhoods with demonstrated transit demand

- Recognize the economic and cultural importance of Ballard's independent business and arts ecosystem

Seattle's music venues, nightlife businesses, and cultural organizations are essential infrastructure for this city. Transit infrastructure should support -not bypass- the communities that make Seattle vibrant, economically resilient, and culturally relevant.

We urge you to keep Ballard in the plan.

Sincerely,

Washington Nightlife and Music Association (WANMA)

Supporting Businesses and Organizations Include:

Conor Byrne Cooperative

Tractor Tavern

Sunset Tavern

Amitava Bhattacharyya

Dear Council,

Build the train to Ballard, with Magnolia stations.

Amitava Bhattacharyya

Peter Bryan

Please build the train to Ballard.with Magnolia stations The Dravus stops represents the only walkable way to exit Magnolia in the event of a bridge closure.

Kind regards,

Peter Bryan // cell: +1 206 713 2747

Alex Miner

Hello,

I am a Ballard resident and I can't stress enough the importance of keeping a date on the schedule for the construction of a light rail connection to this neighborhood. We paid for this project with our tax dollars and to put it off indefinitely is to go against a promise.

Ballard is a large, dense neighborhood that is underserved by public transportation. Buses to and from the area are too infrequent and unreliable, and they go to too few places in the city. The nearest light rail stations in Northgate, Roosevelt, and the U District are quite far and require navigating around Green Lake to access, adding to traffic that already chokes the east-west corridors of north Seattle. Furthermore, the increasing density of Ballard and increasing dearth of viable roadways and parking will create an untenable situation over the next decade without a mass transit solution.

I urge the Sound Transit Board to do the right thing and keep Ballard on the map!

Alex Miner

Maggie Fimia

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

Hello,

Could you please include this attachment in the May 28th packet for Board Members?
Let us know if I need to do anything further or if you have any questions.

Thank you in advance.

Maggie Fimia

A Citizen's Toolkit, For Repairing or Building a Democracy

<https://maggiefimia.com>

<https://www.linkedin.com/in/margaret-maggie-fimia-094444/>

<https://www.facebook.com/profile.php?id=100084914897899>

Smarter Transit

<https://smartertransit.org>

4665 240th St. SW

Mountlake Terrace WA 98043

mfimia@zipcon.com

206 380 9662 cell

Will Knedlik

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

Ms. Flores:

Thank you for taking my telephone call this morning, and for updating me regarding current agency practices available to provide a document for Board members, prior to my video testimony at their meeting tomorrow, about Sound Transit's legal commitment to reduce its sales-taxation rate -- "from 0.9% to 0.4% in 2038" -- as a core element of its efforts to avoid a ballot-title revision that had been proposed to Judge John Erlick to identify the ST2 proposal's full costs over time to every district voter before the 2008 General Election.

Attached please find a PDF of Brian McCartan's sworn Declaration, *qua* CFO, on behalf of the agency, and under all penalties of perjury, on September 8, 2008, with yellow highlighting to so focus upon Sound Transit's multiple commitments to the court, on his oath, which document identifies the King County Superior Court file from which it was copied for me by the Clerk's Office recently.

As my oral testimony shall indicate more fully, within the time afforded by the Board, I believe it to be essential that the Board's forthcoming revenue decisions, for its current system plans, comply fully with the agency CFO's sworn Declaration to the judge presiding over the process whereby all legal authority to raise agency sales taxes was obtained, since failure to do so would constitute a fraud not merely on every citizen enabling its taxes, based upon its commitment to a partial tax rollback, but also on the court allowing the election, based upon Mr. McCartan's sworn testimony.

Thanking you for your courtesies, again, I remain,
Will Knedlik

Nick Burlingame

Hello,

I would like to request all those voting tomorrow that they reconsider cutting the Ballard Station from the Light Rail Plans. As a person living in North Queen Anne/Interbay, I would use the Light Rail multiple times per week if this incredibly convenient station location was developed. Please vote no to cutting the Ballard Light Rail Station and help make the Light Rail a Seattle Wonder!

Thanks for reading,

-Nick Burlingame

Craig Carney

Sound Transit Board of Directors,

Please honor the 2016 voter approved ST3 and build the train to Ballard, with Magnolia stations. This link provides a vital connection for those who live in Magnolia, Queen Anne, and Ballard. It is also needed to connect the cruise industry docks in Interbay.

Regards,

Craig Carney, AIA, ADU Specialist
Architect - Director of Residential

CLARK / BARNES

1401 West Garfield Street, Seattle, WA 98119
O (206) 782-8208 | D (206) 259-2609
www.clarkbarnes.com

Luke Benoy

Delete this and above header if necessary To the South Transit Board and others,

My name is Luke, and I am a resident of the Columbia City neighborhood here in Seattle. I currently live at 3000 S Alaska St, right next to the Columbia City station. I am an vocal supporter of the Link (Lines 1 and 2!) and I am writing to comment about the possible closure of the Graham St. Station. For two years when I rode the link exclusively as my transport, I was often riding the link between Columbia City and Othello for groceries primarily. While I now mostly utilize a car for transit, it would be a failure of the Transit Board to cancel the Graham St. Station.

This neighborhood is diverse, working class, and readily uses transportation and will continue to do so with this new station. Even before looking into the area with a Maps app, I knew that this area features several restaurants and grocery stores that are important to our AAPI community in South Seattle. However, I found that in the immediate vicinity of this proposed stop are several parks and playfields, various religious grounds, and what I find is immensely important to those who rely on transit often - the Rainier Community Services Office. I have not needed to use this office, but I know the services that they provide would be vital to the folks who would utilize public transport the most. Working class families and those going through hardships would greatly benefit from the ease of access to this office, and I would hope that the Transit Board sees Graham St. Station as necessary because of this. Expanding the light rail here provides transit users a safe and reliable transit choice. The buses that follow the Link ride, while also beneficial, do not provide the same Transit Security presence or speed of service, and it is vital to build Graham St. Station.

Public transit is an essential entity in the combat of climate change, an essential entity in the growth of Seattle's rapidly and ever increasing infrastructure, and an essential entity in providing access to transport to those Seattleites who need it through their income status or disability status. Expanding Graham St. Station is vital to the continued growth of Seattle's south side, and it must not be cancelled. I call upon this South Transit Board to approve the Graham St. Station, and break the cycle of underinvestment in South Seattle - the people of south Seattle need the investment if they are to continue to grow. Thank you so much, and I hope that you choose the right choice. A diverse and important community needs you to make the right choice.

Your neighbor on the Link,
Luke Benoy

Claire Farrington

Sound Transit Board,

As a resident of north Seattle, I implore you to fund light rail to Ballard. As the fastest growing neighborhood in the city and new regional center, Ballard and the surrounding communities require public transportation now and into the future. Light rail to this area is critical infrastructure to support growth. Without this investment, we can expect increased traffic, poorer air quality, and a breakdown of trust between community members and our local officials. Please make the wise decision and fund light rail to Ballard. Thank you.

Claire Farrington

--

Claire Farrington

She/Her/Hers

cburkefarrington@gmail.com

M | (541) 852-1379

Jake London

Hello:

My name is Jake London. I live in Beacon Hill, about 10 minutes walk to Beacon Hill Station. I'm writing about the importance of the proposed Graham Street Station.

I think it would be a big mistake not to get this station built as soon as possible. Honestly, I can't understand why this station wasn't built when the rest of the 1 line was built through the Rainier Valley. It's a real shame that the commercial area near Graham St and MLK is not more easily accessible by Link. For example, I love going to that area for Banh Mi, as three of the better Banh Mi places in Seattle are situated near there.

I also have friends who live in that neighborhood, near Graham Street. Their access to Link is currently not nearly as good as it could be. There's also a significant Buddhist Temple on Graham Street near MLK. It's a shame it isn't more easily accessible by Link.

The area around Graham Street Station is also well situated for Transit Oriented Development, as it's quite similar to the area by Othello Street, which seems like one of the better examples of TDO that I've seen. A Graham Street Station would also make the Safeway near Othello Street Station more transit accessible to more people, perhaps making the area around Graham Street a better place for Seniors to live.

The distance between Othello Station and Columbia City Station is among the longest on the Seattle Link line. It's a bit like the situation in North Seattle with Northgate and 145th Street Stations. That's a big gap, which is why building N. 130th Station makes sense. The same is true of Graham Street.

So many people are stuck in between. I have friends in Haller Lake, and the 130th Street station will cut almost 10 minutes from their walk to the station, making it a 20 minute walk vs. a walk that is close to 30 minutes.

Similarly, I have a retired friend in Hillman City whose current walk to the Columbia City Station is 20 minutes (much of it uphill on the return walk from the station). A Graham Street station would cut that walk to about 13 minutes and it would also be flatter.

That may not seem like a lot, but my experience has been that every five minutes further away one is from a Link station, the higher the likelihood is that you won't use it regularly.

I suspect there are many people in Mid Beacon Hill, Hillman City, Seward Park, etc. with similar stories to tell.

I hope you folks do the right thing for Seattle's South End and build this station.

Best,

Jake London

Logan Jacobson

Dear Board,

My name is Logan Jacobson and I live in South Beacon Hill near Graham Street for over a decade. The light rail is used regularly by my family and I to travel throughout Seattle to attend events, visit restaurants and go to work. Adding a stop near Graham Street would be impactful not only to my family to have close access to the light rail but also the community around with so many new housing developments opening up it would allow Seattle residents to use the light rail instead of deciding to drive.

Sincerely,

Logan Jacobson

Geraldine Chambers

I wish to express my support for maintaining the Graham Street station for light rail. We in the South End are grateful to have access to light rail and this makes it more accessible to more people who may have mobility issues and may not have vehicles.

Thank you.

Geraldine Chambers
9251 39th Ave S
Seattle, WA 98118

Brian Zumeta

Hello:

I am writing to ask you to support a plan that retains Graham Street Station. This relatively modestly priced station will be a great transit benefit to one of the region's most diverse areas serving over 4,000 riders per day, fulfills a longstanding promise to its community, and helps mitigate some of the harms the area has endured as the home to the value-engineered first segment of the light rail system we now enjoy (and scramble for more of). I understand budget issues must be grappled with and tough decisions made, but Graham Street Station is not the right tradeoff.

Thank you,

Brian Zumeta
Seattle, WA 98118

Evan McLaughlin

Hello.

The fact that chopping the Ballard Line from our voter-approved ST3 package even crossed a single board member's mind is an embarrassment to voters, urbanism, and our city as a whole. Every time we get a shot at becoming a real city and not a dithering NIMBY pit of despair, we whiff it harder than the M's in the playoffs.

You all went along with delay after delay, knowing full well that it would spike the cost of building this invaluable piece of infrastructure, the Link extension with the highest projected ridership in the entire ST3 package, and now your "we've tried nothing and we're out of ideas" solution is to axe it entirely?

Get it together. Get creative, and give the voters of Seattle what we've approved.

Vote NO on indefinitely delaying the Ballard Light Rail line, and stop embarrassing us.

Sincerely,

Evan McLaughlin

Lori Tyler

To The Sound Transit Board,

I am writing to you regarding the West Seattle Link Extension.

STOP THE BLEEDING of taxpayer dollars!!!

We didn't vote for this!

This project is beyond being over budget and beyond the original timeline of when it's supposed to be completed.

Quit wasting our time, money, energy and putting businesses out of business where you 'thought' the tracks were going to go!

Sincerely,

Lori Tyler
3741 Belvidere Avenue SW
Seattle, WA 98126

Colleen Webb

Hello,

I strongly support the Ballard light rail extension. I believe this extension will be beneficial for many local businesses and allow for easy connections between two major Seattle neighborhoods.

Ballard is an amazing area of Seattle and delaying the light rail will perpetuate it's access problems.

Please vote to keep the Ballard extension alive.

Best,

Colleen Webb

Tim Hams

Hello,

I'd like to comment and share my gratitude and support of Substitute Resolution No. R2026-11, especially the line item to add more Sounder South service.

https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/ActiveDocuments/Substitute%20Resolution%20R2026-11.pdf

As a frequent commuter on this route, I know more service will help many commuters and personal travelers by providing more flexibility and reliable options for getting to and from Seattle. Reduced traffic congestion, less SOV travel and greenhouse emissions are other added benefits, among many other positive outcomes, that this increased service could bring.

I appreciate your consideration and hope these plans will be funded.

Best,

Tim Hams

tshams83@gmail.com

Elli Armantrout

Hi,

It's extremely important to my family and I that the city builds the train to Ballard, and with Magnolia stations. I'd like to raise my kids on utilizing public transit and these neighborhoods are priority destinations for our household considering grandparents and schools.

Thank you,

Elli Armantrout

Hannah Stockwell

Hello Sound Transit Board Members,

My name is Hannah Stockwell and I'm a proud resident of Ballard for over 5 years, Seattle for 7. I write to you to urge you to fund the Ballard Link Expansion.

1. There is a budget shortfall.
2. Sound Transit promised light rail to Ballard voters in 2016.
3. Ballard Link Extension ridership is **estimated to serve 148,000 people DAILY, with more likely as Ballard has been upzoned since this estimate**

Yes, all of the above are true. But, If Sound Transit's proposal does not include **continuous light rail service to Westlake via SLU from Ballard**, it is unacceptable. People should not have to transfer to get from Ballard to Westlake. This neighborhood has been called an "island" for how disconnected it is and yet, it has been upzoned multiple times with the expectation that light rail service would benefit residents for generations to come. We are a bustling, walkable, commuter neighborhood that needs fast, convenient, safe, and reliable connections via rail to downtown. Full stop. Kicking this rock down the road is only going to make things harder, more expensive, and make transit in and out of Ballard even messier in years to come.

I turned 30 this year. I always joked that I would be so excited to ride the light rail at age 45. It is truly painful to think of it taking that long, and now you're saying it could be indefinitely longer?

UNACCEPTABLE!

PLEASE get creative and make it happen. Residents in Ballard and beyond OVERWHELMINGLY WANT THIS. Ballard needs to be prioritized in your proposal.

Thank you for your time,

Hannah Stockwell

P.S. If people can figure out how to build a subway underneath the Colosseum (a global historical treasure) in 20 years, it sure shouldn't take as long to build something to Ballard.

--

Hannah Stockwell

stockwellhan@gmail.com

715-338-9517

Seattle, WA

Rachel Bianchi

Thank you, Ariel. Attached please find a letter from Sammamish City Manager Scott MacColl regarding the North Sammamish Park and Ride. We are respectfully asking that you share this with the Board.

Best,

Rachel

Rachel Bianchi

Deputy City Manager | City of Sammamish
801 228th Ave SE, Sammamish WA 98075
(c) 206.735.2289



Laura Finkelstein

Remind me to ask you to consider alternative types of lines and trains in order to save service to Ballard, Graham Street and other unfunded portions of S3.

I'm asking you to be open-minded about using different types of trains between Ballard to West Seattle that will require a smaller stations and shorter trains and shallower tunnels if needed.

Optionally to just build from Ballard to Westlake instead of a second tunnel again with options of different types of trains to make it a simpler build.

We've been paying for light rail for years and years, and do not benefit on the west side. I live in Interbay and I've been ignored always. Please do not forsake the people on this part of the city.

BE FLEXIBLE

thank you
Laura Finkelstein

Katrina Hoch

hello, I am Seattle resident and writing to voice my strong request that the council vote down the plan that puts off Ballard rail until an indefinite time in the future. Please vote down the Somers plan, Unless the amendments offered by council member Strauss and Mayor Wilson are accepted. I live in Greenwood and for me and many other residents all over the northwest of our city, the Ballard rail station would be our connection to the rest of the city. It takes me an hour to an hour and a half to get anywhere else in the city outside of my own neighborhood by bus. This is unacceptable. Seattle is a city of innovation and art and invention. There are trained transportation professionals offering solutions such as an automated rail line, that would make it faster and cheaper. There is no excuse for not building ballard rail. If you can move money around the way you have been, there is a way to figure out how to do Ballard rail. It is really ugly and tacky that you are pitting different regions against each other, cutting some lines and not others. They were all promised, we have been paying for them, we voted for them, you need to build them. This can be done through some combination of building more cheaply and raising more revenue.

Katrina Hoch, PhD, MS, RD
206-939-9406
katrinahoch@gmail.com

Zack Kearnan

Hello,

I am writing in support of the Ballard Link Extension. The Ballard Link Extension is essential to Ballard and all of northern Seattle. Please prioritize this project as it will serve a high projected number of riders and will add crucial (and currently lacking) east/west infrastructure that will connect the city in a meaningful way.

Thank you,
Zack Kearnan

Owner
Balance Solar LLC
zkearnan@balancesolarpower.com
www.balancesolarpower.com

Erica Piazza

Hello!

As a resident of Ballard, I am writing in support of the build of the Ballard Link Expansion to Ballard. This is an important investment for the future of the neighborhood, accessibility, and to join in the efforts against climate change by offering more public transit options, not to mention alleviate congestion in the city.

Thank you!

Erica Piazza

Nancy Silberg

Nancy Silberg

Written Public Comment for May 28 Sound Transit Board of Directors meeting

My name is Nancy Silberg. I live in the Ballard neighborhood in Seattle. I voted for ST3 in 2016 when Sound Transit promised to extend light rail to Ballard. Ballard Link Extension is projected to serve as many as 148,000 daily riders, the most of any expansion project in Sound Transit history. I am writing to you to urge you to support expansion of light rail to Ballard. Specifically, I am urging you to support three amendments to Resolution #R2026-11 that I understand will be proposed at your May 28 meeting. I am asking you to:

- 1. VOTE FOR THE AMENDMENT TO PRIORITIZE BUILDING LIGHT RAIL TO BALLARD.** Ballard has more projected riders than any expansion project in Sound Transit history. Access for riders is more important than spending \$11 billion to build a second downtown tunnel. Ballard expansion should be the priority.
- 2. VOTE FOR THE AMENDMENT TO IMPROVE SOUND TRANSIT'S FINANCIAL TOOLS.** Sound Transit could use more of its legal debt capacity. I understand this amendment proposes commonsense adjustments to the debt capacity limit that would make a huge difference. Plus Sound Transit can work with Olympia to pass legislation to allow Sound Transit to take out longer-term bonds.
- 3. VOTE FOR THE AMENDMENT THAT PROVIDES TIMELINES FOR BALLARD EXPANSION.** Other communities have timelines for expansion to their communities. Ballard deserves the same consideration.

With the above changes in place, Ballard light rail will be back on track. Thank you.

[Lisa Mullin](#)

Dear Sound Transit Board Members,

I am writing to express my strong support for advancing light rail service to Ballard.

Ballard has experienced significant and sustained growth, driven in large part by intentional zoning changes that encourage density. In 2019, Seattle upzoned 27 neighborhoods—including areas of Ballard and Crown Hill—allowing taller buildings, converting single-family zones to multifamily, and expanding mixed-use development along key corridors like 15th Ave NW.

More recently, the City's Comprehensive Plan update continues this trajectory, proposing additional zoning changes that expand housing capacity in Ballard through lowrise and midrise multifamily development (generally 3–8 stories), particularly along frequent transit corridors.

At a citywide level, Seattle's updated growth strategy is designed to add capacity for **over 330,000 new housing units**, more than doubling existing capacity to accommodate continued population growth. Ballard—identified as an urban center—is expected to absorb a meaningful share of this growth.

However, infrastructure has not kept pace. As density increases, roadway expansion is not a viable solution, and existing transit options are already strained. Light rail is the only high-capacity, reliable investment that can effectively support this level of growth.

If the City continues to encourage density in Ballard—as it has through successive zoning changes—it must also provide the transit infrastructure necessary to support it. Light rail is essential to:

- Move a growing population efficiently
- Reduce congestion on already constrained corridors
- Support sustainable, transit-oriented development

Without this investment, the gap between housing growth and transportation capacity will continue to widen.

I urge the Board to prioritize and move forward with Ballard light rail as a critical investment aligned with Seattle's housing and growth policies.

Thank you for your consideration.

Sincerely,

Lisa Mullin

Steve Zielke

Hello,

My name is Steve Zielke. My wife and I live in Columbia City, where we ride the light rail as a frequent means of work commuting, getting to downtown, the gym, affordably to the airport, and for entertainment or cultural events. For us, it is a valuable transportation option, and we feel fortunate to live within walking distance of the station.

However, we are also financially fortunate enough to own cars, and do not exclusively rely on public transit. Yet we understand that for our less fortunate neighbors, public transit is the only option, and a necessity. That is why I am writing in support of the Graham St. Station, because I know from living in close proximity to the neighborhood that it not one of Seattle's most affluent places. The public harm that would be experienced by cancelling the station project is out of proportion to the very small amount of money that would be saved. Given the size of the Sound Transit budget shortfall, it seems more appropriate to cancel projects whose magnitude more closely corresponds to the amount missing - even if this means delaying or cancelling major expansions and new routes to Ballard or West Seattle - communities that have much more affluence than Graham Street.

Sound Transit has already short changed our South Seattle community by placing a less efficient and more dangerous at grade track system in a community of color. The traffic delays and pedestrian fatalities are inexcusable and show how little Sound Transit really cares about quality of life in diverse communities. Do not add insult to injury by cancelling this promised vital neighborhood station. Public transit should not just be for property developers, middle class commuters, and affluent neighborhoods. Please make it work better for the South end, by moving ahead with the Graham St. station.

Sincerely,

Steve Zielke

Christi Beckley

Dear Sound Transit Board of Directors,

My name is Christi Beckley. I live and work in North Seattle, and I'm writing in strong support of completing the Ballard light rail extension as originally planned under ST3.

Ballard is Seattle's fastest-growing neighborhood, and the city's comprehensive plan directs more density there than almost anywhere else in the region. Northwest Seattle is simultaneously one of the most transit-isolated parts of the city — constrained by geography, inadequate cross-town bus access, and streets already at capacity. The communities counting on this line have no equivalent alternative.

A truncated solution ending at Seattle Center would terminate at exactly the wrong place. Anyone who has been near a Kraken or Seahawks event knows what those streets look like. Ending light rail there doesn't relieve that pressure — it concentrates it, without solving the connectivity problem that the full extension was designed to address.

The investments in anticipation of this line have already been made. The City of Seattle has upgraded infrastructure along 15th Avenue NW, along Leary, and at the Interbay interchange (including our growing sports complexes!)

Residents, businesses, and developers — including me — have made significant real estate and capital commitments based on the planned alignment. These aren't speculative bets on a distant future; they are decisions already in motion, made in good faith based on the ST3 commitment.

I am genuinely heartened that the board has found a path to Seattle Center. That reflects real problem-solving. Rather than a traffic disaster in the making, I urge you not to let that become the finish line. The ST3 vote was a promise to the region. Northwest Seattle held up its end. Please complete the plan to Ballard.

Thank you for your service and for considering this comment.

Christi Beckley
Director, Phinney Neighborhood Association
Resident, Magnolia/Interbay

Brian Kaku

Dear Sound Transit Board of Directors,

I strongly urge you to support member Dan Strauss's amendments to ensure light rail service to Ballard. Given the strong support for Light Rail in Ballard along with the ridership projections that dwarf other future segments, it does not make sense to cut development to Ballard.

Please vote yes on all 3 of the proposals:

- 1) Prioritize building to Ballard
- 2) Improve Sound Transit's financial tools
- 3) Provide timelines for Ballard

Thank you for your consideration.

Sincerely,

Brian Kaku

Seattle

Eunice

Hello,

My name is Eunice How and I am a resident of Hillman City. The Graham street light rail would greatly improve my life and the lives of my neighbors. Currently, I'm about 1 mile from a light rail station, which limits my accessibility to downtown, the airport, etc. I was happy to vote in 2016 for the package that included this station. Please, save Graham Street station.

Sincerely,

Eunice

Zsafia Pasztor

Good evening Everyone,

I live in Everett WA.

Myself and my family has been contributing toward the cost of the light rail and we want to see the spine of the system delivered on time with exploring funding opportunities to also add expansions to it. Fullfil the promises. Thank you,

COL Zsafia Pasztor CPH, EPC
Pronounced: Zsho-fi-a Pas-tor
She/Her/Hers

Colonel COL (O-6)
Intelligence and Security Director (G2)
Operations, Plans and Training Director (G3)
State of Emergency Command (SOECOM)
United States Volunteers Joint Services Command
United States Army Volunteers Reserve (USAVR)
www.usvjsc.org

Arborist
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Landscape Designer
Certified Permaculture Designer
Certified LID Consultant & Designer
Certified Commercial Urban Agriculturist

Author: Rain Gardens for the Pacific Northwest
TEDx Presenter: <https://www.youtube.com/watch?v=OcNP1NYbDnQ>

425-210-5541

"We are the ones we've been waiting for."
The Elders, Hopi Nation, Oraibi Arizona

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M. Wood

I am writing to express my full support of the recommendations/amendments proposed by Sound Transit member, Dan Strauss. Voters approved funding for Sound Transit top include building a link to Ballard. Do not neglect this commitment to build a line connecting Westlake to Ballard, and please make this a priority. Residents of Ballard want to see the Sound Transit Board honor this commitment and establish a clear time-line for accomplishing this in the near future

Thank you,
M. Wood

Kristin and Steven Beaulieu

Dear Sound Transit board,

My husband and I ask you to please support Ballard Light Rail. We voted for the monorail and use the bus regularly. We also drive over to Roosevelt to catch the light rail into town for sporting events and would much prefer to have this opportunity from our home in Ballard.

Thank you,

Kristin & Steven Beaulieu

Cailyn

To Whom it May Concern,

I want you to honor the commitments made when the ST3 project was approved by voters in 2016. We were promised light rail to Market St in 2035. Then 2036. Then 2039. Then 2046. And now we have no date for Ballard's light rail completion. Indefinitely delaying rail to Ballard violates a promise made to voters, and makes it unlikely we'll ever see it built in our lifetime.

Instead we are told the Ballard link extension will be built to Seattle Center. That's not even close to Ballard. Close enough is not good enough.

We want you to look for creative, ambitious approaches to rein in skyrocketing construction costs and raise new revenue and provide a date for Ballard.

Nobody is giving Sound Transit kudos for considering opening lines and stations 40 to 50 years after they were approved. It makes the agency look incompetent.

Board members, vote no to this proposal.

With Regards,

Cailyn

Stephanie Bertges

Every area light rail reaches on both the east and west side of Lake Washington has benefited greatly from the easy travel access it provides. Turning your backs on an area so densely populated as Ballard would mean depriving a busy, vibrant area of our city of these benefits. Our regional transit is obligated to get people quickly to work and recreation; keeping this promise that was made is crucial to the well-being of the tax-paying residents and businesses of Ballard. Less cars on the road, less congestion during peak hours, a safe form of transit for young and old: Ballard both needs and deserves this benefit.

Thank you,
Stephanie Bertges

Vlad

Hello

We have been waiting for a long time to see light rail to cover the Ballard area. I say Yes to Ballard light rail line

Thanks

Vlad

Dave Boyd

Sound Transit Board Members,

I am writing to urge you to do everything possible to live up to the promise to me and the tens of thousands in Ballard and other NW Seattle neighborhoods to extend light rail to Ballard, projected to have the highest ridership of any ST3 segment. We have voted overwhelmingly for ST3, paid our RTA taxes and accepted some of the fastest growth in the region. To push construction of this line to a future ballot measure in unconscionable and unacceptable.

I've been working on improving transit in Ballard off and on for over 30 years, along with working to create the conditions for viable high-capacity transit - denser, more walkable urban cores with a healthy mix of commercial, residential and industrial development. I've also seen reductions in bus service in my part of Ballard, with the promise of better connections to a future light rail station. We've been paying for that service, and waiting patiently for it to come to fruition, if not in our lifetimes, at least for our kids.

Pairing the Ballard extension with the second downtown tunnel creates an unfair burden on that segment. I fully support the proposal to prioritize construction of the Westlake to Ballard segment over the second downtown tunnel, if necessary, to make this critical connection. While the second downtown tunnel may be needed for future growth, it doesn't expand the area served by light rail and should stand on its own in the prioritization process.

While I'm loathe to pit Ballard against other communities in the region, I think it also should be prioritized over those that already have functional commuter rail service.

I urge the board to also look more creatively at funding mechanisms to allow for more substantial completion of the promised ST3 package, including modest increases to the available debt capacity and working with the State legislature to allow longer term bonds.

Finally, give us a projected date for completion of the Ballard extension. Including design funding was a step in the right direction, but not enough. We don't need high-end stations - we've been building a high-end station area and will continue to do so - and we can be patient. But please don't leave us in the dark, with no timeline for a connection to the network.

Still waiting,

Dave Boyd

Kyle Sullivan

Board members,

I am still frustrated with the Enterprise Initiative. The timeline and scoping of this program seem to make it impossible to get a true solution that we can all agree with. More design work is needed for these costs and timelines to feel real. At the same time, the System Plan update comes with a lot of bad news, undermining public support. The resolution bends over backwards to say how Sound Transit is going to find ways to make all these costs and timelines better. While I believe we can improve in the future, I don't think most of the public will be so kind. I wish we were much further along in design so these discussions could have more substance.

That being said, the slate of proposed amendments do have a lot of positive changes.

I support amendments 2, 3, and 4. We need to make major changes to improve project outlooks rather than cutting at the margins. And we need to break this cycle of budget crises by changing how we do long range planning. When ST4 goes to the ballot sometime in the future, we need to do better than "lines on a map".

I **do not** support amendment 6 for a simple reason: one hundred million dollars for a 700 space parking garage is an eye-watering **\$142,857 per parking stall**. A Stride bus will have about 80 seats, so the parking is only the equivalent of 9 bus-loads of people.

I'm also very skeptical of amendment 5 and 7 for the same reason. I don't see how we can base a regional transit network on parking garages. It simply takes too much money and too much space. Each parking garage at a station also means fewer homes, shops and businesses within easy walking range. This reduces the value of the station.

I strongly support amendment 8. Graham Street deserves to finally get its station, and there are ample opportunities to save costs.

I support amendment 9 because like Graham Street, this station has been kicked down the road for long enough. Further delays will escalate costs.

I support amendment 10. I hope we don't need to use an additional ballot measure but it's important to keep all options on the table.

I emphatically support amendment 11. We need to consider truly innovative changes to the Ballard extension (and other ST3 projects) if we want to truly bring down costs and timelines. The current parameters for Link Light Rail don't leave us with many options to bring down costs (i.e. long station boxes, 4 minute headways at best).

I support amendment 12. All projects should have dates, even if the intent is to improve these dates over time. If we can't have a date, then this whole process seems premature.

I don't support amendment 13. While I appreciate the innovative approach, it sounds like a nightmare from an operations and maintenance perspective. Trains serving this route would be disconnected from any operations and maintenance facility. Speaking from my personal experience, a ton of equipment is needed for both scheduled and unplanned maintenance. I don't think it's realistic to make a temporary maintenance facility with all of the necessary tools, nor does it seem realistic to somehow transport LRVs from Ballard to the Central OMF for maintenance. The East Link Starter Line wouldn't have made sense if we had to ship the LRVs back to SoDo for maintenance.

Build the damn trains!

Kyle Sullivan

KCM Rail Electromechanic

Kirkland

Nathan Antonio

Dear Directors,

Please prioritize building the Graham Street Station. This is the single most important incomplete station in the Link system. There is a disproportionately large number of low income older adults, families, and others who would benefit enormously from the opportunities that they could access with service at this station. Further, many years of preparation and other investments in the neighborhood have already been made in anticipation of the station. Failing to put Graham Street Station on a secure path to fruition would be the single most wasteful and inequitable thing that you could do among the decisions you must make to resolve funding gaps. Please do the right thing.

Nathan Antonio (he/him)

nathan.antonio@gmail.com

509-731-5583

Emily McComb

It is disheartening to see promised projects and voter approved plans on the chopping block. Build the train to Ballard! Stop delaying, costing more and more and more money. Find a solution and make it happen. This is your job and what our city needs.

Emily McComb

Seattle voter

Marketa

Hello,

I am writing in support of the Ballard light rail and to urg discussion on this important topic. Ballard is a vibrant community that will greatly benefit from better connection to the airport and Seattle.

Thank you,

Marketa

Bonnie

Hello,

I am writing in my support for Graham Station in the lead up to the Board of Director's meeting on Thursday May 28th. The Seattle lightrail has struggled to actually be accessible and usable by the majority of Seattlites, due to its lack of stops and long gaps between stops, and Graham Station will provide a vital piece of infrastructure for South Seattle, which has been historically underserved by this transit. As someone living in Judkins Park, it's been awesome to have the new station, and helps me be more connected to the city. More stations, especially along the existing line, must remain funded!

- Bonnie

Michelle Pogostkin

To the Board,

I am a Ballard resident writing to urge you to keep the Ballard light rail extension moving forward and to avoid indefinitely delaying the project.

This project represents a once-in-a-generation investment in Seattle's future. Ballard is one of the city's fastest-growing neighborhoods, yet transportation infrastructure has not kept pace. Congestion continues to worsen, bus reliability is limited by traffic, and too many residents remain dependent on driving because there are not enough fast, reliable transit options connecting Ballard to the rest of the region.

Light rail to Ballard would provide long-term benefits for commuters, workers, students, seniors, and local businesses. It would improve mobility, reduce emissions, support housing growth, and create a more connected and accessible Seattle. Delaying the project indefinitely risks increasing future costs while postponing benefits that residents have already waited years to see.

As someone who lives in Ballard, I want to emphasize that this is not an abstract planning issue. The decisions made now will shape how people in this neighborhood move around the city for decades. Many residents have supported transit investments with the understanding that projects like this would be delivered.

I understand the financial and logistical challenges involved, but I strongly urge the Board to prioritize keeping the Ballard extension on track and to pursue solutions that preserve the project rather than shelving it indefinitely.

Thank you for your time and consideration.

Sincerely,

Michelle Pogostkin

Ballard Resident

Marilyn Kennell

We encourage any board member to introduce an amendment to delay WSLE until ST more thoroughly examines alternative transit options through its Enterprise Initiative process.

Marilyn Kennell

West Seattle

Eric Salinger

Dear Sound Transit Board,

I am writing to you today in defense of the Ballard light rail. I understand that funding for this expensive project is in jeopardy, but I would like to try and make a case for why I think the route is extremely important.

I live in downtown Seattle, and I struggle to get to Ballard, where I have medical appointments, without driving. I love the Ballard neighborhood, and am sad that I don't get to spend as much time there as I would like because of the transportation challenges. Light rail to Ballard would save me, and others in the downtown Seattle area, hours each week, and promote economic development in both neighborhoods.

Public transportation must be built from the inside out. A dense, fast light rail network throughout the city of Seattle is better for everyone, including people who commute into the city, than a light rail that provides less connectivity within the city but connects neighboring Metro areas. A light rail traveling to Everett or Tacoma, without a Ballard connection, is useless to anyone who needs to commute to Ballard, as they have no realistic way to get to Ballard once they enter into the city. Those people will drive instead.

Ballard decided to put in work for this light rail, including upzones and development. These things happened because people believed you at your word when you promised light rail to Ballard. If you don't build light rail to Ballard, you are sending the wrong message to communities that need density; do not rely on public transit expansions. It is already hard to increase density and build housing in Seattle. This will make that worse.

Finally, I'm very concerned about what this means, for future voter initiatives you might propose. I did not vote for light rail to Tacoma, Bellevue, and Everett, I voted for light rail to West Seattle and Ballard. If Sound Transit cannot deliver what it promises, why should I vote for the next funding increase, when my priorities are on the chopping block?

There needs to be a plan, and a date, for all light rail projects in Seattle. There needs to be transparency to explain where the money went, and what it was spent on, so the people who pay into this system can understand why everything you promised us is suddenly "too expensive".

Thank you for your time.

Best regards,
Eric Salinger

Heather Lisagor

Hello ST Board,

I'm writing to strongly encourage finding a plan to keep funding and develop a timeline for the light rail line to Ballard.

Ballard is one area of the city that is very poorly served by existing mass transit. The sheer volume of cars on the major arterials such as 15th Ave NW (plus the need to serve the maritime industry by opening the Ballard Bridge) makes getting to Ballard from downtown or from I-5 a long journey. I know from personal experience. My daughter moved to an apartment in Ballard shortly after graduation from the UW and had a job downtown. She did not have a car so her commute took more than an hour each way via bus. It was also extremely challenging and expensive for her to visit friends who lived in the U district and Capitol Hill because using public transit to get those places is so challenging and uber is very expensive. Ultimately she moved from Ballard to Beacon Hill in 2022 because she felt isolated in Ballard with so few good transit options to get to work and to spend time with friends.

The city of Seattle has prioritized affordable and high density housing in neighborhoods like Ballard. The target market for that type of housing also frequently relies on mass transit for transportation. These are folks that live in Ballard today who deserve better options. Ballard should not become an enclave where only those who can afford cars (along with a place to park them) live.

By not funding and extending light rail into Ballard where there would be an estimated 140k+ riders per day (more than any other expansion project) it is financially irresponsible to not invest there. Sound Transit's goal should be to increase ridership (paying customers) with the investments that are made. Not bow to politics or other agendas.

Best regards,

Heather Lisagor

Seattle

Patty Mills

Dear Sounds Transit Board,

I live in Magnolia, work in NW Seattle and spend my free time in Ballard and Downtown. It is crazy to me that my friends that live in Shoreline have better transit options to downtown than I do!

We need lightrail!! Our city and region depend on the completion of this full line for so many reasons: traffic, growth, environmental. I can't imagine a future that works for our region without it. Its barely working now so there is no way in 10 plus years that we can support the growth without it.

Please figure something out.

Thanks,
Patty Mills

Pierce Papke

Dear Sound Transit,

Please, please build Ballard Light Rail. I could provide all sorts of reasons why you should—the ridership, the promise, and the fact that Ballard has had so many ‘almost’ transit projects like the Ballard Sounder Infill Station and the missing link.

The reality is that Ballard relies entirely on bridges, and the car traffic is only going to get worse as the neighborhood grows. We already did our part by upzoning and scaling our density in anticipation of light rail, and the infrastructure needs to catch up. Already the 40 and 44 buses to/from Ballard are two of the busiest buses in the King county metro area, and the lack of a Shilshole link and the locks makes biking / running a bit finicky (both with the traffic and the daily closing/opening of the Locks). We need additional infrastructure.

This is also about bringing people and tourists to Ballard. I live right next to the Locks, and on sunny days, the number of Lime bikes piled on the side of the street from downtown tourists easily gets close to 50. The demand to get here without a car is already happening on our streets, and we need the rail system to support it. Please deliver on this line. It was promised to us.

Sincerely,
Pierce Papke

Chris Roberts

Esteemed Boardmembers,

As a councilmember from a suburban city, I believe the top goal of Sound Transit is to complete the system, and fulfill what the voter supported when they approved ST3. This means building trains to Ballard and Issaquah, as well as completing the infill stations along the line.

The agency's own projections consistently show that ridership will be highest on the Ballard line—serving not just the dense urban core of Ballard and Queen Anne, but providing a vital regional connection to Seattle Center and a PSRC-recognized regional center. Pushing projects like Issaquah out to 2050 or reducing Ballard to a design-only phase threatens the integrity of the network and how we move around the region.

To me this doesn't mean slowing down work to Tacoma or Everett, but to engage in flexible thinking and ideas to build the system that the region needs. This perhaps means thinking about a line from West Seattle to Ballard so there are not costly tie-ins or delays to the spine. This might mean rethinking strict application of sub-area equity, because we all benefit from a robust light rail system. This might mean local jurisdictions partnering with Sound Transit to cut red tape and establish expedited permitting to accelerate construction. This might mean further delaying costly parking structures to ensure funding goes to moving people across the region.

I know very well that costs have increased and you have difficult decisions to make.

However, I urge you not to default to decades-long delays. Let us focus on delivering for the people of the Puget Sound, and building a world-class system we will be proud of.

With appreciation,

Chris

Chris Roberts (he/him)
Councilmember, City of Shoreline
croberts@shorelinewa.gov
(206) 391-2733

Evan Lester

To the Sound Transit Board:

Thank you for considering my comment. I am a Ballard resident concerned with the newer proposals for ST3 regarding the budget shortfall. I would like to voice support for council member the plan purposed by Council member Strauss. This plan prioritizes the starter line over the second tunnel. We saw success of the starter 2 line on the east side and I believe this would go a long way in easing residential concerns.

Overall, Sound Transit has a duty to be transparent about timelines and pursue alternative technologies. This budget shortfall is not anyone's fault and it is not an easy solutions. However, in my view so far Sound Transit has failed to communicate with the public some key issues. In particular, what the timeline for Ballard is and why certain cheaper alternatives (automated trains with shorter stations) are not being considered.

Transparency is very important, especially in regards to a failed promise to voters. ST3 was a part of the first election I voted in. I voted in support and seeing the vision start to be completed in our region has given me a lot of hope. To fail the entire vision would be incredibly discouraging.

Thank you for your time.

Best,

Evan Lester

Colleen Horn

Good morning,

Ballard breweries support Dan Strauss and the Ballard Alliance efforts to deliver Light rail to Ballard by all means possible. Light rail must go to Ballard now. Delaying the project further is not a solution.

Sincerely,

Colleen Horn

Janelle Norman

Hello,

I'm writing in support of a Ballard Light Rail extension without delay. Ballard residents voted for it. We are paying for it via taxes. As the largest neighborhood in Seattle, it does not make any sense to deny us light rail access.

Sincerely,

Janelle Norman

Loyal Heights resident and taxpayer

David Folweiler

I am asking the Board to find a way to build light rail to Ballard. It was promised when we voted for ST3. Ballard is a densely populated neighborhood that would be well served by light rail.

David Folweiler

Trevor

Dear Sound Transit Board,

The current plan is a rush to judgment based on artificial deadlines designed to stifle critical engagement with the shortfall.

Based on publicly available information, the extensions that are supposedly under threat of delay if action is not taken, are actually already years behind schedule and not at critical decision points.

<https://www.theurbanist.org/op-ed-sound-transits-board-is-about-to-vote-on-a-fantasy/>

Given the rush to judgement is fabricated, it means there is the opportunity to reconsider bad political decisions made over a decade ago that are impairing the ability to deliver transit. As me and my coauthor Scott Kubly detailed in a report built on interview with over 30 industry professionals, public servants; locally, nationally, and internationally.

https://docsend.com/v/2zkg2/automatedstwhitepaperv1_3

We deserve better than what we are getting, do better.

Trevor

Katy Corella

Good Morning,

I'd like to submit my public comments in advance of your highly important board meeting this afternoon. Please consider continuing the work on ST3 as planned and prioritize building to Ballard, which was voter approved. Do not postpone the Ballard line - it is already a civic regret that this infrastructure was not built decades ago -- please do not make the same mistake.

As a Ballard resident, me and my young family often feel disconnected from the rest of the city. We've seen vast development around our area -- around what were determined main transit hubs -- and have excitedly waited for the area to continue to grow by becoming more accessible. Being connected to the rest of the city is about access. It's about getting to the airport, getting to the hospital, getting to the cultural and entertainment facilities that exist outside of our immediate area. Please connect us to the rest of the city. I know you have difficult decisions to make, but do not push this decision out to a time when it will be too late, too expensive, and even more difficult to connect us.

Thank you for keeping this in mind.

Katy Corella

Mary Engel

Dear SoundTransit Board:

I'm a 16-year resident of Seattle. I strongly object to dropping the long-proposed Ballard station from the light rail plans. Dropping it feels like a bait-and-switch attempt to win support for taxes only to then remove what we were told our taxes would support. Not only that, but it seems incredibly short-sighted to drop a station in an area projected to have one of the highest riderships of any station built so far.

I support my council representative Dan Strauss's efforts to keep the Ballard station alive, including his newest proposal to route the line directly from Westlake Station.

Thank you for this chance to comment.

Sincerely yours,

Mary Engel
315 NW 74th St.
Seattle, WA 98117
mary.engel@waywest.net

Jonathan Kizer

To the Sound Transit Board,

My name is Jonathan Kizer and I live at the south end of Beacon Hill, in District 2. If Graham Street Station gets built, it would be my closest station -- so I'm writing to ask you to keep your commitment to it.

I'll start with the math, because it's the part I can't get past. Graham Street costs \$175–200 million against a \$34.5 billion shortfall. Cutting it closes roughly 0.6% of the gap while erasing access for up to 4,100 daily riders. That's a bad trade in anyone's spreadsheet -- almost no savings, real and lasting harm -- and it lands on the part of Seattle least able to absorb it.

But the bigger issue is trust. Voters approved this station in 2016. Pulling it back now breaks faith with the people who funded it -- and it does so in a part of the city that has been under-invested in for decades, where trust is hardest to earn and easiest to lose. Deferring Graham Street "indefinitely" is just a cut with a softer name.

I'll be honest: my children and I don't ride the 1 Line today, because no station is close enough to make it work. With young children, the existing stations are simply too far to get to easily -- and that's exactly the problem. Build Graham Street and we'd use it: downtown, Mariners games, the airport.

Please keep Graham Street Station in the plan.

Jonathan Kizer

Beacon Hill, Seattle

Hannah Hedrick

Members of the Sound Transit Board,

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 supposed to go.

I am asking you to move the Boeing Access Road Station forward and commit to building it now.

I appreciate that the Chair's revised Enterprise Initiative proposal advances BAR to 100% design. That is meaningful progress and an acknowledgment that this project is real, necessary, and worth preparing for. But design is not access, and for communities like ours, another deferral carries real consequences.

This station was promised in Sound Move. Voters reaffirmed that promise again through ST3. Yet decades later, South King County communities are still being told to wait. At some point, repeated delay stops feeling temporary and starts feeling like certain communities are always expected to wait while others move forward.

The communities being asked to wait are also the same communities that have spent generations carrying the burden of regional infrastructure — highways, freight corridors, industrial uses, rail lines, and airport impacts that help keep this region moving every single day.

Communities that carry the burden of regional infrastructure should not be the last in line to benefit from it.

For many residents in North Tukwila, accessing transit already means walking long distances through industrial corridors and across the South 129th Street bridge just to connect to transit on MLK — one of the most dangerous traffic corridors in the state. For workers commuting early mornings, late nights, or during bad weather, this is not theoretical. It is the cost of simply getting to work.

The people who keep this region functioning should not have to risk their safety simply to access the transit system running directly through their own community.

While BAR is often described as an “infill station,” this station is part of the spine. Sound Transit has emphasized for years the importance of completing the spine, and BAR and Graham Street are part of that commitment just as much as Tacoma and Everett.

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 the broader regional transit network.

I understand the financial realities Sound Transit is facing. Rising construction costs, debt constraints, and subarea equity limitations are real. But delaying this project again will not make it cheaper or easier to deliver in the future.

I appreciate that the current proposal improves South King County's subarea equity position and finally begins exploring real pathways to construction through partnerships, federal grants, and alternative financing. Those conversations matter. But communities here have also watched this station quietly disappear before.

And when projects repeatedly promised to working-class and historically underserved communities can always be delayed when budgets become difficult, people understandably stop believing they are truly priorities.

Transit is everyday life. And for communities like mine, access delayed for decades becomes access denied.

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

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 Move Regional Transit System Plan (1996) — Original voter-approved regional transit plan including the Boeing Access Road Station

https://www.soundtransit.org/sites/default/files/documents/soundmove_1996.pdf

- ST3 System Plan (2016) — Voter-approved expansion plan reaffirming the Boeing Access Road Station project

<https://www.soundtransit.org/sites/default/files/documents/st3-plan-web.pdf>

- Washington Traffic Safety Commission Crash Data Portal — State traffic collision and corridor safety data, including high-risk areas affecting pedestrian transit access in South King County

<https://wtsc.wa.gov/dashboards/>

Jason

Hello,

I'm sending this comment for the May 28th board meeting. I'm a resident of Crown Hill and I voted for ST3. I don't see how it is acceptable, on top of the delays we already have, to effectively drop the Ballard extension. If you "defer" it without a projected date I will have zero confidence that it happens in my lifetime and little confidence in the transit authority in general.

Thanks,

Jason

Quinn Kelly

I'm a Beacon Hill resident and daily light rail rider. I'm writing to support maintaining the Graham St Station as part of ST3. Our Hillman City neighbors deserve the same transit access that we have, and I would be delighted to be able to more easily reach my friends and favorite restaurants in the Graham St area.

Please do whatever you can to ensure that this station remains part of ST3. We're counting on you.

Respectfully,

Quinn Kelly

P: 479 530 7783

Jessica Corbman

Good afternoon,

I've attached a letter from Rep. Rick Larsen expressing his support for light rail plans that include completing the spine from Everett to Tacoma. Thank you for your consideration!

Best,

Jessica Corbman

Senior Community Liaison (She/Her)

Rep. Rick Larsen, WA-02

2930 Wetmore Ave, Suite 9F, Everett, WA 98201

Office: 425-252-3188



Anna

Hello council members,

Thank you for taking the time to read my comment.

My name is Anna Wang Kizer and I live in the part of mid-Beacon Hill that is zoned to Dearborn Park Elementary.

Using Google Maps, here is the estimated walk time from where I currently live to the following stations:

- Othello: 28 minutes
- Columbia: 27 minutes
- Proposed Graham station: 15 minutes

I currently do not use light rail because there is too much friction -- I'd have to walk an extra hour round trip, or add on a bus trip. With two young children, this is just not very feasible. Adding on the Graham St. Station would open up access to transit meaningfully for my family.

When I visited Seattle before moving here, I had the opportunity to experience walking directly to a station (Beacon Hill) and traveling downtown with my daughter in tow. It was awesome. I'd love to do that more, and the Graham St. Station would make that possible.

Please keep this station in your future plans.

Thank you for your time,

Anna

Paige Lowe

I'm a Ballard resident and I've been looking forward to getting a light rail even before I moved here in 2019. I'm incredibly proud of the work Sound Transit has done to connect our region (I lived in Redmond from 2015-2017 and I'm so glad that connection went through), so I still believe in the work they can do to connect Everett to Tacoma, but also the work they can do to connect Ballard to the rest of the city. We have worked hard to make a neighborhood that people want to come to, but whenever we have visitors come, they're frustrated by how long it takes to get from us to downtown. When I look at job options, I take the commute into account because a bus to downtown will take a long time and increasing traffic with a car is a nonstarter. We need a train and it won't get cheaper. I also just love a train. I'm sad I don't go on the light rail *more* often because it usually doesn't make sense to go over to the U-District before catching a lightrail south.

We voted for a light rail to Ballard. We paid for a light rail to Ballard. Honestly, I'd happily pay again if it means actually getting a light rail to Ballard in my lifetime (and I'm in my 30s, so that shouldn't have to be a concern, but apparently it is).

Please consider Dan Strauss's proposal to limit the work for the Ballard line to the Westlake-Ballard Connection (with follow up work to build the more expensive (and contentious) second tunnel) or suggest your own plan that wouldn't keep pushing it away to an even more expensive future.

Thank you,

Paige Lowe

2446 NW 57th St.

Dylan Mullin

Dear Sound Transit Board Members,
I strongly support advancing light rail service to Ballard.

Ballard has grown rapidly, driven by zoning changes that allow more housing and mixed-use development. Seattle's updated Comprehensive Plan continues this trend, increasing housing capacity in Ballard—especially along frequent transit corridors.

But transit infrastructure has not kept pace. Road expansion is not a realistic solution, and existing transit is already strained. Light rail is the most reliable high-capacity investment to support this growth.

If Seattle continues to add housing in Ballard, it must also invest in the transit infrastructure to support it. Light rail is essential to:

- Move more people efficiently
- Reduce congestion on constrained corridors
- Support sustainable, transit-oriented growth

I urge the Board to move forward with Ballard light rail as a critical investment that supports Seattle's housing and growth goals.

Thank you for your consideration.

Dylan Mullin
Ballard Resident

Kit Burns

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

Dear Mr. Constantine and Sound Transit Board of Directors,
The following are my recommendations to the Sound Transit Board, RTA, and PSRC to provide cost savings with superior transit connections to the South Sound. This includes the Puyallup Tribe of Indians, the City of Tacoma, and surrounding communities.

Eliminate the E. Portland Avenue Station

Locate the TDLE transit hub at the intersection of E 26th St and E 'D' Street

Preserve Freighthouse Square as part of TDLE required transit station infrastructure

Cross the Puyallup River using an iconic clear-span steel truss bridge (no piers in the Puyallup River)

Note that the current 'preferred option' E. Portland Avenue Station has no parking, is accessed primarily by cars, located adjacent to a 6 lane freight corridor and has no reasonable nearby transit connections.

By locating the transit hub in one central location and routing all buses as shown, the Puyallup Tribe will have multiple convenient transit connections.

I have addressed this in more detail with an attached PDF document.

Please see the attachment for additional details.

Sincerely,

Kit Burns - Tacoma

10 page PDF attachment with illustrations.

Kit Burns

PO Box 2341

Tacoma, WA 98401

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

---John F. Kennedy

Stephanie Van Dyk

Hello,

I'm writing to support Ballard Light Rail. I am a Ballard resident and I have been for 7 years. Ballard has grown tremendously, including denser housing/zoning, increased traffic, and a more urban design. This is all to the good. But all those changes have been based on the promise that we would get a light rail connection. Without light rail, Ballard will remain another traffic snarled, environmentally unfriendly, car-centric neighborhood. Ballard residents overwhelmingly support transit expansion.

Please keep your word and support Ballard Light Rail!

Stephanie Van Dyk
7340 16th Ave NW, Ballard

Kevin M

I am emailing to express my support for the Ballard light rail. This segment should be the top priority. Its ridership is projected to be the highest. Currently the neighborhood relies on a 109 year old bridge for downtown commuting. Ballard density has increased substantially and will continue to do so, furthering stress on the current inadequate infrastructure.

I also support CM Strauss's plan for a Ballard Starter Line from Westlake to Ballard. Please bring Lightrail to Ballard ASAP!

Kevin M

Kay Warhol

Dear Sound Transit Board Members:

I am writing to implore you to accept your fellow Board Member and Seattle Council Member Dan Strauss's amendments in your update of the Sound Transit 3 System Plan, namely

1. Prioritize Building to Ballard
2. Improve Sound Transit's Financial Tools
3. Provide timelines for Ballard

I write as a homeowner in Ballard who relocated here with my husband from Houston, Texas last August. There are many things we love about our new home, one of these being our access to public transit. Although we own an EV, our primary means of transportation around Seattle - by choice - is public transit. The planned Ballard extension would enable us to use the Link system to get to South Lake Union, Downtown, the airport, or points north without first taking a 30-minute bus ride to get to a station. But my request of you is not strictly out of self-interest.

Why you would continue to de-prioritize light rail service to an already very dense area, and one that is targeted for increasing density, is very hard to understand. How is deferring indefinitely service for a segment that - I understand - promises the highest ridership of any in the system a prudent and responsible use of public funds? Council Member Strauss's proposal appears to be a reasonable way to deliver what must be deemed a key part of the ST3 system on a more favorable and definitive timeline while continuing to review cost-saving and financing opportunities that will enable completion of the whole system promised to the region's voters.

Please approve the amendments proposed by Council Member Dan Strauss.

Thank you for your consideration,

Kay Warhol

Matthew Horn

I am emailing to express my strong support for delivering light rail to Ballard. We understand the need for value engineering but Ballard must be connected to the light rail network for the system to achieve its potential. The extension to Ballard is projected to have near highest ridership in the entire system. And will provide a vital connection for Ballard if/when the aging infrastructure that connects Ballard to the rest of the City (the Ballard Bridge, Emerson Bridge and Dravus Bridge) fails or requires a prolonged shutdown for repairs.

I fully support CM Dan Strauss' efforts to save the Ballard extension including his 'starter line' proposal.
Best, Matthew

Matthew Horn

(c) 310.245.8772

(e) matthewhorn@makassets.com

Jacqui Metzger

Hello,

I want to make my voice heard in support of your prioritizing planning and funding for the Ballard Link extension.

It's obvious that the second downtown tunnel also needs consideration.

BUT the Ballard Link extension opens light rail to a critical mass of new riders in Ballard.

Ballard is expanding!

Development in all neighborhoods is extensive and the "downtown" Ballard area is currently undergoing a huge development of several Market Street blocks.

Additional public transportation is essential.

Please... seriously look to the future.

Sincerely, Jacqui Metzger

Jaxon

Hi Sound Transit Board of Directors,

My name is Jaxon and I am a resident of Seattle and an avid rider of Sound Transit. I am writing to encourage you all to support Seattle City Councilmember Dan Strauss' amendment 13 to create a starter light rail line to Ballard, and to support Strauss' amendment 12 to provide a clear and transparent forum about when Ballard could be connected under the existing plan.

The ways that Sound Transit has been able to expand light rail service around Seattle and the Puget Sound region has, in my eyes, changed it much for the better. With every new line and stop, the region feels more interconnected and accessible. It is my belief that we would be foolish to halt our efforts to continue connecting more and more of the region. With a steadily increasing population within the Puget Sound region, and an ever important need to reduce carbon emissions in our region, it seems imperative that we can provide access to transit to as many people as we can. Getting more people on trains and ST buses means less folks congesting freeways or less damage to infrastructure that necessitates further funds going to road repairs and less towards other community services or needs, such as transit. It also means reduced carbon emissions, something important for the short-term and long-term viability of the region in reducing air quality impacts and greenhouse gas emissions. Moreover, we've seen the enthusiasm that folks have for transit in the region, so why would we want to leave ridership and the funds that could come from that ridership on the table?

I encourage you all to support Seattle City Councilmember Dan Strauss' amendment 13 to create a starter light rail line to Ballard, and to support Strauss' amendment 12 to provide a clear and transparent forum about when Ballard could be connected under the existing plan.

Thank you for your time and I wish you all a great day!

Mary Ellen Engman

Greetings Board Members:

I have been a Ballard Resident for 14 years and a tax paying home owner for the last 10 years.

You must save the Light Rail line to Ballard.

We are truly getting the crummiest end of the stick with poor bus service and no light rail and almost 150,000 residents in the region. This needs to be prioritized as the region has already been upzoned and is becoming quite densely populated and with no easy fast method downtown you are making all of the citizens feel "less than worthy" compared to those in Lynwood or the East side.

If the light rail is not installed I kindly request a refund on the tax money I have paid for this project for the last 10 years.

Best regards,

+++

Mary Ellen L. Engman

Katie Machado

Dear Sound Transit Board Members and Public Officials,

I am writing regarding the future of the Ballard Link Extension and the ongoing delays and uncertainty surrounding light rail service to Ballard.

Light rail to Ballard is not a luxury project — it is imperative for the future of transportation, accessibility, economic vitality, and public safety in Seattle. Ballard is one of the city's most vibrant neighborhoods, full of local shops, restaurants, breweries, music venues, and community spaces that draw people from all over the region. Yet access to Ballard remains heavily dependent on cars and increasingly unreliable surface transit.

Providing fast, reliable light rail service to Ballard would dramatically improve mobility throughout Seattle while supporting local businesses and reducing congestion. It would allow residents and visitors alike to access Ballard safely and efficiently without needing to drive or search for parking.

Importantly, improving transit access to Ballard is also a public safety issue. Ballard's brewery and nightlife scene is a major destination in Seattle. Giving people a safe and convenient alternative to driving after drinking would help reduce impaired driving and make our streets safer for everyone in the community.

I am deeply concerned that voters approved ST3 in 2016 with the understanding that Ballard would receive light rail service, only to see completion dates repeatedly pushed further into the future and now potentially left without any clear timeline at all. Delaying Ballard indefinitely undermines public trust and sends the message that commitments made to voters can simply be abandoned.

A line terminating at Seattle Center is not a substitute for delivering rail to Ballard. "Close enough" is not good enough. Ballard deserves the infrastructure that was promised and that Seattle urgently needs.

I urge you to prioritize the Ballard extension, pursue creative solutions to address rising construction costs, identify additional funding opportunities, and provide the public with a clear and accountable timeline for completion.

Seattle cannot continue postponing critical transit infrastructure while congestion worsens, housing density increases, and residents seek safer, more sustainable ways to move throughout the city.

Please honor the commitment made to voters and ensure that light rail reaches Ballard.

Sincerely,

Your Ballard Neighbor

Katie Machado

1122 NW 50th St

Paula Goode

Board Members,

As you consider the future of the regional transit system, I encourage the Board to remain focused on the **long-term regional spine originally promised to voters** — including Tacoma and Everett — rather than allowing escalating costs to continually reshape priorities around a small number of highly expensive urban segments like West Seattle and Ballard.

The current financial situation should be viewed as a warning that **stronger project oversight, disciplined budgeting, realistic forecasting, and clearer prioritization** are urgently needed. Without **structural fiscal reforms**, the region risks entering a cycle where **each cost escalation simply leads to more debt, more delay, reduced public trust**, and further pressure to scale back commitments elsewhere.

The public understands that inflation and construction costs are real. What concerns many residents is the appearance that projects are **repeatedly** expanded, redesigned, or financially restructured **without** corresponding **accountability** or **reevaluation** of scope.

Before committing to additional long-term obligations, I urge the Board to prioritize:

- Regional mobility and completion of the spine;
- Transparent and realistic cost assumptions;
- Independent oversight and value engineering;
- Phased, financially sustainable construction strategies; and
- Protection of long-promised commitments to communities throughout the district.

The region needs a transportation system that is both ambitious and financially credible. and not to shift financial burden via 75 year bonds.

Paula Goode

Kiki Erickson

Hello,

I am a Ballard resident and I am writing to express my support of a Light Rail station in Ballard.

I am a single, self-employed mother of young, young adults who are dependent upon mass transit. It would be such a gift to have access to a Light Rail station in Ballard and would also be an opportunity for me to depend more upon mass transit and less upon driving!

Thank you for your consideration,

Kiki Erickson

--

kiki erickson, licsw

integrative psychotherapist + astrologer

www.kikierickson.com

206-200-1093

"Our life is lived in transformation." Rainer Maria Rilke

Frances Merenda

Hello Sound Transit Board Members,

Thank you for hearing feedback and comments from the community on this critical topic. I refer you to the work of Transportation Choices Coalition and the advocacy of Dan Strauss for the Ballard Line.

I'm writing in support of focusing the efforts of expansion of light rail on delivering the expansions within Seattle -- to Ballard, with the highest potential ridership of other lines, and to West Seattle. These two neighborhoods in Seattle are incredibly difficult to reach using other transit options and our transportation infrastructure seems to expect people to either drive to a "spine" of transit that mirrors our freeway systems (why not just drive?), or to take twice the time to get from their home to transit that driving would take with slow and infrequent buses. We need to connect all of the neighborhoods of the city, especially those that many would say they simply cannot reach. (Ask your friends living in Hillman City if they ever go to Ballard.)

While I would love to connect our cities to the east, north and south of Seattle, I think it's foolish to build ways for people to get to downtown Seattle without giving them a way to move *around* Seattle.

We have waited long enough, studied enough, thought and collected feedback enough. Stop spending money and time on introspection and start the projects!

Thank you,

Frances Merenda

Frances Merenda

PCO 36-2508

p.s. My current book is "The Serviceberry: Abundance and Reciprocity in the Natural World" by Robin Wall Kimmerer. What are you reading?

Rick Hooper

Sound Transit: EXTEND LIGHT RAIL TO BALLARD ASAP --- funding needs to be now along with other highest priority projects. Financial constraints are serious and difficult choices to make; however, Ballard extension is ready to proceed and putting funding off indefinitely will not work.

- o. Ballard projected ridership requires attention now;
- o. Seattle Councilmember Strauss is right --- study the delays for the second tunnel Downtown and see what creative changes could work to achieve the most "bang for the buck" possible now.

Rick Hooper

Ballard resident (also Uptown Alliance Co-chair)

rick.hooper2@gmail.com

Phoenix

Sound Transit Board Meeting Comments,

Dear Sound Transit Board,

I have attended your tables at job fairs, talked to transit ambassadors, and lived in seattle for 10 years. I've always wanted to live near Ballard and even succeeded once, only to be displaced by homelessness and lack of public transportation. At a time when gas is at an all time high, and as someone who lost my position at Fred Meyer in Lake city, was forcibly transferred to Greenwood Fred Meyer which is an hour and a half Each way from 145th st on the border of seattle and shoreline where I live now, the further enforcement of "redlining" and keeping the east poorer parts from accessing the western parts is appalling.

Please stop trying to invent new things and carry through on previous promises.

Sincerely, a displaced seattle resident

Phoenix

Washington

Thomas Ackels

Dear Sound Transit Board,

I am writing as both a resident of north Ballard and small business owner whose business is in downtown Ballard. I appreciate your time and would like to keep my comments short and sweet. The Ballard Link is pivotal to the city and the region. Both my wife and I live and work along what would be the Ballard Link Extension and there are thousands more who do. The proposed cuts (ending at Seattle Center) would be detrimental to the folks who have poured millions of tax paying dollars with the promise of a link extensions. The promise voters voted for and have been paying for needs to be kept. I urge you to find other financial solutions: pay cuts to Sound Transit executives, fare enforcement or turnstiles at the stations, etc.

I just urge the board to keep the promises made, in the long run that will pay off ten fold.

Keep on keepin' on,

Thomas Ackels

--

Thomas Ackels, CEO



cell | (214) 914-9175

site | offbeatseattle.com

email | thomas@offbeatseattle.com

David

Sound Transit Board Meeting Comments,

Dear Sound Transit Board,

We need late night light rail service. Bars and venues in Seattle have a hard cutoff at 2 AM, due to the liquor service laws in our state. This creates a massive surge in demand for transportation between 2 and 3 AM, especially on weekends.

Washington has been pushing their Vision Zero campaign to reduce driving fatalities, yet most transit stops operating before the bar surge - forcing people into cars.

Also, flights at Sea-Tac usually start at 5-6 AM most mornings. The original pitch for the 1 Line was as a connection to the airport, yet there is no service for the first flights every day.

A 3 AM run up and down the Light Rail would alleviate both of these massive unserved usecases.

Run the 3 AM train.

Build the 3 Line to Ballard.

Thank you for building the future the rising generations will use.

David

Washington

Rahim Rajan

Hello,

On May 28, 2026, you will be voting on a proposal that is unacceptable without a date to Ballard. Despite there not being any legal requirement, you are choosing to jam through this proposal and effectively 'cut' lines. You don't need to pass this proposal to break ground in West Seattle.

I want you to honor the commitments made when the ST3 project was approved by voters in 2016. We were promised light rail to Market St in 2035. Then 2036. Then 2039. Then 2046. And now we have no date for Ballard's light rail completion. Indefinitely delaying rail to Ballard violates a promise made to voters, and makes it unlikely we'll ever see it built in our lifetime.

Instead we are told the Ballard link extension will be built to Seattle Center. That's not even close to Ballard. Close enough is not good enough.

We want you to look for creative, ambitious approaches to rein in skyrocketing construction costs and raise new revenue and provide a date for Ballard.

Nobody is giving Sound Transit kudos for considering opening lines and stations 40 to 50 years after they were approved. It makes the agency look incompetent.

Board members, vote no to this proposal.

--

Rahim S. Rajan

Cell +1 917 647 7927

Email: rahimsrajan@gmail.com

<https://namedrop.io/rahimrajan>

Jameson

Sound Transit Board Meeting Comments,

I oppose any action that does not result in the Ballard Link Extension and Boeing Access Road and Graham Street Stations getting built as voted for.

If you hold an elected office and will be up for reelection, your actions here will be the decider.

Also give us dates on when shovels will be in the ground. Indefinite postponement is unacceptable.

Maybe take some inspo from

Chicago Mayor Daley and Meigs Field. (Look it up.)

Failing to build light rail to Ballard and the two stops would be a monumental blunder.

Thank you for your service to our region.

Sincerely,

Jameson

Washington

Thomas Helleboid

Sound Transit Board Meeting Comments,

Dear Sound Transit Board,

I am writing to urge you to redirect funding away from the second downtown tunnel (DSTT2) and toward a Ballard Starter Line running from Market Street in Ballard to Westlake.

The current proposal allocates nearly \$11 billion to construct a second downtown tunnel that would largely duplicate service already provided by the existing tunnel. That is a policy choice, not a requirement — and it comes at a steep cost to riders. When voters approved ST3, the assumption was that new downtown stations would be built at roughly the same depth as the existing tunnel, with transfer walks that were short and manageable. That is not what the engineering has produced. DSTT2 would need to be significantly deeper, and the planned station locations have shifted away from the existing ones. The result is that transferring between tunnels downtown could take up to 10 minutes, involving multiple escalator or elevator trips and long corridor walks — as long as riding one or two stops on the train itself.

This is not a minor inconvenience. Consider a rider traveling from Lynnwood to SeaTac. Today that is a one-seat ride. Under the current DSTT2 plan, that same rider would be forced off the train somewhere downtown, navigate a complex multi-level interchange, and board a second train to continue to the airport. Transfers are the highest-friction part of any transit journey. A difficult transfer doesn't just slow people down — it drives them back to their cars. These decisions get built into concrete for a century.

Meanwhile, Ballard has been significantly upzoned to become one of the Puget Sound Regional Council's designated Regional Centers. New riders are waiting. I urge the Board to redirect funds toward a Ballard Starter Line from Ballard to Westlake, where the investment will have the greatest impact. Additional savings could be found by avoiding a new Interbay maintenance facility and instead creating a service track connection between Denny Station and the existing stub to the former Convention Place Station.

Good transfer design must be treated as a first principle, not an afterthought. I urge you to support the Strauss amendment and build the best part of this system first.

Thank you for your consideration and for your service to our region.

Sincerely,

Thomas Helleboid

Thomas

Washington

Oliver Chen

Sound Transit Board Meeting Comments,

Dear Sound Transit Board,

1. I urge the Board to redirect funding to prioritize building light rail starting from Market Street in Ballard. These funds could be redirected from the downtown tunnel.

2. I urge the Board to require Sound Transit staff to release a transparent timeline for the Ballard Link Extension.

Failing to build light rail to Ballard in a reasonable amount of time would be a generational mistake for our region, and a breach of trust for voters.

Thank you for your time.

Sincerely,

Oliver Chen

Oliver

Washington

[Sam Wempe](#)

I am writing as a resident of Magnolia to express my strong support for completing the Ballard Link Extension to Ballard and for Councilmember Dan Strauss's proposed amendments to keep the project moving forward.

Reliable high-capacity transit connections between Magnolia, Interbay, and Ballard are critical for the future of our neighborhoods and for Seattle as a whole. The Ballard extension was promised to voters as part of ST3, and indefinitely postponing the segment between Seattle Center and Ballard would be a major setback for mobility, housing growth, and climate goals in northwest Seattle.

Interbay and Ballard are already growing rapidly, and transit demand in this corridor will only continue to increase. Many residents in Magnolia depend on connections through Interbay to access jobs, schools, healthcare, and other parts of the city. A strong Ballard line creates the kind of regional connectivity Seattle will need for decades to come.

I particularly support efforts to:

- Prioritize delivering rail service to Ballard rather than delaying the extension indefinitely
- Explore responsible financing tools that accelerate project delivery without requiring new taxes
- Provide clear timelines and transparency to the public regarding project delivery

Thank you for your work and for considering these amendments. I encourage the Board to keep Ballard light rail moving forward and maintain the commitment made to Seattle voters!

-Sam

--

Sam Wempe

sam.wempe@gmail.com // +1 (857) 285-1434

Bill Fay

I love living in Magnolia.

Dan Strauss and Bob Kettle have done great things for this neighborhood.

I have always voted for ST3 and ST2

Please support the amendments of Dan Strauss to bring Sound Transit to our neighborhood.

Bill Fay

Seattle voter

Jerry and Irene Chihara

Dear Sound Transit Board,

We are Magnolia residents and we are writing to support Councilperson Dan Strauss' amendments for the Ballard Extension of the light rail system. Please rethink the current proposal to not build the Extension and terminating light rail service at the Seattle Center. The idea is short sighted given the exponential growth in Ballard and surrounding neighborhoods and the continued growth of the cruise ship business at Pier 91 that will benefit from these services.

Jerry and Irene Chihara
3002 W Garfield

Greta Gunning

Prioritize and build the Ballard Link Extension to Ballard! As a lifetime Ballard resident, connection to the rest of the city through the link would drastically change Ballardistas ability to move to and from other parts of the city car free. For me, the Ballard link extension would mean being able to easily explore other neighborhood's restaurants and bookstores. It would mean easily visiting a friend across town and taking the light rail to the airport. The Ballard link extension would expand my transportation options to get to work, expanding my bike and bus rotation to add the light rail.

By continuing to pursue the Ballard link extension, I see the prioritization of community and people over cars.

Thank you,

Greta Gunning
(206)-617-3521

John Heiderich

It would be absolutely despicable if the light rail we were promised and agreed to be taxed for will not be built as originally proposed. Local, state and federal government have already lost so much credibility with the voting public. And now this too?

Please complete the line to Ballard with a stop at Magnolia.

Thank you,

John Heiderich

Lester Thompson

I have lived in Magnolia since 1975. It is still difficult to get in and out mornings and rush hour. I urge you not to eliminate the Ballard Link with a station in Magnolia.

Lester W Thompson, MD

Marshall

Not building the Ballard Link Extension would be extremely short-sighted. Traffic on the 15th ave corridor between downtown and Ballard is already ridiculous and it's only going to keep getting worse.
Thanks, Marshall

RM Addison

Please build the rain to Ballard with Magnolia stations. Thank you!
RM Addison

VKB

To whom it may concern,

Light rail to Ballard is an absolute necessity. Light rail to Seattle Center does nothing more than give people an alternative to the monorail. That is not what we voted for and not what we have been promised for a decade. Find a way to get light rail service to Interbay/Ballard. The people have had enough with Sound Transit's excuses and failures.

VKB

Rachel Butler

Dear Members of the Sound Transit Board of Directors,

I am writing to express my strong opposition to the proposal to indefinitely defer the Ballard Link Extension, and to urge you to support the amendments put forward by Board Member and Councilmember Dan Strauss ahead of tomorrow's vote.

The Ballard Link Extension was approved by voters as part of Sound Transit 3 in 2016. Residents of Ballard, Magnolia, and communities along the corridor have been paying into this system for nearly a decade with the expectation that light rail would connect their neighborhoods. An indefinite deferral — with no funding allocated and no construction timeline — is a fundamental breach of that promise. The stakes are significant. The Ballard Link Extension is projected to serve up to 148,000 daily riders, making it the highest-ridership expansion project in Sound Transit history. That figure almost certainly understates future demand, given that Ballard has been upzoned multiple times since those projections were completed. The City of Seattle has explicitly planned job and housing growth around this connection. Deferring it indefinitely while the city simultaneously pushes for increased density in Ballard and Magnolia is contradictory and leaves residents without the infrastructure they need — and were promised.

As Councilmember Strauss has noted, Ballard would become the only metropolitan regional center in the entire Sound Transit district without light rail under the current proposal. That is not an equitable or forward-looking outcome for one of Seattle's most densely populated and rapidly growing neighborhoods.

I strongly support Councilmember Strauss's three proposed amendments, which would:

1. Prioritize a Ballard Starter Line from Westlake to Ballard by redirecting funding currently allocated toward a second downtown transit tunnel;
2. Create new revenue mechanisms to fund the full extension; and
3. Require Sound Transit to provide a firm construction timeline for Ballard — transparency that residents are owed.

I urge the Board to reject indefinite deferral and instead adopt a path that delivers on the promise voters approved. Seattle needs transit infrastructure that is ready for its future, not one that leaves growing communities behind for decades.

Thank you for your consideration.

Sincerely,

Rachel Butler

3602 34th Ave W, Seattle, WA 98199

Susan Feeney

Hello,

I will not be able to attend the upcoming meeting. So I am writing to express my strong support for the Ballard light rail project. I would like to urge you to prioritize this extension to ensure it remains a top priority for our regional transit goals.

Given the growing needs of our community, timely development of the Ballard line is essential for improving connectivity and reducing congestion throughout the city. I believe that focusing resources on this project will provide significant long-term benefits for the area - far beyond our Magnolia neighborhood.

Thank you for your time and for considering my feedback on this important matter. It's important to keep focused on our city's immediate transit needs.

Best regards,
Susan Feeney

Danielle Gahl

Hello,

I am writing in support of Dan Strauss' proposed amendments to prioritize building to Ballard, improve sound transit's financial tools and provide timelines for Ballard.

The proposed line is a necessary infrastructure project that we approved as voters—please prioritize it.

Thanks,

Danielle Gahl

Ms/she/her

daniellegahl@gmail.com

Chris Gantt

Please build the light rail extension to Ballard with a station in Magnolia neighborhood. Big cities like New York connect every neighborhood together via a train which makes connectivity and commuting easy and desirable for its residents and tourists. To evolve Seattle into a world class city we need to be connecting every part of the city to its core, starting with Ballard via Magnolia.

Thank you for your consideration,

Chris Gantt

Diane Berger

Please maintain the light rail to Ballard, and very much please include the planned stops in Magnolia.

Sincerely,
Diane Berger

May Gantt

To the transit board,

Please build the light rail to Ballard with Magnolia Stations. We have been waiting on this for years to be better connected.

Concerned Resident,
May Gantt

Sunandan Barman

Help build the light rail to ballard. Magnolia has really bad public transit connectivity. A light rail will improve commute times to east side dramatically.

**Thanks and Regards,
SUNANDAN BARMAN**

Joseph Krenetsky and Mary Ethel Schmidt

To whom it may concern:

Build the train to Ballard with the Magnolia stations. Not building the train all the way to Ballard is unacceptable. It deprives tens of thousands of Ballard commuters, Magnolia residents, and tourists on cruises the ability to access Seattle Center, Downtown, and the airport without traffic. Magnolia stands to lose a station at the foot of the Magnolia Bridge, as well as at 17th W and Dravus. The Dravus stop represents the only walkable way to exit Magnolia in the event of a bridge closure.

Joseph Krenetsky & Mary Ethel Schmidt
2506 32nd Ave W, Seattle, WA 98199
krenetskyj@aol.com
MSch363463@aol.com

John Arzuaga

I am writing to express my strong support for the Ballard light rail project. I would like to urge you to prioritize this extension to ensure it remains a top priority for our regional transit goals.

Given the growing needs of our community, timely development of the Ballard line is essential for improving connectivity and reducing congestion. I believe that focusing resources on this project will provide significant long-term benefits for the area.

Thank you for your time and for considering my feedback on this important matter.

Best regards,

John Arzuaga

Jorge Lucangeli

Hello,

The Ballard Link Extension is projected to serve between 132,000 and 173,000 daily riders, making it **the most heavily used project** in the region's future transit system. Build the train to Ballard, with Magnolia stations.

Regards,

Jorge Lucangeli (Magnolia resident)

Linda Hilliard

Please build the Ballard link extension to Ballard with the Magnolia stations. If you want us to stop driving , we will need better public transportation. I don't understand why Ballard and Magnolia are left out of regional transit planning!

Linda Hilliard
Magnolia resident

Annette de Soto

Hello,

I'm adding my voice to the many residents who live north of Seattle Center and currently have no light rail access. We have voted numerous times to fund Sound Transit and were promised light rail to Ballard.

This is a busy corridor with limited options due to bridges (Fremont and Ballard). We need light rail, we funded light rail and we voted for light rail.

I realize that sound transit has run in to many cost overruns over the years and so if you need to return to the voters for more funding and that is what you should do.

But ending the Ballard link extension before it even gets to Ballard is ridiculous.

Thank you for your service,

Annette de Soto

2449 34th Ave W

Catherine Conolly

Please build the Ballard line, with a station for Magnolia! We long to use public transit.

Catherine Conolly
1910 Edgemont Pl W

Catherineconolly@mac.com

Kim

I am writing to voice my support of building a light rail extension to Ballard. Magnolia, western Queen Anne and Ballard have a large population that drives daily to lower Queen Anne and downtown. This light rail extension will dramatically decrease cars on the road, increasing quality of life, make Seattle living that much more accessible, and encourage Seattle exploration and usage. Please keep this extension plan!

Kim

Barbara Kiley

Please follow through with what the voters approved. We are all paying taxes for the project as planned!

Thank you, Barbara Kiley

Theresa LaRue

Hello,

I am a recent graduate of sustainable transportation planning at UW and a resident of southeast Magnolia. I've spent three years studying how important it is to provide transportation options that reduce drive alone trips and their corresponding exhaust and tire pollution. I also know you deeply understand how important it is to provide accessible, comfortable, convenient transit, or you wouldn't be affiliated with a transit agency.

It is a tragedy that Sound Transit has run out of money, but we also must reshape Seattle to be a less car-dominant region. We did this to ourselves by displacing communities and ripping a seam through the heart of the city. Though the freight, transit, and personal vehicle corridor of I-5 cannot be undone easily, we must not let go of our vision to strive for a more equitable town.

Light rail is accessible. Light rail is affordable. We need it for residents, not just for tourists. Ballard has been rezoned and redesigned to prepare for the light rail you promised, the light rail we approved by ballot.

Please do not make a permanent decision this early. Along the Interbay corridor there are two bridges that will likely not even last as long as it will take to build the Ballard extension line that you are considering eliminating. Coordinate with SDOT and examine the bridge alternatives they've proposed in published studies. Is there not a way to build light rail infrastructure that crosses Salmon Bay in parallel with the inevitable Ballard Bridge replacement?

Magnolia bridge is literally falling down; to catch the falling pieces the port installed netting underneath that came from pier 91 fishing vessels. Magnolia bridge doesn't have many viable years left. Assuming the preferred alternative is built that results in a new crossing from 15th to Thorndyke, the Smith Cove station does not have to be designed around the existing Magnolia bridge - as it will likely no longer be there in a few years.

You've done staged planning before. Can you not say "later" instead of "never?" I understand your desire to get something built, and perhaps it makes sense to deprioritize Ballard for the moment. But please do not remove it from the table. To do so is to prematurely admit defeat, and to concede that car dominance, and its corresponding inequity, is inevitable.

Think about what you want for the next generation, not just what urgent tasks are occupying your attention today. Keep your vision, do not give up so easily.

Thank you,

Theresa LaRue

Judy

Good morning,

I'm writing as a Magnolia resident and asking that the Ballard link extension be built.

Thanks,

Judy

Jennifer Baugh

I have been voting in support of extending the link rail and waiting for it to finally get out to Magnolia and Ballard. Please keep this moving forward to connect these farthest areas away to the rest of the transit that everyone else is getting. So many people I know have told me they just take Link to get to the airport or for commuting to work and I'm still dependent on my car since multiple buses is just really not feasible to get to where I need to in a reasonable amount of time, especially because having kids means you need to be able to get home more quickly.

Thank you,

Jennifer Baugh

Brett Kraabel

Please, build the train to Ballard. with Magnolia stations. It's a massive investment but is also massively worth it on so many levels. Having lived in cities with good public transport, I can tell you that it's a life-changing resource. It makes you realize that cars are really such a pain in the ass.

thanks

Brett Kraabel

[Physical Sciences Communication](#)

Corey Lindgren

Ballard extension provides a valuable and necessary Lifeline for the city. We need options as the city grows with increased density.

Corey Lindgren
Resident 98199
714.856.1966

Martin Westerman

Greetings Board Members,

We expected to see an amendment to delay the West Seattle light rail project until you examined alternative transit options through your Enterprise Initiative.

As you know, West Seattle and Ballard light rail do not meet any criteria for good transit projects. They are not cheaper per rider or cheaper per mile to construct than buses, BRT, on demand transit or urban gondolas. They do not improve rider experience – they add transfers and wait times. Your DEIS and FEIS say they will not attract new riders, and they will not reduce traffic congestion. They are not less destructive to local economies or the environment. And they do not have lower carbon footprints. You should be looking at better alternatives here. Not at how you can jam light rail where it doesn't belong.

These projects are not affordable. We are moving people around King County on buses for a cost of about \$15 per rider. But you want to move them on light rail for \$3000 per rider. Is it affordable to build light rail for almost two billion dollars per mile, when it won't carry any more riders than buses do now?

And West Seattle is not shovel ready. Sound Transit has not secured the necessary permits, made the utility arrangements, or even settled on its route. Calling it shovel ready is a lie. It's time for you to be honest with us.

We thought you would use the Enterprise Initiative to focus on the facts. So sure, focus on Ballard, as member Strauss has suggested. It will supposedly carry twice as many riders as West Seattle. And delay West Seattle until you've researched the facts. People — like those Renton households who have been paying ST taxes for three decades and getting nothing in return — shouldn't be angry about not getting light rail. They should really be angry about not getting the improved transit that you promised them.

All the best,
Martin Westerman / 206-427-9039

Andy Gundel

Ballard is potentially one of the largest ridership communities in Seattle, and the economic benefits to local businesses. We support CM Strauss' efforts to find a solution for light rail to Ballard.

Andy Gundel

Owner

Urban Family Brewing Co.

C: (360) 920-5042

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Andy@urbanfamilybrewing.com

UrbanFamilyBrewing.com

Address:

Shipping/Receiving: ... 1100 NW 51st St. Seattle, WA 98107

Taproom: 1103 NW 52nd St. Seattle, WA 98107

Dock hours:

M-F: 9:00a-4:00p

MaryKate Ryan

Dear Sound Transit Board,

This new plan for ST3 isn't done. Do not vote for this plan. Puget Sound transportation history is littered with mistakes we've made in past decisions -- please don't add to them!

You cannot just delay Graham Street and Boeing infill stations for additional decades -- the agency has made promises to riders and community that you need to keep. FIGURE IT OUT. Make these projects happen.

Board members have proposed an additional 13 amendments to this plan. I urge you to take proper time to consider that this amended ST3 plan does not deliver what voters approved. We do not like or agree with the tradeoffs you are considering.

We want light rail. Have you really properly considered how to get light rail across our region?

MaryKate Ryan

Alissa Rose

Dear Sound Transit Board Members,

I am writing today as a Seattle, homeowner and former business owner who lives in the Mapleleaf neighborhood. I am asking that you move forward with the Ballard light rail project, and all the other scheduled projects. There should be no more delays. There are problems we need to solve, but we should do them as we go along and not add unnecessary delay.

The board should vote against the Somers resolution today.

Sincerely,

Alissa Rose

Jeff Snedden

Sound Transit should not use a self-selected online survey to justify multibillion-dollar decisions affecting the entire three-county region.

The Enterprise Initiative involves decisions about project schedules, taxes, service levels, funding plans, and the future shape of the regional transit system across King, Pierce, and Snohomish counties. These decisions will be paid for over decades — potentially generations — by residents, taxpayers, riders, property owners, businesses, and local governments.

That is why the quality of the information matters.

More than 17,000 people responded to Sound Transit's survey, but the survey was not a random sample. It was not a statistically representative poll of the people who will pay for and live with these decisions. It was an opt-in survey promoted through Sound Transit's own outreach channels, including its website, meetings, social media, and email lists of people who had already chosen to receive Sound Transit updates.

These respondents are not "the public." They are a self-selected group of people who saw the survey, chose to participate, and were disproportionately likely to be already engaged with Sound Transit. Their feedback may be worth reading, but it cannot be treated as a stand-in for the views of the entire three-county population.

Conflating those respondents with the millions of people across King, Pierce, and Snohomish counties who will pay for these decisions over decades is wrong and self-serving.

Sound Transit's own report acknowledges the limitation: respondents "self-selected rather than being randomly selected." It also notes demographic and geographic skews, including an overrepresentation of North King County respondents. There appears to be no effort made to weight respondents accordingly.

A large number of responses does not fix the problem. Size does not cure selection bias. This survey may identify themes among people who chose to respond, but it does not tell Sound Transit what the broader public believes.

When the stakes are this high, Sound Transit should rely on professionally designed survey research conducted by a qualified survey research firm: a real random, representative sample of voters, taxpayers, riders, and residents across the district.

Public engagement has value. But public engagement is not the same thing as valid public-opinion research.

Using this survey to shape a multibillion-dollar regional plan is the sound of one hand clapping.

Jeff Snedden

jsnedden@msn.com

206-240-6066

Sharon Muza

To Whom It May Concern,

I am writing to strongly urge Sound Transit to continue the Ballard light rail extension as originally promised and planned.

Residents of Seattle — and Ballard in particular — have been paying taxes toward this project for well over a decade. During that same time, our neighborhoods have accepted and encouraged increased density, expanded housing, and major growth specifically in anticipation of reliable, high-capacity transit service. We upheld our end of the bargain. Sound Transit must uphold theirs.

Ballard is one of the fastest-growing and most transit-dependent areas in Seattle. Congestion continues to worsen, buses are overcrowded and delayed, and the need for dependable transit infrastructure has only increased. Delaying, scaling back, or abandoning this project now would be a profound failure of public trust.

The people of Seattle voted for this system. We have paid for it. We planned our communities around it. And we need it now more than ever.

Please move forward with the Ballard light rail extension as promised. Do what voters approved, what taxpayers funded, and what this growing city urgently requires.

Sincerely,

Sharon Muza

Nearly 30 year resident of Ballard zip - 98117.

SHARON MUZA

Sharon Muza

Birth Classes | Doula & CBE Trainings

[206.465.1052](tel:206.465.1052) | sharonmuza.com | sharon@sharonmuza.com



FREE RESOURCES FOR FAMILIES >

Jan Roberts

Deferring the useless West Seattle extension and stub to Seattle Center would solve Sound Transit's budget problem and meet the RCW requirement for a low capital option.

Jan Roberts
206 920 0130

Carmen Rivera

May 28th 2026

Sound Transit Public Comment

Re: Resolution No. R2026-11; Support Amendment to allocate full funding to ensure Parking access at Renton Transit Center/BRT Rapid Ride

Good afternoon, Board members.

My name is Carmen Rivera. I was born and raised in Renton and presently serve on the Renton City Council, and like thousands of South King County residents, my family depends on reliable regional public transportation.

My spouse and I work in nonprofit and education-related fields in Seattle, which is why I could not make this public comment during today's meeting. I will be teaching a course on Gender, Race, and Crime from 1:30-3:30pm today. In this course, we often discuss the role of equity in our justice system. Today, I want to discuss equity as it pertains to our public transit system in King County.

My family, like many, is a one-car household, not by choice, but because that is what we can afford during the current economic instability. Last year, my spouse was laid off amid federal funding cuts, making affordability and transportation access even more critical for our family.

Renton residents have paid hundreds of millions into Sound Transit for nearly three decades, funding regional transportation projects that few Renton residents actually benefit from; and with the original proposal of Resolution 2026-11, our community is once again being asked to wait.

Renton is the fourth-largest city in King County, the eighth-largest city in Washington state, and the 16th most diverse city in the United States. It is home to more than 108,000 residents, with over 70,000 jobs. Despite our size, workforce, and contributions to the regional system, Renton remains an overwhelmingly car-dependent city.

The proposed deferral of the planned 700-stall parking garage at the future Renton Transit Center does not reflect how people in South King County actually commute.

For the majority of working families, transit is not as simple as walking to a station. People are commuting from neighborhoods without reliable local service, balancing childcare, shift work, multiple jobs, and long travel times. Park-and-ride access is not a luxury for our community, it is what makes transit possible.

I would appreciate a more consistent and transparent conversation about the role equity across not only King County, but specifically South King County as well. Equity means recognizing the needs of working-class, immigrant, and communities of color, as well as of historically overlooked suburban cities like Renton that have contributed to this regional system for decades.

An amendment to allocate full funding to ensure parking access at Renton Transit Center/BRT Rapid Ride by funding the 700 stall parking garage is not about special treatment. It is about keeping long-standing commitments and ensuring that South King County is not left behind once again while other projects move forward.

I respectfully urge you to support restoring funding for the Renton Transit Center parking garage and to ensure that Renton residents finally receive the transit access they have long paid for and deserve.

Thank you.

Carmen Rivera

Renton City Council Position 2

Transit Rider and Southend Resident

Carmen Rivera ([she/her](#))

Renton City Council, Position 2



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Masayo Bennion

I am writing as a Seattle voter.

I am a resident of Magnolia.

I firmly believe that the board must extend the transit extension to Ballard. Ballard is a fast growing neighborhood with considerable number of new residents occupying densely built apartments, many vibrant businesses including doctors and a hospital, and a large high school.

It will be heavily used.

Please do not abandon the project the voters approved and to which you agreed to manage on behalf of the constituents.

Thank you.

Masayo Bennion

Matt Westerman

Dear Sound Transit leadership,

I'm writing to urge Sound Transit to move as quickly as possible to begin the West Seattle light rail expansion, especially the portion serving Delridge.

For too long, Delridge has been one of Seattle's most underinvested communities. It is a diverse neighborhood with many working families, renters, immigrants, and longtime residents, yet it has not seen the same level of public infrastructure investment as other parts of the city. Moving this project forward is not just about transportation. It is about finally delivering meaningful public investment to a community that has waited a long time to be prioritized.

A Delridge station would make a real difference in everyday life. Reliable light rail access would improve connections to jobs, schools, health care, and services across the city and region. It would reduce the burden of long, unreliable commutes and create more opportunity for residents who depend on transit the most. It would also help support local businesses and create the foundation for more housing, safer streets, and broader neighborhood revitalization.

Just as important, this project would send a clear message about what kind of city we want to be. Delridge deserves the same level of access, mobility, and public commitment that wealthier neighborhoods have long benefited from. Starting the project quickly would show that Sound Transit understands the urgency of investing in communities that have historically been overlooked.

I also encourage Sound Transit to keep community benefit at the center of this work. Moving quickly should go hand in hand with protecting residents, supporting small businesses, and minimizing displacement. But the answer to those concerns is not delay. It is fast, thoughtful action with real accountability to the people who live in Delridge.

The West Seattle expansion is an opportunity to do more than build rail. It is an opportunity to correct a longstanding imbalance in where and how we invest. I hope Sound Transit will act with urgency and begin this work as soon as possible.

Sincerely,
Matt Westerman

Lisa Barnes

I support City Councilmember Strauss' recommendations for how to ensure Ballard is connected to Link light rail line 1.

Don't CUT anything from ST3 - we voted for all of it and have been paying for it. Be creative and get it done!!

Lisa Barnes
Capitol Hill car-free renter

Jeff Ryan

As a professional urban planner with experience working on transit oriented developments on the West Coast, I strongly support completing the Snohomish County spine. Connecting light rail to South Everett is simply smart planning and a good investment.

South Everett is an area that needs more investment, and light rail can help bring new housing, jobs, and services to the community. The portions of the project that are most feasible to build are also located in areas where the benefits would be felt the most. That alignment between feasibility and community need is rare and should be prioritized.

Completing the Snohomish segment is also an issue of equity. Communities in Snohomish County deserve the same level of access to reliable transit and economic opportunity as the rest of the region. Preserving this extension helps ensure that growth and investment are shared more fairly.

I urge the Council to keep social justice at the forefront of this decision and to invest in the region's diverse communities, including South Everett. **Please vote to fully connect the spine to downtown Everett.**

Como planificador urbano, apoyo completar el sistema de tren ligero en el condado de Snohomish. Conectar el tren ligero con el sur de Everett es una inversión inteligente que traerá viviendas, empleos y oportunidades. También es una cuestión de equidad para asegurar que estas comunidades tengan acceso justo al transporte y al crecimiento económico.

Insto al Consejo a mantener la justicia social como prioridad en esta decisión y a invertir en las comunidades diversas de la región, incluyendo el sur de Everett. **Por favor voten para completar la conexión del sistema hasta el centro de Everett.**

Signed,

Jeff Ryan
Urban Planner & Veteran

Jennifer V

To Whom it May Concern:

I've lived in Seattle since 2006, and have voted for, and paid taxes for every proposed expansion of public transportation. I moved to Ballard in 2019, partly on the promise of connecting our neighborhood to the rest of the city via light rail.

Ballard has increased density in these years, straining private and public transportation options, all while waiting on a razor's edge at the mercy of the transportation board to finally deliver on the promise of a connected transit system.

I would love to leave my car at home, and in fact would prefer it, given staggering gas prices, environmental impact, and lack of parking. But I'm still forced to drive to Northgate to ride the light rail to downtown and the stadiums. I'd love to hop on a light rail to go to the airport, but that option doesn't exist for us either without adding an expensive taxi ride and extra time.

The Ballard light rail station **MUST** exist, sooner than later. Please deliver on your promise. This is not a tomorrow problem, it's a today problem that will only continue to become more expensive and less plausible.

Thank you for your consideration.

Jennifer V.

Christiano Martinez

I would like to thank Board Member Thomas McLeod for his comments at the May 7th Board meeting where he identified a major oversight in Enterprise Initiative deliberations which is: equity considerations.

I commend his courage and I am troubled that other board members -especially those representing low-income communities of color- have not spoken to this topic to the extent that it merits.

According to Alex Krieg, Enterprise Initiative did not utilize a racial equity tool in the decision-making process because Motion No. M255.6 mandates its use exclusively for capital projects: this is wrong and we can do better.

As Board Member McLeod points out: it is clear that there is a growing lack of trust as a result of the lack of prioritization for marginalized communities outside of Seattle proper.

Greater accountability measures in this respect should be examined.

I would like to underscore Cassie Franklin's statement that "The spine is the project" and that regional connectivity & integration is the ultimate priority and scope of this agency.

--

Christiano Martínez

Tacoma Transportation Commission

[Shane Dombrowski](#)

Hello Sound Transit Board of Directors,

My name is Shane Dombrowski, a current resident of Ballard. I am writing to you today in response to recent proposals to cut or indefinitely postpone Ballard Link, specifically Link to Market Street.

I'll be blunt: **Sound Transit *must* prioritize and commit to Link reaching Market Street on or soon after the promised date. The Board must consider and approve the Amendments Number 12 and 13 put forward by Councilmember Dan Strauss to deliver Link between Westlake and Market on time as well as committing to a date for the full promised extension.**

I have been a resident of Interbay, West Queen Anne, and Ballard for all of my many years in Seattle. In that time I have reviewed the Draft EIS for West-Seattle-Ballard Link prior to the split into two projects. I simply cannot fathom why a project as popular and needed as Ballard Link is the first on the chopping block. **The amendments put forth by Dan Strauss must be approved.** The residents of Ballard and Interbay deserve even a stub line for the extension they overwhelmingly voted for 10 years ago and have paid taxes, patiently waiting while other cities got their extensions first (cities, which I should mention, *rejected* ST3 in 2016.)

By Sound Transit's *very own* EIS estimates, the **Ballard Link extension will carry more daily passengers than all other remaining ST3 expansions combined (low and high forecasts).** And yes, perhaps much of that ridership comes from the Downtown-Seattle Center segment, but let's take a closer look at the Interbay-Ballard Alternatives in the January 2022 DEIS: an estimated 17,300 daily riders from the Dravus and Market Street stations alone! Just **two stations at the end of the line** are estimated to serve the same amount of people as the entire West Seattle and Tacoma Link Extensions (low forecast). That passenger count **exceeds** the low forecast of even the entire Kirkland-Issaquah Extension! The Ballard Extension is by far, without a doubt, the most prudent, responsible, sensible, and needed transit investment across ST3. The numbers are clear; there is no doubt. This is not an argument against those other extensions, but if Sound Transit wants the best value and service for their money, Ballard Link is the painfully obvious choice to be prioritized.

That's my opinion, but what do others think? Fortunately, Sound Transit has [released the results of the public survey about the Enterprise Initiative](#). The map shows Ballard Link is the most popular and desired extension in King County and the edge of Snohomish County! Even East King along the population corridors where Line 2 already runs. In fact, **Ballard Link appears to be the only extension that garners cross-county and district support compared to Everett, Tacoma, and Issaquah-Kirkland.** The People have spoken and want Ballard Link! System Expansion is the top priority according to the survey. Putting this all together indicates Ballard Link is the top expansion priority.

Ballard is now a Regional Center which is rapidly densifying and building housing for current and future residents. Under the Board's proposed plan, Ballard would be the **only regional center without a rail link**. This is unacceptable for housing, transportation, climate goals, mobility equity, etc. I find it genuinely unbelievable that North Seattle, specifically Ballard/Interbay/Crown Hill, voted overwhelmingly in favor of ST3 and are the first to be dropped. [Seattle was nearly 70% approval](#); I believe Ballard was even higher. No other city had that much approval margin. In fact, other cities *rejected* ST3 altogether yet are somehow above scrutiny when it comes to realignment. I say this because it breaks the trust North Seattle has in Sound Transit, a district where Sound Transit traditionally relies on for political and financial support. By indefinitely delaying Ballard Link, Sound Transit will be throwing years of political goodwill into the garbage.

Why should the residents of one of the highly-supportive districts continue to support Sound Transit if we're the first to be cut when there's even a hint of a headwind? I was recently at a community meeting at the Nordic Museum with Dan Strauss and our district's state representatives present. My sentiment

was shared with them and others in the room: Sound Transit is turning its back on one of its most reliable and supportive districts after 10 years, both local and at the state level. Continued support shouldn't be expected if Ballard Link is indefinitely delayed. Any ST4 proposal is near impossible without Seattle's (now souring) support (Ballard, Graham, Boeing Access all potentially delayed).

Please consider and approve the amendments put forth by Dan Strauss. Ballard Link is critically needed and by far the most anticipated rail link in ST3; just look at the surveys and ridership! Clearly there are cost savings Sound Transit can make in the meantime. We just need to try and not be held back by previous design standards ([\\$500 million savings just by changing Seattle Center station? More of that please!](#)). Think creatively, keep it simple, and just get started. Every other country can do this faster and cheaper than us, even our neighbors to the north. Perhaps we have some humility and look at what we could learn from them. I appreciate your time and I look forward to a plan that brings Link to Market Street on time. Thank you.

Shane Dombrowski

Daniel Sparler

Dear Sound Transit Board Members,

My name is Daniel Sparler; I have lived in the Seward Park neighborhood for more than 34 years, and I am writing to OPPOSE construction of the Graham Street station even though I live only a mile due east of its proposed location. Although I understand and appreciate the passionate support behind its construction, and I am also an enthusiastic supporter of light rail (I ride Link around twice a week) I oppose it for the following reasons.

1. **It would add insult to injury.** The most catastrophic decision in Sound Transit's history was to put the rail line at the surface down the Rainier Valley. I warned against it 30 years ago in a community forum. Worst, of course, are the many horrific deaths and injuries that have ensued from pedestrians being hit by trains. Also regrettable is how the surface line bisects the entirety of SE Seattle, causing delays for pedestrians, cars and buses that have to travel east to west and vice-versa. The attempts to mitigate injuries by slowing trains to 25 mph throughout the section adds to the problem in slowing down the whole system.

There are already three surface stations along MLK. The Graham station would be the fourth, and would compound the woes outlined above. Consider also the years of additional disruption construction would cause.

2. **It's not necessary.** The Rainier Valley is already served by four stations, a fifth at Graham St. is not needed. MLK Way is flat and straight. Graham St. is only 0.7 miles from the existing Othello Station and 0.9 miles from the existing Columbia City Station. Metro buses ply MLK Way regularly between these two, with existing bus stops at the location of the proposed Graham Station. Even though the proposed station would be a bit closer to me than the existing stations, it is very easy for me to take the Metro 50 bus northbound to one or southbound to the other of these existing stations.

Equity is a vital concept to consider, I agree, and in this vein, the nearly 1 million people of Pierce County and an equal population in Snohomish deserve rail links more than the already served population of SE Seattle, not to mention the hundreds of thousands of folks in West Seattle, Queen Anne, Ballard and nearby communities who live along promised rail line extensions.

I urge you to consider mitigating the damage already inflicted on the residents of SE Seattle by the surface light rail line NOT by building an additional surface station at Graham, but instead by focusing on how to replace the surface line with an underground or elevated line.

Thank you for considering the points I have raised.

Sincerely,

Daniel Sparler

Ruby Davis

Dear Sound Transit Board,

I am a longtime Ballard resident and a heavy user of our public transit system. While we are lucky to have a robust bus system in the city of Seattle, the light rail is undeniably the most critical form of mass transit King County has to offer. I use the light rail as often as I am able, but because I live in Ballard, this means of transit is not frequently available to me.

Ballard has been a secluded enclave of Seattle with a strong neighborhood identity largely due to its history, but also because of its physical separation from the rest of the city. However, this separation is also a barrier that reduces our access to many of the wonderful things the rest of Seattle and King County has to offer, such as small businesses, festivals, sporting events, and most importantly work opportunities. As Ballard has grown into one of Seattle's most densely populated neighborhoods, this separation has been felt even more acutely by residents.

I am writing to urge you to support two critical amendments at the May 28 Board meeting — amendments that are essential to protecting the Ballard Link Extension and honoring the promise voters made in 2016 when they approved Sound Transit 3.

1. I urge the Board to redirect funding to prioritize building light rail starting from Market Street in Ballard. The current proposal allocates nearly \$11 billion to construct a second downtown tunnel that would largely duplicate service already provided by the existing tunnel. That is a policy choice, not a requirement. Ballard has been significantly upzoned to become one of Puget Sound Regional Council's "Regional Centers". I ask the Board to redirect funds toward a 'Ballard Starter Line' from Ballard to Westlake, where new riders are waiting. Savings could be found by avoiding a new Interbay OMF and instead creating service track connection between Denny Station and the existing Downtown Seattle Transit Tunnel stub to the former Convention Place Station.

2. I urge the Board to require Sound Transit staff to release a transparent timeline for the Ballard Link Extension within 30 days of passing this resolution. Despite repeated requests from community members and elected officials, Sound Transit has not published any estimate for when the Ballard Link Extension, and Boeing Access Road and Graham Street Stations could be completed under current assumptions without additional funding mechanisms or cost savings. The current lack of transparency is unacceptable. Regardless of how discouraging that timeline may be, the community deserves to see it — so advocates, planners, and elected officials can begin working to improve it. And so we can work with our state legislators to provide the tools we need. Indefinite postponement with no accountability is not acceptable.

Failing to build light rail to Ballard first would be a generational mistake for our region. I urge you to incorporate both of these amendments explicitly on May 28.

Thank you for your service to our region.

Sincerely,
Ruby Davis

Wes Payne

Dear Sound Transit Board Members,

Delaying Ballard Link is the most expensive thing we can do with it.

The \$34.5B gap is real, but it does not sit still. Every year we defer construction past Seattle Center, the cost compound. Steel tariffs rise. Land gets more expensive. Labor tightens. And the design contingency stays high because we have not moved the project forward. The 2016 estimate hit \$11.2 billion. It is past \$20 billion now. There is no version of waiting that makes it cheaper.

What we can do instead: advance the project. Lock in the alignment. Buy the right of way. Take it to 30% design. Those steps are reversible. Deferral is not. Every year we wait is inflation we never get back. We already found \$11 billion to \$13 billion in savings on other lines through cost engineering. We can do the same for Ballard.

This board holds a fiduciary duty. Every year we delay authorizes the most expensive outcome possible. The fiscally responsible vote is the one that stops the cost clock. Fund Ballard now. The ledger catches up.

Wes Payne

Seattleite and lifelong proud PNW resident who wants to see us keep building things.

Phil KT

Sound Transit Board Meeting Comments,

Dear Sound Transit Board,

Don't kill Ballard rail, it will only get worse and more expensive to build as time goes on. Sound transit should explore additional funding avenues to keep the network we voted for.

Failing to build light rail to Ballard first would be a generational mistake for our region. I urge you to incorporate both of these amendments explicitly on May 28.

Thank you for your service to our region.

Phil KT

Philippe

Washington

Unnamed Commenters



East-West traffic is very slow in North Seattle. (North-South is much more efficient because of the I-5 and 99.)

A Ballard light rail extension would greatly improve traffic/passenger flow in the East-West direction, and serve a large population center.

I live in Ballard. Permanently cancel the Ballard Link. Its too expensive and complicated to build. Whatever estimates are for this link, it will be low by at least 35%. Construction of the link will cause too many disruptions. Add more buses and bus stops to take the place of the Ballard Link. Adding buses can be done far cheaper and faster.

Hi board,

I'm a Ballard resident and tax payer. I voted for ST3. Not ST2.5. Any deferment is a violation of our rights no matter how ST spins it. The fact is we all know the Ballard rail isn't happening. ST is adamant in either spinning the numbers or postponing it for so long that we'll all be dead by the time it maybe happens. You know it, I know it, and yet Dan really wants us to continue to 'show up' to somehow magically save

it. Shame. We've been showing up. For 30 years we've been voting and paying and showing up. I don't see how any more showing up is going to make y'all realize we need what we've been voting for since 1996.

So instead, we need something because we voted for something. There are really only 3 options going forward.

1. Make Ballard a bus city. I don't know why buses have decreased in Ballard, but it takes me 2 hours to get to first hill. It takes about that long to get to any of our stadiums. That's unacceptable. You can't keep building in Ballard, provide no parking for the people who move in, take away major roads, and take away buses. All this density planning without proper transportation is suffocating us. We need Ballard to be as busy with buses as downtown. We need express direct lines to downtown, express lines to sodo, express lines to the airport, express lines to UW, express lines to Northgate, and beyond. We need buses all day and night, buses that go to Mt Si that for some reason cap hill gets--an area that has plenty of transportation options while we barely have one. I dare the mayor, Dow, and the rest of you to ride the D and tell me how that went for you. If ST can't uphold our vote they need to pivot to something that provides Ballard with something now. Give us (safe, fast, and constant) buses now.

2. Stop building here. I want density, but what the city is doing by not providing adequate roads to help the massive amount of new neighbors that come here is blasphemy. Create a moratorium until ST gets their act together. They need to be threatened at this point. If they "can't" find funds to give the highest density neighborhood a proper rail then the city needs to respond in the same manner -- stop congratulating their every whim and start being a board that has some balls.

3. Pivot to an east west or north line. I know, blah blah, ST3 said it has to go to downtown. Ok, so do what they're doing to us now and call it a deferment to downtown. ST can study the Ballard to downtown route for 20 more years for all I care and not complete it until 2066 (since that's where we're headed anyway), all the while giving us rails to other parts of the city that ultimately connects us to downtown. If they don't do this, they have y'all wrapped around their fingers. Is that the board you want to be.

I received an email that said we should be polite when talking about st3. Dan told us to show up. When did Seattle become do frickin scared and soft? I'm angry that ST stole my money. Just like you should be too. I feel violated and lied to. I'm fired up and I don't need anyone telling me to show up, but in a polite way. Ffs smh. We're mad for a reason and last I checked it's ok to be mad and share our feelings.

The fact is we voted for a rail in Ballard, just like we voted for your positions in office. I won't be voting for any ST measures ever again, nor will I be voting for any of you if you can't do the bare minimum and get Ballard what we've been voting and paying and begging for for 30 years now. We're overdue. Stand up for us, frickin fight for Ballard, and give us what we deserve. Anything less is a slap in the face and one less vote toward your future.

Your voting taxpaying Ballard resident

This project is vital to the growth and stability of Snohomish County residents, whom have helped fund the project.

Hi Sound Transit Board,

I've already signed petitions regarding ST3 and the Ballard extension so I will keep this personal message brief.

The value of Ballard extension is greater than that of a second downtown rail. PLEASE reallocate funds to build this route.

Looking forward to the meeting on Thursday.

Thank you.

We need light rail along this busy corridor and Magnolia needs stations to access it. We voted for Sound Transit, we fund Sound Transit, and we need light rail. If you need more funding, go back to the voters to approve more. But the Ballard Link extension was already approved by voters so please do what you promised.

Ballard is neglected. We have no bus service to Golden Gardens. Please don't take the light rail from us too.

While I understand the inconvenience of having to go up to a mile to reach a station, imagine the inconvenience for those of us who have kept paying into this system since day 1 and have yet to see ANY access.

Sound Transit has failed to be responsible and prioritize. You have a fiscal responsibility to ALL of the taxing districts, not just pockets of a community.


Please explain to those advocating for the Graham station as a priority to be good neighbors and put up with a small inconvenience until those without any service can get some value for their tax dollars. Just because some areas were first does not mean they should always get priority.

Do the right thing here, apologize (like you do when you push us off further) to that community, and get the corridors built. You can always backfill with more stations later.

On Wed, May 27, 2026 at 1:47 PM Councilmember Eddie Lin <eddie.lin@seattle.gov> wrote:

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

ACTION ALERT!



Seattle City Council
Eddie Lin, District 2

**Speak in Support of Graham St. Station at the
Sound Transit Board Meeting TOMORROW
Thursday, May 28 at 1:25 PM**

[Comment in support of Graham St. Station](#)

The Sound Transit Board includes local elected officials who decide the future of light rail. Tomorrow is a critical moment to save Graham Street Station. Please join me in-person or online to speak in support of Graham St. Station.

Comment in-person:

Union Station, Ruth Fisher Board Room
[401 S. Jackson St, Seattle, WA 98104](https://www.seattle.gov/transportation/union-station)

Comment virtually:

[Sign up for virtual public comment](#) Thursday between 8 a.m. and 1:25 p.m.

In your brief comment, consider sharing:



What is Graham St. Station?

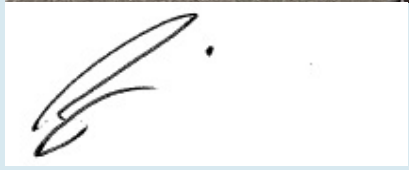
Graham Street Station is a light rail stop planned for the midway point between Columbia City and Othello Stations — a critical connection for south end community members who currently must walk well over a mile to their closest station.

Graham St. Station was approved by voters in 2016 as part of Sound Transit 3 (ST3). However, Sound Transit identified a \$34.5 billion shortfall and is considering cutting Graham St. Station to help fill it. At a cost of \$175 to \$200 million, cutting Graham St. will not fill that gap. Pulling Graham St. Station will only address about 0.6% of the budget hole.

Graham St. is a critical, cost-effective piece of the plan to expand transit access to South Seattle. Up to 4,100 people would ride light rail with this additional station, drastically improving mobility options for District 2 — Seattle’s most ethnically diverse

and working-class neighborhoods. The Rainier Valley has persevered through decades of under-investment, inequitable development, and displacement. We cannot lose this important community connection.

I am grateful for the work of the Filipino Community of Seattle, Cham Refugees Community, Tenant Organizers and Advocates (TOA), and many others to ensure community is centered in preparation for Graham St. Station. Further, Mayor Wilson and the Seattle Office of Planning & Community Development (OPCD) remain committed to Graham St. Station and continue city preparations for this vital infill station.



Councilmember Eddie Lin
Seattle City Council | District 2

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If you need assistance, please reach out to my office:
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Hello. Ballard resident here. I understand times are tough and funds are tight, even with all the many tax initiatives I voted in favor of as a homeowner to pay more taxes to fund light rail. Sure, a 2039 delivery estimate sounded ludicrous, but sure, take my money.

Building rail over/under water really is tricky. Maybe a line from the U District over to Wallingford, Fremont, then Ballard would be easier and protect the precious pathways of all the yachts along the ship canal, ones like Zuck's that graced our waterways yesterday?

One thing's for certain: I'm never, ever, ever, ever going to vote for another taxpayer-funded initiative to fund Sound Transit until the Ballard rail is built. Fool me once, shame on you. Fool me three times? Shame on me. And don't think you can trick us into believing that you're building a rail by **starting** the path. You've got to finish it before we start trusting you again. After all, people who live along the missing link of the Burke Gilman (going on 30 years now!) know not to trust someone who says they're "really close" to building a path.

I used to ride Sound Transit all the time when I lived in Cap Hill and Fremont. However, since I moved to Ballard, I have used it **ONE** time. Maybe that's the last time I'll ever use it.

FUND. BALLARD. RAIL.

There are currently only two bus routes connecting ballard to downtown seattle, and it's not enough. We need more public transit in and out of Ballard. The ballard light rail line would add the most riders to the public transit system of all the lines planned, so it doesn't feel right to indefinitely delay such a

significant addition to the light rail. There has to be a way to connect ballard to the rest of the city. What if we had light rail running east-west from the university district station to ballard?

Do not cancel the Ballard Light Rail! We need the public transit in Magnolia and Ballard to relieve the traffic, negative impact to the environment, sound pollution and ensure that there is low cost public options. This also ensures the continued growth of our community infrastructure and part of the reason our growing family chose to live in Seattle.

Hello, as a ballard resident since 2004 we have seen the population explode and only continues to densify rapidly.

Being one of the most difficult-remote areas of Seattle to access as currently setup along with the continued growth over the next 10-20yrs, without a better transportation method the town of Ballard will become untenable to access at many times of the day. If there was a transportation access score Ballard would rank dead last regionally along with Magnolia.

SAVE BALLARD PLEASE!

THANK YOU

As a long time resident of Ballard, who grew up in London and Milan. I cannot understand why a line connecting Ballard to West Seattle has never been built.

Compared to obstacles overcome in London ...

I voted for ST3 back in 2016 specifically because I think Ballard needs better transit infrastructure to connect it to the rest of the city. The failure to actually provide the things you put on the ballot is pathetic, and is going to undermine public confidence in Sound Transit.

Figure out a better approach to actually keeping the promises made to voters. There are several good alternative plans floating around out there. If you don't think they work at least explain why.

I urge a no vote on this proposal.

We know Sound Transit has internal dates for the Ballard Link Extension and Boeing Access Road Station under current conditions. Why won't they release them? Is it because, as explained [on Seattle Nice last week](#), it's after 2059? Perhaps 2066, as the rumor says? Any supposed efforts at transparency can't be taken seriously, when you won't even admit how big a problem you've created.

Ballard and Magnolia need light rail. Don't isolate us from the rest of the network. We voted for it and have already waited too long.

Stick to the Plan! Build the rail to Ballard, with stops in Magnolia too.

Please save our light rail station and expand to Ballard!

Please build the Sound Transit to Ballard. My wife and I only have one vehicle and rely heavily on public transportation to get us around.

We used to live in Cap Hill and the Sound Transit to the airport was very easy and reliable. Due to safety, we moved to Magnolia but sacrificed public transport ease. Today, Ubers from Magnolia to the airport are unsustainable and public transport is 2+ hours (bus+train).

We were looking forward to the Sound Transit extension to eventually bring relief and ease of getting around

Please fulfill ST3 and build out the light rail to Ballard. Make compromises if needed but don't cut off Ballard. It will make any further funding actions in the future DOA.

Too the Board

Ballard has grown and is going and needs transportation improvements to handle this population increase.

I support San Strauss's proposal ot move forward with light rail to Ballard.

Attachment available until Jun 27, 2026

Hello,

Here is a list of memes compiled by the community and submitted for public comment.

RIP Ballard Rail.

[Click to Download](#)

FUNERAL.pdf

32.4 MB

I support Strauss' proposal to defer the second downtown tunnel instead of the Ballard terminus. The current realignment plan which stops short of Ballard does not dramatically improve service coverage, offering redundancy at the cost of easy downtown transfers and the existing, direct link between Northeast and South Seattle.

Focusing on and building Ballard Link from Ballard to Westlake first delivers the highest value project as soon as possible, adding the greatest amount of ridership without harming any existing journeys. It would lay the foundation for future extensions, giving an opportunity to realign as needed while still being extremely useful on its own and offering as much in savings as truncation.

As a resident without a car, Ballard is a notoriously difficult urban center to reach and focusing on the second canal crossing instead of a second parallel tunnel would offer more transformative regional connectivity, which is one of Sound Transit's core goals. While it would reduce redundancy downtown compared to building the second tunnel first, it would increase redundancy across the ship canal with a new connection not relying on aging road infrastructure, not unlike West Seattle Link. In the face of a budget shortfall, it's important to be able to compromise, but talking away and indefinitely deferring one of the headline ST3 projects to the currently proposed degree is a disservice to the region and its transit riders.

Thank you for your consideration.

Hello,

I have lived in Ballard for 7 years now, I moved here from U District after graduating from UW in 2019. I love this neighborhood and everything it has to offer, but it can be very isolated from other parts of the city if you rely on public transportation. Sound Transit needs to prioritize connecting the city with light rail before continuing to expand to the suburbs who already rely on cars. This expansion will lead to the highest expansion of ridership because Ballard WANTS the light rail. Prioritize keeping your promise to bring light rail to Ballard over expanding to any other suburbs. It's hard, but your job is to do hard things.

Later today, you will be voting on a proposal that is unacceptable without a date to Ballard. Despite there not being any legal requirement, you are choosing to jam through this proposal and effectively 'cut' lines. You don't need to pass this proposal to break ground in West Seattle.

I want you to honor the commitments made when the ST3 project was approved by voters in 2016. We were promised light rail to Market St in 2035. Then 2036. Then 2039. Then 2046. And now we have no date for Ballard's light rail completion. Indefinitely delaying rail to Ballard violates a promise made to voters, and makes it unlikely we'll ever see it built in our lifetime.

Instead we are told the Ballard link extension will be built to Seattle Center. That's not even close to Ballard. Close enough is not good enough.

We want you to look for creative, ambitious approaches to rein in skyrocketing construction costs and raise new revenue and provide a date for Ballard.

Nobody is giving Sound Transit kudos for considering opening lines and stations 40 to 50 years after they were approved. It makes the agency look incompetent.

Board members, vote no to this proposal.

Form Letters

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

Sound Transit Board Meeting Comments,

Dear Sound Transit Board,

I am writing to urge you to support two critical amendments at the May 28 Board meeting — amendments that are essential to protecting the Ballard Link Extension and honoring the promise voters made in 2016 when they approved Sound Transit 3.

1. I urge the Board to redirect funding to prioritize building light rail starting from Market Street in Ballard. The current proposal allocates nearly \$11 billion to construct a second downtown tunnel that would largely duplicate service already provided by the existing tunnel. That is a policy choice, not a requirement. Ballard has been significantly upzoned to become one of Puget Sound Regional Council's "Regional Centers". I ask the Board to redirect funds toward a 'Ballard Starter Line' from Ballard to Westlake, where new riders are waiting. Savings could be found by avoiding a new Interbay OMF and instead creating service track connection between Denny Station and the existing Downtown Seattle Transit Tunnel stub to the former Convention Place Station.

2. I urge the Board to require Sound Transit staff to release a transparent timeline for the Ballard Link Extension within 30 days of passing this resolution. Despite repeated requests from community members and elected officials, Sound Transit has not published any estimate for when the Ballard Link Extension, and Boeing Access Road and Graham Street Stations could be completed under current assumptions without additional funding mechanisms or cost savings. The current lack of transparency is unacceptable. Regardless of how discouraging that timeline may be, the community deserves to see it — so advocates, planners, and elected officials can begin working to improve it. And so we can work with our state legislators to provide the tools we need. Indefinite postponement with no accountability is not acceptable.

Failing to build light rail to Ballard first would be a generational mistake for our region. I urge you to incorporate both of these amendments explicitly on May 28.

Thank you for your service to our region.

Note: The following is a form letter submitted by the individuals listed below.

Sound Transit Board Meeting Comments,

Dear Sound Transit Board,

I am writing to urge you to support of an amendment that is essential to protecting the Ballard Link Extension and honoring the promise voters made in 2016 when they approved Sound Transit 3.

I urge the Board to require Sound Transit staff to release a transparent timeline for the Ballard Link Extension within 30 days of passing this resolution. Despite repeated requests from community members and elected officials, Sound Transit has not published any estimate for when the Ballard Link Extension, and Boeing Access Road and Graham Street Stations could be completed under current assumptions without additional funding mechanisms or cost savings. The current lack of transparency is unacceptable. Regardless of how discouraging that timeline may be, the community deserves to see it — so advocates, planners, and elected officials can begin working to improve it. And so we can work with our state legislators to provide the tools we need. Indefinite postponement with no accountability is not acceptable and sounds tantamount to cancelling voter approved projects.

Thank you for your service to our region.

Ada Hackett	
-------------	--

Note: The following is a form letter submitted by the individuals listed below.

Good afternoon,

On May 28, 2026, you will be voting on a proposal that is unacceptable without a date to Ballard. Despite there not being any legal requirement, you are choosing to jam through this proposal and effectively 'cut' lines. You don't need to pass this proposal to break ground in West Seattle.

I want you to honor the commitments made when the ST3 project was approved by voters in 2016. We were promised light rail to Market St in 2035. Then 2036. Then 2039. Then 2046. And now we have no date for Ballard's light rail completion. Indefinitely delaying rail to Ballard violates a promise made to voters, and makes it unlikely we'll ever see it built in our lifetime.

Instead we are told the Ballard link extension will be built to Seattle Center. That's not even close to Ballard. Close enough is not good enough. As a resident of Ballard considering moving to a new neighborhood because of lack of access to lightrail, I am worried that our wonderful neighborhood will be hugely impacted by these insane delays to light rail construction.

We want you to look for creative, ambitious approaches to rein in skyrocketing construction costs and raise new revenue and provide a date for Ballard.

Nobody is giving Sound Transit kudos for considering opening lines and stations 40 to 50 years after they were approved. It makes the agency look incompetent.

Board members, vote no to this proposal.

Becca Duncan bduncan97@gmail.com	Alexa (Goldstein) Benyak 850-980-4503	Rahim S. Rajan Cell +1 917 647 7927 Email: rahimsrajan@gmail.com
Greg Pape 302.668.5692	Kat Krause	Stephanie Wagner E-mail: strwagner@gmail.com Phone: (206) 326-9976
Madeline	Michael Mellini	David Ehrenberg
Yenlin Chen	Philippa Rachel	Emily Tapp

Zan McPherson (she/her)	Josh Dougherty 9034 15th Ave NW Seattle, WA 98117	Megan Campbell
Capitol Hill Resident	Sara Gerlach	

Note: The following is a form letter submitted by the individuals listed 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.

<p>Emily Santos emilysantos782@gmail.com 107 Fourth Ave SE Pacific, Washington 98047</p>	<p>Hillary Gonzalez-Delgado ho.gonzdelg@gmail.com 1501 Sturgus Ave S apt B Seattle, Washington 98144</p>	<p>Courtney Baxter swtpea1991@gmail.com 20020 53RD PL W Lynnwood, Washington 98036</p>
<p>John Mackay jmackaycpa@gmail.com 836 NW 61st St Seattle, Washington 98107</p>	<p>Patricia Gonzalez Delgado jgd.patricia@gmail.com 910 10th Ave E Seattle, Washington 98102</p>	<p>Serena Furuta serenafuruta22@gmail.com 8404 S 124TH ST Seattle, Washington 98178</p>
<p>Michele Meyers meyersmk@yahoo.com 14820 BOTHELL WAY NE APT 249 Lk Forest Pk, Washington 98155</p>	<p>Jasper Karras tartar-case8n@icloud.com Seattle, Washington 98104</p>	<p>Gisele Charpentier gizzle842@gmail.com 6006 32nd Ave NE Seattle , Washington 98107</p>
<p>Mack Ohnemus mohnemus95@gmail.com 159 Florentia St Seattle , Washington 98109</p>	<p>Adara Shilling adara.glader@gmail.com 4759 15th Ave NE Seattle, Washington 98105</p>	<p>Brittani Plante bnplante95@gmail.com 1140 NW Market St, Apt 311 Seattle, Washington 98107</p>
<p>Stephanie Santiago stephsantiago@gmail.com Seattle, Washington 98107</p>		

Comments received after the meeting's comment deadline

William Langevin

Dear Sound Transit Board Members,

My name is William Langevin, and I'm writing alongside my boyfriend Krishna to offer public comment in support of Councilmember Strauss's amendment to fully fund the Ballard Extension from Seattle Center to Ballard using North King subarea funds, and to fund the downtown tunnel with central system funds. We have been vocal advocates for cost-saving alternatives to the current tunnel proposal, and we want to be clear today: we believe Councilmember Strauss's amendment reflects exactly the kind of bold, systems-level thinking this moment demands. The downtown tunnel is not solely a North King project. It is the spine of the entire regional network, connecting riders from Snohomish to Pierce to King County. Funding it with central resources is the right call, and we urge the board to adopt this amendment. We also want to use this comment to pivot our advocacy in an important direction. Rather than continuing to urge a separate surface alternative along 1st Avenue, we are now urging the board to make today's vote a record of decision, one that directs ST staff to pursue aggressive cost savings within the existing EIS, including design innovations for the downtown tunnel segments that could incorporate a linear park environment along the original proposed alignment. The environmental review work is done. The path forward is to use it, not to relitigate it.

Sound Transit's own studies have shown that thoughtful, people-centered design can coexist with fast, reliable transit. Cities like Zürich, Amsterdam, and Sydney have proven this, and we have seen it firsthand. We believe those same principles can be applied within the adopted alignment to deliver a tunnel that is not just functional but genuinely transformative, one that reflects the ambition of the voters who passed ST3.

Cutting Ballard has never been acceptable to us, and today's amendment ensures it doesn't have to be. We urge the board to approve it, lock in the Ballard Extension as fully funded, and direct staff to find every dollar of savings within the EIS that can make this system as exceptional as the region deserves. Thank you for your leadership and your continued commitment to completing the spine and getting all of ST3 built on budget and with clear timelines identified.

Warmly,

-William

William Langevin, MPA (He/Him)

253-341-1733 | wlangevin97@gmail.com

Krishna Adettiwar

Hello,

The Ballard Link extension will cost \$2.5B per mile. That makes it by far the most expensive light rail project in human history, at 5-10x per mile costs of other international cities (even expensive ones). And it puts getting to Ballard and completing the spine at risk, thereby breaking the promise to voters. The Sound Transit board has asked for creative solutions to close the \$34.5B budget gap. Here's one: following the proven methodologies of other European cities, the Link can run through a pedestrianized linear park along 5th or 6th Ave at 20 mph between stops (5 mph slower than current cars, and same speed as our streetcars). This is within the EIS alignment and can be done. It must have full signal priority to keep it moving consistently and only stopping at designated stops. This means the train would move *faster* at-grade through downtown than our current downtown tunnel. This is possible to do safely because cars won't exist on 5th/6th Ave and will provide significant safe space for pedestrians, alongside an urban linear park with fantastic green public space for restaurant seating, recreation, etc. This is NOT comparable to the Rainier Valley segment; it is fundamentally different.

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

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

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

I also do want to express my support for the proposal to use North King County money to fund Ballard to Seattle Center and use central + north money to fund the downtown tunnels, if necessary. This benefits the whole system, the entire region, and Ballard.

Thank you,
Krishna Adettiwar

Rhonda Mak

Councilmember Strauss' amendment should be voted on in today's meeting. The people of Ballard have been paying for ST3 for decades. It's time to deliver.

Rhonda Mak
Ballard Resident

Dave

We need light rail with added density in Ballard! Can't have one without the other.
Dave

Amelia Davis

Hello,

Today, you will be voting on a proposal that, if approved, would leave Ballard largely disconnected to the rest of Seattle, despite Ballard voters' approval of the ST3 project in 2016. We were promised light rail to Market St in 2035. Then 2036. Then 2039. Then 2046. And now we have no date for Ballard's light rail completion. Indefinitely delaying rail to Ballard violates a promise made to voters, and makes it unlikely we'll ever see it built in our lifetime.

Instead of a stop on Market Street, projects downtown between Seattle Center and SODO are being prioritized, despite those routes reiterating pre-existing service routes. Ballard continues to be one of the most underserved neighborhoods in terms of efficient transit and should be prioritized for light rail service. The Westlake to Ballard line would significantly lessen the transit burden on Ballard residents and would be the most logical start to this project, rather than starting with a redundant Seattle Center line.

I implore you to consider new approaches for financing construction costs and provide a date for Ballard light rail. Financing a line to Seattle Center may be cheaper than to Ballard, but would still be a massive cost for very little reward, given that this area is already very well connected.

Ballard residents have been begging for light rail service for over a decade. Please don't go back on this promise.

Board members, vote no to this proposal!

Sincerely,

Amelia Davis

Ballard resident, bike commuter, and transit rider

Dylan Nixon

Dear Board,

Try as I might here, I won't fully express my disappointment in the willingness to treat Ballard rail as optional.

I won't speak for others present, but it is, to me, an abdication of our power to dream of a city fundamentally altered to better serve its people. It an admission of defeat to opponents of ST3 and a signal to them that Seattle has given up, that we are now merely shoring up what we have while we sit still and wait for some unknown future to save us.

If this council commits to merely iterating on what already exists, voters will never again have faith to trust Seattle or Sound Transit with ambitious policy in our lifetimes. We will forever damage our reputation as a place actually willing to work to change for the better, and the people who want that from a city, who deserve that from a city, will look elsewhere.

Ballard rail means something. Pragmatically and symbolically. It's a huge step in the project to give our city, all of our city, back to humans. In the cynical extraction and cultural alienation of this moment, it is just a glimmer of hope that maybe a better future is closer than it seems.

Thank you,

Dylan Nixon

Hannah Sabio-Howell

To the Sound Transit Board of Directors -

I strongly support Councilmember Strauss' proposal to prioritize Seattle-area funding for light rail from Westlake to Ballard, specifically to prioritize funding to build to Denny, Seattle Center, Smith Cove, Interbay, and Ballard.

This extension is projected to serve up to 148,000 people who live in, work in, and visit our city, the most riders of any project in Sound Transit history. It's time to build for the future we want to live in, not the constrained reality we have now.

I urge you to support his amendments. Thank you for your work.

--

Hannah Sabio-Howell

Fallon

Hello, my name is Fallon and I've lived in Ballard since 2013. I urge you to support Councilmember Dan Strauss's amendments to prioritize building light rail to Ballard, and provide a concrete timeline for when the Ballard light rail line will be completed.

I happily voted for ST3 in 2016, but I only voted for it because of the light rail extension to Ballard.

The Ballard link extension is projected to have the highest ridership of any light rail expansion project, and Ballard has been upzoned multiple times in the past decade which is creating even more of a need for light rail to the neighborhood.

Irene Derosier

Greetings,

The urban growth in Ballard more than justifies a buildout of light rail to that neighborhood.

One would be hard pressed to find a location so adjacent to city center that has more density BEFORE the rail line goes in. Not only would Ballard benefit, but the service it would offer to north and west Queen Anne, all of Interbay and Magnolia, including the cruise ship terminal, would more than justify the investment. If you expect Seattle to compete with the regional expansion taking place in Bellevue, Redmond, etc., the public transit must feature be a priority.

Figure it out.

Regards,

Irene Derosier

Patricia Gonzalez Delgado

Hello, my name is Patricia Gonzalez Delgado and I am sending in my comment in writing as there was not enough time during the May 28, 2026 board meeting to share my comments.

I am a Seattle resident and a life-long King County constituent.

I graduated from Tyee High School in 2016, this was a pivotal time for me as a transit rider and voter.

First, the light rail was newly open from Angle Lake station to UW station, facilitating how I got to and from campus while I was attending UW. To this day, public transportation is my main mode of transportation since I do not own a car.

Second, I was able to get my first win as a first time voter when ST3 passed, which I am very proud to have voted for.

Unfortunately, any cuts to Ballard rail will be walking back on the commitments made in the ballot measure I voted for in 2016.

I encourage the board to find creative ways to move forward with the extension of Ballard Rail and the rest of ST3, whether that be by streamlining permitting, prioritizing an elevated Ballard link alignment as proposed by Councilmember Strauss's amendment, or tax increment financing.

Walking back on any commitments made by ST3 will be a huge breach of trust to voters, and frankly, I cannot guarantee that future funding measures will be met with the same enthusiasm as ST3 if we do not fully realize those commitments.

As a voter and transit rider, I am invested in ensuring that all transit needs are met for everyone in King County.

Thank you.

Gail Cabahug

Dear Sound Transit Board of Directors,

My name is Gail Cabahug and I am the Advocacy and Policy Manager for Puget Soundkeeper.

We're a nonprofit organization focused on the protection of Puget Sound. Our vision is of a healthy Puget Sound that supports vibrant communities.

Part of supporting vibrant communities is delivering on the promises made to them and providing reliable, accessible public transit.

We are in strong support of the amendment that would fully fund and save Graham Street station.

And, because we are Puget Soundkeeper, I would be remiss if I did not mention that aside from the obvious community benefits and reduction of greenhouse gases that come with increase public transit, we also see increased public transit as a small but important component of the many solutions bringing us closer to reducing the amount of toxic 6ppd entering our environment.

Toxic 6PPD sheds from tires and severely harms our salmon population. Less cars on the road means less toxic 6PPD being shed.

Thank you for your time and please save the Graham Street station and protect public transit.

Best,
Gail Cabahug

Rachel Jones

Hello,

Please support the plan to continue the light rail to Ballard. There's a huge population of riders and the city of Seattle has already spoken- we want light rail to Ballard.

Thank you,
Rachel Jones

Maria Batayola

Honorable Sound Transit Board,

Please accept my attached public comment as the public comment period was closed before I can testify. It comports to the one minute limit for public testimony.

Respectfully,

Maria Batayola

Dear Sound Transit board,

My name is Maria Batayola and I chair Beacon Hill Council.

The Graham Street link station will serve Rainier Valley and Beacon Hill neighbors who are mostly people of color.

We ask that you vote for the Reso Amendment introduced by the Honorable Wilson, Zahilay Mosqueda with the \$30m offer and pledge of savings and future funding so the Graham Street Station can be built. This is a win win funding for Sound Transit to practice equity and keep its promise that community worked so hard to restore.

Riders along the southern portion of the 1 Line already get less frequent service and at-grade crossings than Link service to the north and east.

Please vote yes on the resolution amendment. Thank you.

Maria Batayola

(siya, she/her)

c [206 293 2951](tel:2062932951)

Beacon Hill Council, Chair

El Centro De La Raza Volunteer EJ Coordinator

Jump Start organizational & community development

Alison Greystad

Dear Sound Transit,
Please figure out a way to fund the Magnolia/Ballard ST3 link.
Smaller cars, smaller stations, build this link first and the second tunnel later.

I know you can do this!

Best, Alison Grevstad

Toshiko Hasegawa

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

Please find attached written comments from Port of Seattle Commissioner Toshiko Hasegawa.
Francis

	<p>Francis Choe Strategic Advisor to Commissioner Toshiko Hasegawa Port of Seattle Mobile: (206) 640-7391 Email: choe.f@portseattle.org</p>
--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

[Click here](#) to sign up for Commissioner Hasegawa's emails.

Rachel

Hello,

I really very much am so thankful for the rail from Bellevue to Seattle. But I want a rail to Ballard! I was taking the bus to Ballard the other day, and it took me over an hour from below UW. Due to the beautiful structure of the city surrounded by water, when driving by car we rely on bridges that can easily back up due to traffic, and so many stop lights on the many intersecting roads. I want to be able to use the rail to reduce traffic on roads and make it easier to get between neighborhoods, allowing traffic to be easier on everyone, and more ease of access to businesses and healthcare between communities. Gas and parking garage prices are exorbitant in this already expensive cost of living city, and the rail improves access for everyone!

Please build the Ballard rail in my (soon pls?) lifetime,

Rachel

Leo Berk

To the Sound Transit Board of Directors,
I am writing to simply say "THANK YOU!" for funding Graham Hill Station. I am so grateful that you found a way to fund this station and prioritize the transportation needs of the South Seattle community that I live in.

Best,

Leo Berk

3327 S Morgan St

Unnamed Commenters

If the Sound Transit board goes ahead with the current plan for ST3, as-is, as proposed by Somers, and fails to take the proposed amendments seriously and implement many of them, it will have lost all credibility.

If you go forward prioritizing construction of an extremely expensive second downtown tunnel (very deep, with a poor rider transfer experience, and with a station coverage area that is WHOLLY DUPLICATIVE of what already exists with the current DSTT), and you do this at the expense of building the actually-useful segment connecting downtown Seattle all the way to Ballard proper via SLU, you will have made a generational error and will have squandered whatever remaining trust the public has in ST. I'm a transit advocate living in North Seattle. I love many of the things that ST has built out to date. But what I cannot stand is the ST board's longstanding pervasive pattern of making opaque decisions and summarily refusing to even bother giving serious consideration to alternative courses of action (e.g. a Ballard stub/starter line, automated metro concepts, etc) that could actually make a substantial difference both in terms of project affordability and in terms of what would actually provide the most benefit to the riders who actually use the damn system.

If you prioritize the tunnel to nowhere over the actual line to SLU and Ballard, if you outright refuse to even CONSIDER real possible alternatives like an automated stub line, if you screw this up, then you will have forever lost the confidence (and the vote) of people like me—strong transit advocates who love the idea of funding serious investments in mass transit, but who see a board that WILLFULLY CHOOSES to squander the truly staggering amount of funds they've been entrusted with on a flawed system design that puts the status quo and "how we've always done things" above considerations like "how will this actually benefit riders" and "does what we're doing here actually make any sense".

If you just blast ahead with the default plan from Somers, transit advocates like me in the North King subarea will almost certainly vote against any future ST ballot measure—not because we don't want transit, but because it will be so crystal clear that ST can never be trusted to responsibly use the funds we give them to build a system that's actually any good for the people who will use it.

Do not betray the voters most responsible for getting ST3 over the line and passed in the first place. Do not allow false urgency (premised on the dubious, unrealistic notion of West Seattle Link supposedly being ready to build any minute now) to railroad through a plan that puts building an expensive, duplicative tunnel-to-nowhere as a higher priority than a complete line to SLU and Ballard that will actually serve riders.

Stop, consider, and choose to build things that actually make sense.

Get it right.

Please prioritize Westlake to Ballard instead of building a second line that is already served.

Thank you.

Resident of Ballard

Ballard resident here -

Can we get an honest account of what "shovel ready" means from the Board for West Seattle and the rest of ST3? The Chair's statement to Mike Lindblom's May 17 Seattle Times article is not reassuring for getting funding under a hostile Federal admin.

Sound Transit needs to ride the wave of public goodwill from Crosslake opening by presenting serious, good-faith solutions to solve the fiscal cliff despite the current Federal gov. We want to

see ST seek alternate funding sources like 75 yr bond from Olympia, streamline code and permitting, and start planning ahead with open RFP/RFIs for all ST3 projects. Build the damn trains, finish ST3 before 2041 even if its without Fed money.

Thank you.

Hi many throughout the state have lost trust in the Sound Transit Board .
There was a refusal to be truthful about the real cost to legislators and taxpayers!
And as if that is not bad enough you filled the seats in the meeting with as many of your supporters as possible
So I am writing instead! Saw them beg for what they want with no fiscal restraint on your part.
Wonder if you even know what a budget is??
Along with a huge tax increase ! More than 100,00 of us objected to a despised tax recently!
Why ? Because we are taxed enough already often seen as a walking ATM.
If we know what it is to live within a budget perhaps its time you did as well!

Thank you for cancelling the expansion plans to Ballard and West Seattle. Let's focus on getting what we already have more optimized and profitable (e.g. more parking at existing stations, put turnstiles or other barriers to entry to ensure pay for usage...etc).

A plan without a date for Ballard was never acceptable, and I'm relieved the board recognized that. But the no vote is only meaningful if it leads somewhere. The work starts now.

Let me be direct: the handling of Ballard Link has been a demonstration of institutional incompetence at nearly every turn. Voters approved ST3 in 2016 with a promise of light rail to Market Street. The delivery date has been revised — repeatedly — from 2035, to 2036, to 2039, to 2046, and now to nothing at all. No date. Indefinitely deferred. That is not a planning failure. That is a breach of public trust.

The proposal you nearly passed would have codified that breach by advancing a truncated alignment to Seattle Center and calling it progress. Seattle Center is not Ballard. It is not close to Ballard. "Close enough" is not a standard this agency gets to invoke after a decade of delays and cost overruns on a voter-approved commitment.

The no vote bought you time. Use it.

I am asking the board to do the following:

Put a plan on paper that includes Ballard — with a real date. Not a placeholder. Not a phase. Not a "future extension." A funded, scoped, committed timeline to Market Street, as voters were promised.

Get creative about costs and revenue. The excuse of skyrocketing construction costs is real, but it is not unique to Sound Transit, and other agencies have found ways through. Value capture, federal

partnerships, phasing that doesn't abandon the destination — these options deserve serious, public, documented analysis.

Stop advancing West Seattle work as if Ballard doesn't exist. Breaking ground in West Seattle does not require severing Ballard from the plan. Those are separate decisions, and conflating them has been used to manufacture a false urgency that benefits one corridor at the expense of another.

The board should also understand this clearly: nobody is applauding Sound Transit for contemplating the opening of lines and stations 40 to 50 years after voter approval. That timeline is not a logistical reality to be accepted — it is an indictment of how this agency has managed one of the largest transit investments in the region's history. It makes Sound Transit look incompetent, because on this project, Sound Transit has been incompetent.

The no vote was a second chance. Ballard riders, taxpayers, and the voters who approved ST3 are watching what you do with it.



P.O. Box 1209
Seattle, WA 98111-1209
Tel: 787-3000

www.portseattle.org

Public Comments - May 28, 2026

My name is Toshiko Hasegawa, Seattle Port Commissioner, and I speak on behalf of the entire Port to voice my strong support for Amendments 8 and Amendments 9, to advance the Graham Street and Boeing Access infill Stations, as well as Amendments 12 and 13 to advance Ballard.

I am grateful to Mayor Wilson, Executive Zahilay, Mayor McLeod and Councilmembers Strauss, Mosqueda, and Fain, for your leadership in standing with the communities who have waited decades for what they were promised and who have continued to show up to make their voices heard.

The Port committed to being thought partners for appropriately siting new opportunities for affordable and workforce housing. A new stop brings with it not just connection, but the potential for transit-oriented developments that buoy community vitality, like childcare centers, new businesses, and increased foot traffic to existing ones.

These investments are particularly important to communities where transit justice has long been denied. Today, this Board has the opportunity to choose a future that's connected, sustainable, and equitable. Thank you for your work.

Thank you.

Toshiko Hasegawa
Port of Seattle
Commissioner

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FILED
KING COUNTY, WASHINGTON
SEP 08 2008

THE HONORABLE JOHN ERLICK
NOTE ON MOTION CALENDAR:
SEPTEMBER 10, 2008, 3:00 pm
With Oral Argument

SUPERIOR COURT CLERK

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON
IN AND FOR THE COUNTY OF KING

WILL KNEDLIK, *qua* a citizen and
taxpayer,

Petitioner,

v.

Hon. DANIEL SATTERBERG, *qua* the
Prosecuting Attorney for King Count, and
SHERRIL HUFF, *qua* the chief elections
officer for King County,

Respondents,

and

Hon. PAT MCCARTHY, *qua* the auditor
for Pierce County; Hon. CAROLYN
DIEPENBROCK, *qua* the auditor for
Snohomish county; Hon. SAM REED,
qua the chief elections officer for the state
of Washington; and the CENTRAL
PUGET SOUND REGIONAL TRANSIT
AUTHORITY (also known as SOUND
TRANSIT), *qua* a regional entity duly
constituted pursuant to RCW 81.104 and
to RCW 81.112,

Interested Parties.

No. 08-2-29585-1 SEA

DECLARATION OF BRIAN
McCARTAN IN SUPPORT OF
SOUND TRANSIT'S RESPONSE TO
PETITION

1 I, Brian McCartan, declare as follows:

2 1. I am the Chief Financial Officer for Sound Transit, am competent to be a
3 witness, and have personal knowledge of the matters stated herein.

4 2. Sound Transit Resolution 2008-11 is the ballot proposal to voters to fund
5 implementation of the *Sound Transit 2 Regional Transit System Plan for Central Puget*
6 *Sound* ("ST2"). A true and accurate copy of Resolution 2008-11 is attached hereto as
7 **Exhibit 1.**

8 3. A true and accurate copy of ST2 is attached as **Exhibit 2.**

9 4. I am responsible for the development of the financial plan to fund
10 implementation of ST2, which was prepared by Sound Transit staff and by economists
11 employed by Sound Transit with consulting firms like Conway & Associates and Global
12 Insights, regional and national leaders in economic forecasting, and has been reviewed by
13 the Expert Review Panel, appointed by the Washington State Department of
14 Transportation. **If ST2 is approved by the voters, it will be funded in major part by a 0.5%**
15 **Sales Tax increase and an existing 0.4% Sales Tax and 0.3% Motor-Vehicle Excise Tax.**
16 Additional funding will be provided by federal grants, transit fares, existing rental car tax
17 and other miscellaneous revenues.

18 5. I have reviewed Exhibit B attached to the Petition filed by Mr. Will
19 Knedlik in this case. The Exhibit is not an accurate copy of Sound Transit's tax revenue
20 forecast. Exhibit B changes the tax revenue forecasted by the agency in 2009 to a number
21 that is significantly incorrect, and Exhibit B also includes an additional 14 years of
22 forecasts that were never prepared by Sound Transit. **In addition, Exhibit B includes tax**
23 **collections after 2038 that the agency would not collect.**

24
25

1 6. Exhibit B includes tax collections in 2009 of \$372 million. The ST2
2 Financial Plan assumes tax collections of \$186 million – an error in Exhibit B of \$186
3 million or 50%.

4 7. Neither Sound Transit, nor any economic tax forecasting expert hired by
5 the agency, has ever prepared a tax revenue forecast extending as far in the future as
6 Petitioner's forecast, which extends until 2054. Sound Transit's current forecast, which
7 was developed by independent economic forecasters and reviewed by the independent
8 Expert Review Panel, ends in 2040 and will be updated on a yearly basis to reflect
9 additional information.

10 8. ST2 requires that the sales taxes be reduced as soon as practical after the
11 transit system plan is implemented and the bond debt is retired. The roll back provisions
12 can be found on page 41 of the plan attached hereto as Exhibit 2. Under the ST2 Financial
13 Plan, the bonds would be retired in 2036 and the Sales Tax rate reduced in 2038. The
14 Sound Transit Board will reduce the tax rate to an amount determined to be sufficient to
15 fund the long-term operation of the transit system. The ST2 Financial Plan projects that
16 the tax could be reduced from 0.9% down to 0.4% in 2038.

17 9. The notes to Exhibit B state that the 2041-2054 forecast was prepared by a
18 person named "MacIsaac". Based on prior interactions with the agency, we believe that
19 this is Mr. Jim MacIsaac, who has identified himself to our agency as a retired
20 transportation engineer, not as an economist with expertise in tax revenue forecasting.

21 10. Attached as **Exhibit 3** to this declaration is a true and correct copy of
22 Sound Transit Resolution No. 75.

23 11. Attached as **Exhibit 4** to this declaration is the official ballot title and
24 explanatory statement published in the voter's pamphlet with respect to Resolution No.
25 75.

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I declare under penalty of perjury under the laws of the State of Washington that
the foregoing is true and correct.

EXECUTED this 8th day of September, 2008, at Seattle, Washington.



Brian McCartan

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WASHINGTON, DC 20515
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RICK LARSEN
2ND DISTRICT, WASHINGTON

Congress of the United States
House of Representatives
Washington, DC 20515-4702

RANKING MEMBER
COMMITTEE ON
TRANSPORTATION
AND INFRASTRUCTURE

May 27, 2026

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

Dear Board of Directors:

I write in support of completing the light rail regional spine from Everett to Tacoma. Completing the spine is critical to creating jobs, providing more affordable transportation options, expanding equitable access to transit and promoting regional connectivity. Doing so will help Sound Transit capitalize on the significant federal transit investments already made in our region.

Reliable public transit is essential to a strong regional economy. In the Pacific Northwest, transportation means jobs: workers need reliable ways to get to employment centers, students need access to education and training, families need affordable transportation options, and businesses need confidence that people and goods can move efficiently. The Everett Link Extension will improve access to one of the region's most important employment centers and industries. The SW Industrial Station will connect light rail to Paine Field for the first time, providing better transit access for workers in the aerospace industry. The Boeing Everett Factory alone employs more than 30,000 people, and more than 1,300 other aerospace-related businesses are located in Snohomish County. Light rail is a long-term investment in economic growth and the quality of life for communities across the Puget Sound region.

Completing the spine will help relieve congestion, support transit-oriented housing and job growth, reduce transportation costs for working families and build a cleaner, greener and more accessible transportation network. As the region continues to grow, light rail provides a reliable alternative to increasingly congested transportation corridors and helps connect communities that are underserved by high-capacity transit. Everett has the largest population of any city north of Seattle and is expected to grow significantly in the coming decades. The Puget Sound Regional Council designated Everett as one of five Metropolitan Cities, which together are expected to comprise 36% of the region's population growth and 44% of its employment growth by 2050.

Bringing light rail to Everett Station will expand transit access for many communities throughout Snohomish County. Everett Station is a major transportation hub, serving more than 20 bus routes as well as regional transportation services. The 2024 opening of Lynnwood Link demonstrated the strong demand for light rail in Snohomish County. The Everett Link extension

will build on that success and serve multiple Opportunity Zones along SR 526 and Broadway in Everett, where communities will benefit significantly from expanded light rail service.

Connecting Everett and Tacoma to the light rail network through completion of the spine is critical to the economic success of the region, equitable transit access and the future of a truly connected regional transportation system.

Sincerely,

A handwritten signature in blue ink that reads "Rick Larsen". The signature is written in a cursive, flowing style.

Rick Larsen

U.S. Representative

Washington State, Second District

Written Public Comment by Brien Chow, Sound Transit Board Meeting, Thursday, May 28, 2026 at Union Station, 1:30 p.m.

Dear Sound Transit Board,

I am Brien Chow, co-founder of Transit Equity for All (TEA) and Outreach Chair of the Chong Wa Benevolent Association.

Sound Transit is currently facing an unprecedented \$34.5 billion capital funding shortfall.

Despite this fiscal crisis...

Resolution No. R2026-11 offers...

three truncated approaches, as though no other options exist.

To pay for this redundant urban core infrastructure, the current plan forces severe project cuts, truncates lines, and defers vital neighborhood equity investments.

I urge you to reject the false binary that you must either build a truncated parallel tunnel or cripple the rest of the ST3 system...

Please amend Resolution No. R2026-11...

*to defer the construction of **DSTT2** from the "Fully Funded" (Affordable within existing resources) wish list...*

to a Deferred Project, and pivot to a "Spine First + Ballard Stub" infrastructure model.

Nothing justifies...

Spending \$20.1-\$22.6 billion on a second tunnel while the rest of the regional transit system is hollowed out by austerity cuts—think sub-area equity and the omitted racial equity; please amend the resolution to defer DSTT2 before the final vote on May 28, 2026.

Key System Categories

1. *Funding Justice and Racial Equity for the South End*

To offset the immense debt of digging a second downtown tunnel, the current draft of *Resolution R2026-11* strips construction funding from the long-promised *Graham Street* infill and *Boeing Access Road stations in the Rainier Valley*... downgrading them to "unaffordable" (Construction not currently affordable within existing resources) status. *(It wasn't that long ago when the discarded 4th Avenue station hub, at \$800,000 million, was deemed "unaffordable.")*

What a coincidence that everything that's "unaffordable" happens to fall disproportionately on communities of color from the CID to Tacoma!

The burden of the agency's fiscal mismanagement...

directly falls onto historically marginalized communities.

1. Obviously, the 2nd downtown tunnel (**DSTT2**) is what's "**unaffordable!**"

Preserving an expensive downtown tunnel at the expense of building long-promised Rainier Valley stations is a direct violation of transit equity...

The Board must reallocate tunnel funds to fully restore construction dollars to the **Graham Street Infill and Boeing Access Road Station.**

2. Regional Carbon Reductions and Suburban Timeline Protection

To meet our urgent regional climate goals and remove vehicle miles traveled (VMT), we must get commuters out of their cars quickly...

By maximizing our existing public asset...the ***Downtown Seattle Transit Tunnel (DSTT1)*** under 3rd Avenue via advanced automated signaling and traction power upgrades, Sound Transit can safely interline and deliver a continuous, uninterrupted 1 Line spine from Tacoma to Everett.

Deferring DSTT2 protects suburban subarea dollars from inflationary cost overruns, ensuring outer extensions are delivered on schedule without cuts to parking or station access.

Prioritizing an upgraded, shared single-tunnel spine (DSTT1) honors your commitment to voters in Pierce and Snohomish counties and reduces regional car emissions decades faster than proceeding with an unaffordable parallel tunnel.

3. Protecting Universal Accessibility and Local Neighborhoods

The current "shifted" deep-station configurations proposed for **DSTT2** to bypass the historic ***Chinatown-International District (CID)*** create immense physical barriers...

Forcing elderly, disabled, and transit-dependent riders to navigate underground, skyscraper-depth transfers.

Connecting the Ballard line via a high-efficiency Westlake Stub directly into the shallow, highly accessible **DSTT1** footprint provides fast, reliable platform transfers.

Utilizing a shallow Westlake Stub alternative honors design principles of the Americans with Disabilities Act (ADA) while shielding the historic heart of the CID from total structural disruption.

Most importantly, this alternative completely protects the CID from catastrophic, many year-long cut-and-cover construction displacement while keeping the promise of accessibility and connectivity for the CID, as well as the Region!

A win-win! True Transit Equity for All!

Structural Mandate for the May 28, 2026 Vote

*At the May 14, 2026 Executive Committee meeting, staff explicitly reported that **comprehensive racial equity analyses** for these altered alignments have not been conducted.*

Proceeding to finalize project construction pipelines while skipping these crucial federal evaluations violates Civil Rights guidance and leaves the agency highly vulnerable to federal funding freezes and costly litigation.

You have a difficult decision ahead of you. I hope that some of you will have the courage to also amend R2026-11 to include the omitted racial equity analysis.

Without such, you reinforce what communities of color have known all along... racial equity is just a matter of feel good lip service to those in power.

It's time to protect our urban neighborhoods and build the continuous regional spine first: 1) Amend R2026-11 to include a racial equity analysis and 2) defer DSTT2.

Thank you for your attention to this critical regional mandate.

Sincerely,

Brien Chow

Co-Founder Transit Equity for All

FOR MORE INFORMATION... linktr.ee/TransitEquityforAll MFo4th

Resolution No. R2026-11 - Affordable ST3 Capital Program

A "deferred infrastructure plan" means: "We will build part of the system now, and delay the rest until later."

Affordable within existing resources	Partially funded projects or projects funded through planning and design	Construction not currently affordable within existing resources	Deferred
Tacoma Dome Access Improvements	Ballard Link (through final design)	Ballard Link (Seattle Center to Market Street)	Tacoma Dome Link Parking
West Seattle Link (no Avalon Station)	Boeing Access Road Infill Station (through final design)	Boeing Access Road Infill Station	Everett Link Parking
Everett Link, phase 1	Graham Street Infill Station (through final design)	Graham Street Infill Station Sounder Additional Trips (remainder)	Stride Parking
Ballard Link initial segment (Seattle Center)+DSTT2	Sounder South Additional Trips (partially funded)	Sounder Extension to DuPont (final design and construction)	North Sammamish Park & Ride
Everett Link, phase 2	Sounder Extension to DuPont (planning phase only)	ST4 Planning/High-Capacity	Edmonds & Mukilteo Parking and Access
T Line to Tacoma Community College (now 2043)	Regional Parking Fund ST Express Bus Base (partially funded)	Transit Corridor Studies (remainder)	Bus on Shoulder Project
South Kirkland to Issaquah Link (now 2050)	ST4 Planning/High-Capacity Transit Corridor Studies (partially funded)		SR 162 Corridor Improvements
Link Operations and Maintenance Facility South			Sounder South Platform Extensions
Link Operations and Maintenance Facility North			Sounder South Access Improvements
Sounder Maintenance Base			ST Express Bus Base (remainder)

It means:
 "Start the Ballard project now, but only build the first section to Seattle Center."
 What would be included
 New Downtown Tunnel (DSTT2)
 New stations such as Midtown (DSTT2) and South Lake Union
 A station near Seattle Center / Uptown
 What would NOT be included yet
 Rail service to Ballard
 Stations in Interbay or Ballard

Here are the primary sources, legislative records, and community documentation that ground the facts, timelines, and arguments outlined in the letters:

1. Primary Agency Records

1. [Sound Transit Board Resolution No. R2024-06 \(PDF\)](#)

Verification: Documented the historical framework Sound Transit used to establish its "Adaptive Program Management" system and baseline project tiers when navigating early post-pandemic revenue and inflationary adjustments.

2. [Sound Transit Board Motion No. M2024-17 \(PDF\)](#)

Verification: Confirms the formal designation of the preferred alternative for the Ballard Link Extension, including the shifting of station locations near the Chinatown-International District (CID) to "CID North" and "CID South" to bypass 4th Avenue, which initiated the deep-station engineering debate.

2. Operational Feasibility & Capacity Studies

1. [Sound Transit Downtown Seattle Transit Tunnel \(DSTT\) Capacity Study](#)

Verification: Details the structural, power, and automated signaling upgrades (such as Communications-Based Train Control) required to reduce train headways down to 2 to 2.5 minutes, validating the engineering feasibility of routing three lines through the single existing DSTT1 tunnel core.

2. [Federal Transit Administration \(FTA\) Circular 4702.1B](#)

Verification: Establishes the federal legal mandate requiring transit agencies to complete comprehensive Title VI Service Equity and Disparate Impact analyses before making major service or structural alignment changes, underpinning the warning regarding federal funding freezes.

3. Public Architecture & Community Response

- a. [The Urbanist: "Sound Transit Board Selects South CID Shift for DSTT2"](#)

- a. **Verification:** Details the initial political and financial friction surrounding the \$34+ billion long-term affordability gap, the decision to split the downtown hub into deep-bore northern and southern stations, and the resulting pushback from riders concerned with transfer times.

- b. [South Seattle Emerald: "Community Coalitions Demand Equity Stations in Rainier Valley"](#)

- a. **Verification:** Documents the ongoing mobilization of the *Southend Transit Justice Coalition* demanding that infill stations at Graham Street and Boeing Access Road remain funded for immediate construction rather than being deferred during budgetary realignments.

3. Sound Transit Executive Committee meeting video on YouTube, staff report, May 14, 2026

**Tacoma Link Expansion
Tacoma, Washington
Small Starts Project Development
(Rating Assigned November 2015)**

Summary Description	
Proposed Project:	Light Rail 2.4 Miles, 6 Stations
Total Capital Cost (\$YOE):	\$166.00 Million
Section 5309 Small Starts Share (\$YOE):	\$74.99 Million (45.2%)
Annual Operating Cost (opening year 2021):	\$4.80 Million
Current Year Ridership Forecast (2013):	4,100 Daily Linked Trips 1,212,700 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	8,600 Daily Linked Trips 2,106,900 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Central Puget Sound Regional Transit Authority (Sound Transit) proposes to extend the Tacoma Link light rail line from the existing Theater District Station into a historic business district known as the Stadium District, through the Medical Mile, which is a complex of hospitals, to the Hilltop District, a historically diverse neighborhood. The project includes transit signal priority and the purchase of five vehicles. During weekdays, service is planned to operate every 10 minutes during peak periods and every 20 minutes during off-peak and evening periods. On weekends, service is planned to operate every 10 minutes.

Project Purpose: The project will improve mobility and access to the regional transit system for Tacoma residents, employees, and visitors by connecting the existing Tacoma Link system with the City's major activity centers and destinations. The project will serve traditionally underserved populations and neighborhoods in Tacoma while providing economic benefit to the City as a whole. It will serve the Medical Mile hospital complex, which includes Tacoma General, Mary Bridge Children's Hospital, Community Health Care Center, and St. Joseph's Medical Center.

Project Development History, Status and Next Steps: The project entered Small Starts Project Development in August 2014. Sound Transit completed the environmental review process with receipt a Documented Categorical Exclusion in July 2015. Sound Transit selected a locally preferred alternative in November 2015, and got it adopted into the region's fiscally-constrained long range transportation plan in June 2015. Sound Transit anticipates receiving a Small Starts Grant Agreement in late 2016, and starting revenue service in late 2021.

Significant Changes Since Last Evaluation (November 2014): While the cost of the project has not changed, the existing Theater District Station has been relocated to Old City Hall. An additional source of state funding, the Washington State Regional Mobility Grant, has been included in the financial plan, thereby reducing the funding amount provided by the City of

Tacoma. In addition, a \$15 million Transportation Investment Generating Economic Recovery (TIGER) grant received in November 2015 has been added.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$74.99	45.2%
FHWA Flexible Funds (Congestion Mitigation and Air Quality)	\$5.33	3.2%
FHWA Flexible Funds (Surface Transportation Program)	\$0.27	0.2%
Section 5307 Formula Funds	\$6.00	3.6%
TIGER Discretionary Grant	\$15.00	9.0%
State:		
Washington State Regional Mobility Grant	\$5.00	3.0%
Local:		
Sound Transit Local Tax Revenue	\$51.01	30.7%
City of Tacoma Local Funds Contribution	\$8.40	5.1%
Total:	\$166.00	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

**Tacoma Link Expansion
Tacoma, Washington
Small Starts Project Development
(Rating Assigned November 2015)**

LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- Average population density across all station areas is 7,600 persons per square mile, which corresponds to a Medium rating according to FTA benchmarks. Total employment served by the system is 55,300, which corresponds to a Medium-Low rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the county through which the project travels is 4.67, which corresponds to a High rating.
- The average daily parking cost in the central business district (CBD) is \$9.15, which corresponds to a Medium rating. Existing parking supply in the CBD is 21,300 spaces or about 0.7 spaces per employee, which corresponds to a Low rating.
- Within a ½-mile of the proposed stations are a diversity of land uses, including mixed retail/commercial developments, schools, medical centers, parks, and single family and multifamily residential developments.
- The sidewalk networks within a ½-mile of the proposed stations are nearly 100 percent complete. There are sidewalks on both sides of every block accessing each proposed station. Many sidewalks have been significantly improved in the last few years with new landscaping, wider sidewalks, street trees, curb ramps, bulbouts and improved marked crossings.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium-High

- *Transit-Supportive Corridor Policies:* The project is within downtown Tacoma, which is a designated Regional Growth Center per regional growth management and transportation plans. These plans project the population to roughly triple in the alignment’s study area by 2035. Three subarea plans further advance the regional and municipal plans to support transit-oriented development, reduce parking, and enhance pedestrian-friendly design.
- *Supportive Zoning Regulations Near Transit Stations:* Existing zoning in most station areas already supports moderate-to-high density mixed use development. Parking requirements are reduced for developments near transit stops, and mixed use zones allow for additional building heights for the incorporation of public benefit features including ground floor street frontage and transit stop improvements.
- *Tools to Implement Land Use Policies:* Public outreach efforts included stakeholder and technical advisory groups, direct mailings, open houses, advertisements, and more. Tacoma’s multifamily property tax exemption program was established to encourage multifamily housing in Hilltop and Stadium mixed-use centers and 15 other mixed-use centers. Downtown On The Go, sponsored in part by Pierce Transit, the City of Tacoma and the Tacoma-Pierce County Chamber, also reaches out to financial institutions and major employers in its efforts to promote living and working in downtown Tacoma. The City of Tacoma has implemented a Transfer of Development Rights program in its mixed-use centers and downtown zoning districts.

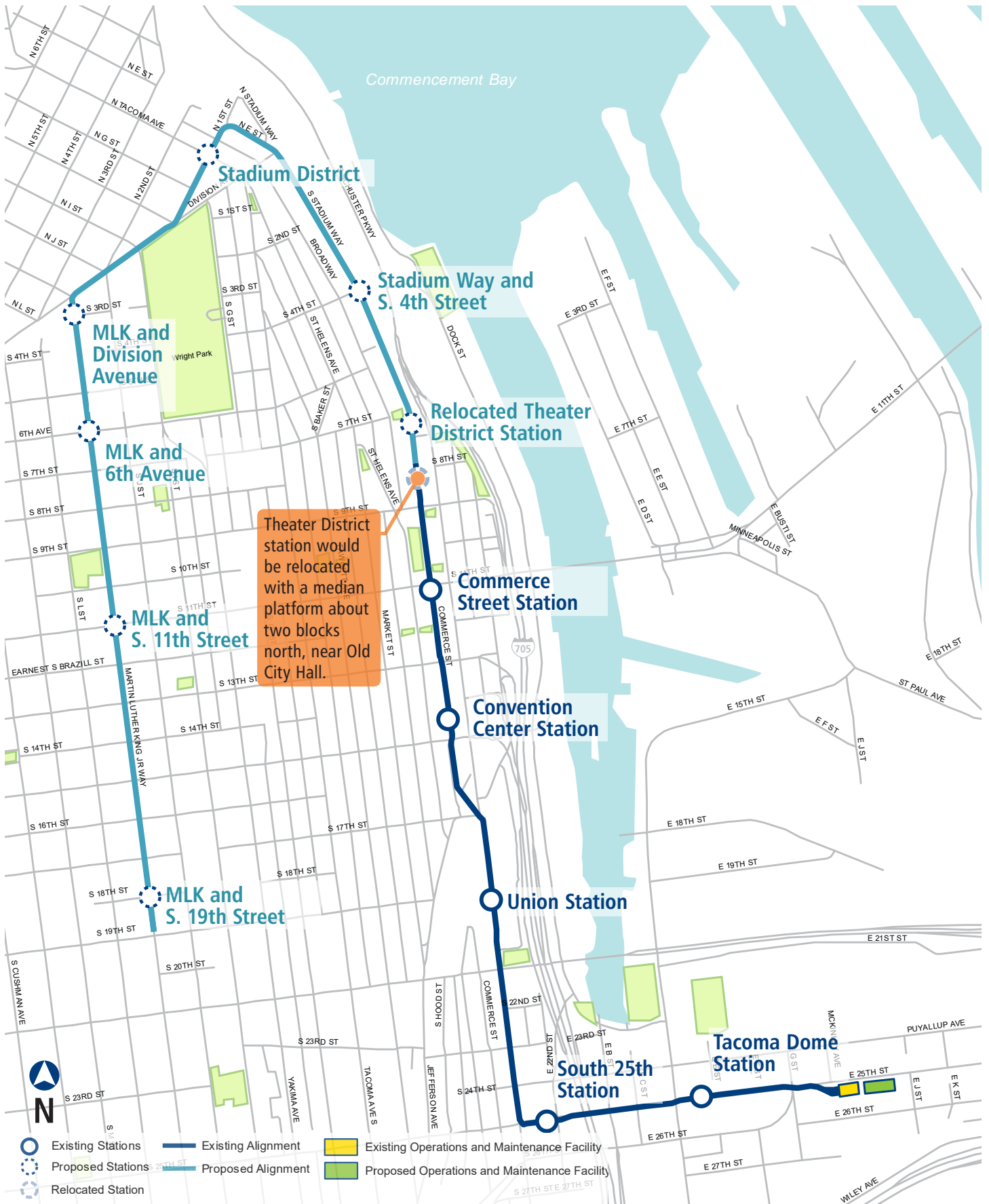
Performance and Impacts of Policies: Medium

- *Performance of Land Use Policies:* Forty-one separate developments have been built within the station areas since 2003. These developments are all categorized as mixed-use, multifamily residential, medical, office, or hotel. Nineteen separate developments are planned or proposed for the station areas. Just over 2,200 residential units were added over a decade to a base of approximately 6,000 study area households, suggesting a growth rate of approximately 3.1 percent annually.

- *Potential Impact of Transit Investment on Regional Land Use:* The corridor has capacity for just over 30,000 new households and just under 57,000 new employees, with current zoning in place. Downtown Tacoma appears well-positioned to capture an increasing share of regional employment growth due to its urban amenities and relatively affordable housing compared to the overall Seattle-Tacoma region. The overall household projected growth rate for the entire City of Tacoma is 2.1 percent annually between 2010 and 2035. For the project corridor, the projected rate is much higher, at 4.7 percent annually.

Tools to Maintain or Increase Share of Affordable Housing: Medium

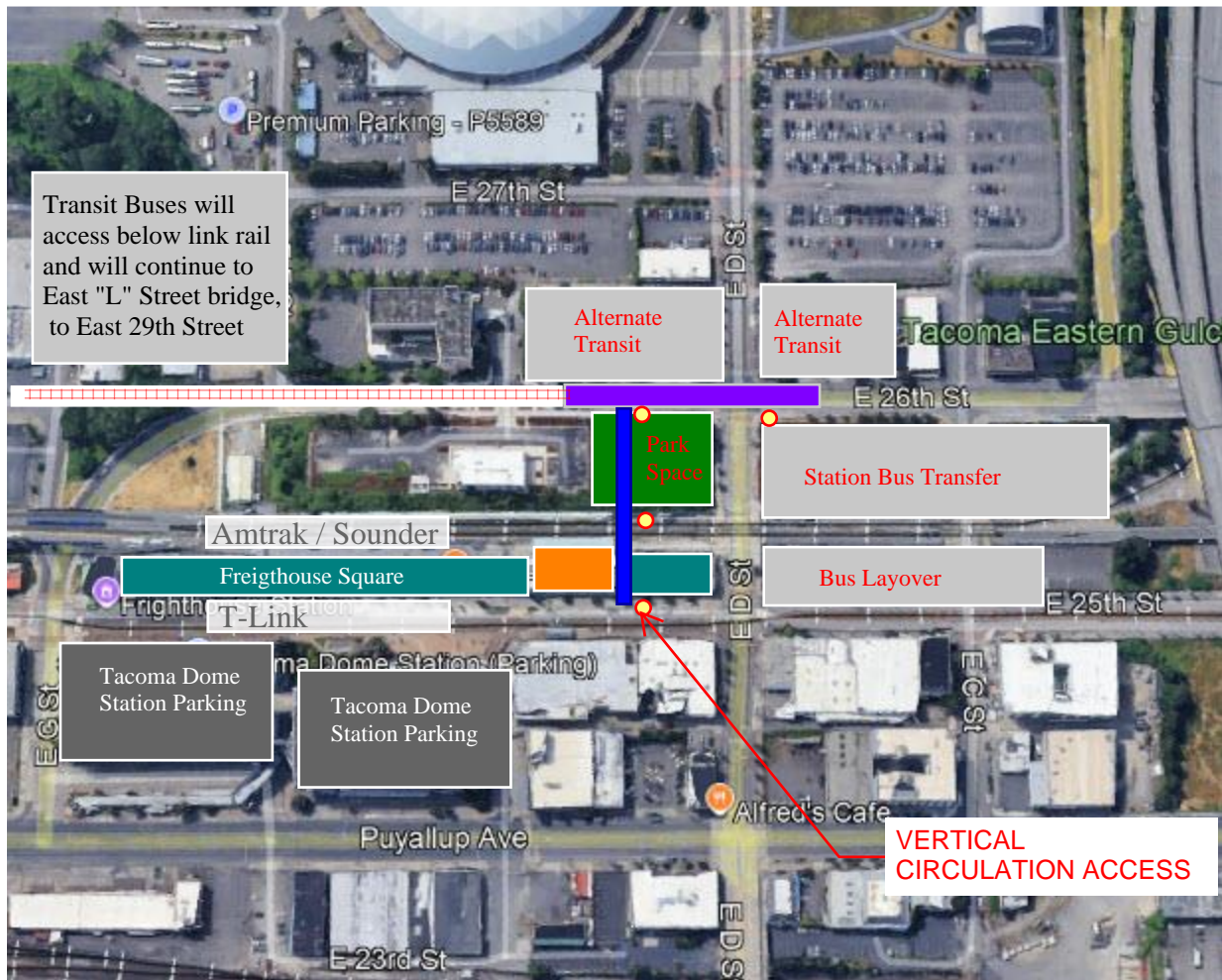
- Tacoma needs an estimated 14,100 additional affordable housing units for its current population of low-income households that are paying unaffordable amounts for housing. Tacoma has several tools for encouraging developers to build and maintain affordable housing, including height bonuses; tax exemptions; loans for repair, rehabilitation, homebuyer assistance, and affordable housing development; affordability covenants; and rent controls. Tacoma's Comprehensive Plan has also proposed using accessory dwelling units as a tool to implement affordable housing, while increasing density.



Theater District station would be relocated with a median platform about two blocks north, near Old City Hall.

Eliminate E. Portland Avenue Station

Provide Transit Hub Connections at E. 26th Street & E "D" Street



E 26th Street & E "D" 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 with uncertain time delays, thus disrupting the Sounder/ Amtrak/ and T-Link OMF.

Locating the transit center on E 26th Street minimizes transit disruptions of existing systems (Sounder/Amtrak/ T-Link) and reduces the design time/cost of construction of the TDLE.

Retaining Freighthouse Square, creates a much needed transit hub for access to the Sound Sound and to the Puyallup Tribal Headquarters, Hotel, Casino, and Health Services.

This commuter gathering space is part of the transit infrastructure obligation of Sound Transit to create the TDLE in Tacoma.

Additionally with a E 26th Street location, all services are easily accessible for transfers providing optimum commuter access. Importantly, with bus routing having high frequency service, the Puyallup Tribal Headquarters receives the best possible transit user access.

That's the goal for all transit users, ease of access with high frequency.

Potentially served by: 41, 42, 400, 500, 501, 574, 586, 590/594, 595



E 26th Street Station - Context Plan Tacoma Dome Station - TDLE

The Tacoma E 26th Street Station would straddle **E '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.

Riders on the TDLE, on Sounder/ Amtrak, T-Line, bus services, all will have convenient connections via multiple routes and modes of travel.

Access to the **Puyallup Tribal Headquarters** would be by frequent bus service. These would take riders quickly, in both directions, to and from the Tacoma Dome transfer transit hub.

Freighthouse Square would be preserved for the local community as an integral part of Sound Transits infrastructure station build-up.

Buses would enter on E 26th from Pacific Avenue.
Routes that would be served:
41, 42, 400, 500, 501, 574, 586, 590/594, 595

● vertical transit - stairs, elevator to overhead pedestrian crossing

Puyallup Tribal Headquarters

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%



May 26, 2026

Eliminate E. Portland Avenue Station

Preserve Freighthouse Square



Improving transit access to Puyallup Tribal Headquarters with high frequency bus access and multiple connections to communities.

Multiple Routes would be channeled to EQC, Hotel, Puyallup Tribe Headquarters, and Health Services.
 Potential routes include - 41/42/400/500/501/574/586/590/594/595

TDLE - By locating the line on E 26th Street the link extension only crosses the Amtrak line once, not twice as currently proposed.
 Also this would not disrupt the existing T-Link rail lines nor the OMF.



Route to **Fan Zone** Summer 2026 -
 - Shuttle every 15 minutes,
 the solution for commuter transit access

-  Completion of the 1-Line TDLE Route
-  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. Bus Route to EQC, hotel, and Puyallup Tribal Headquarters



Portland Avenue Station Area Context

2042 forecasted:

FORECASTED DAILY STATION BOARDINGS

DO NOT BUILD E. PORTLAND AVENUE STATION

Note: the E. Portland Avenue Station is near City of Tacoma's Sewer Treatment Plant and adjacent to a six lane heavy diesel polluted **truck freight corridor**

- ELIMINATE SIGNIFICANT COSTS & SHORTEN DESIGN AND CONSTRUCTION TIMELINES

This station is about 3/4 mile from the last stop.

It would be a 10 to 15 minute walk to the Hotel and another 10 to 15 minute walk to the Puyallup Tribal Headquarters.

It is adjacent to 6 lanes of a high capacity freight corridor and not connected to the many nearby scheduled bus routes. It's not really easily connected to much of anything.

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

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.

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

BUILD Multi-Modal Transit Hub at E 26th St & E 'D' St

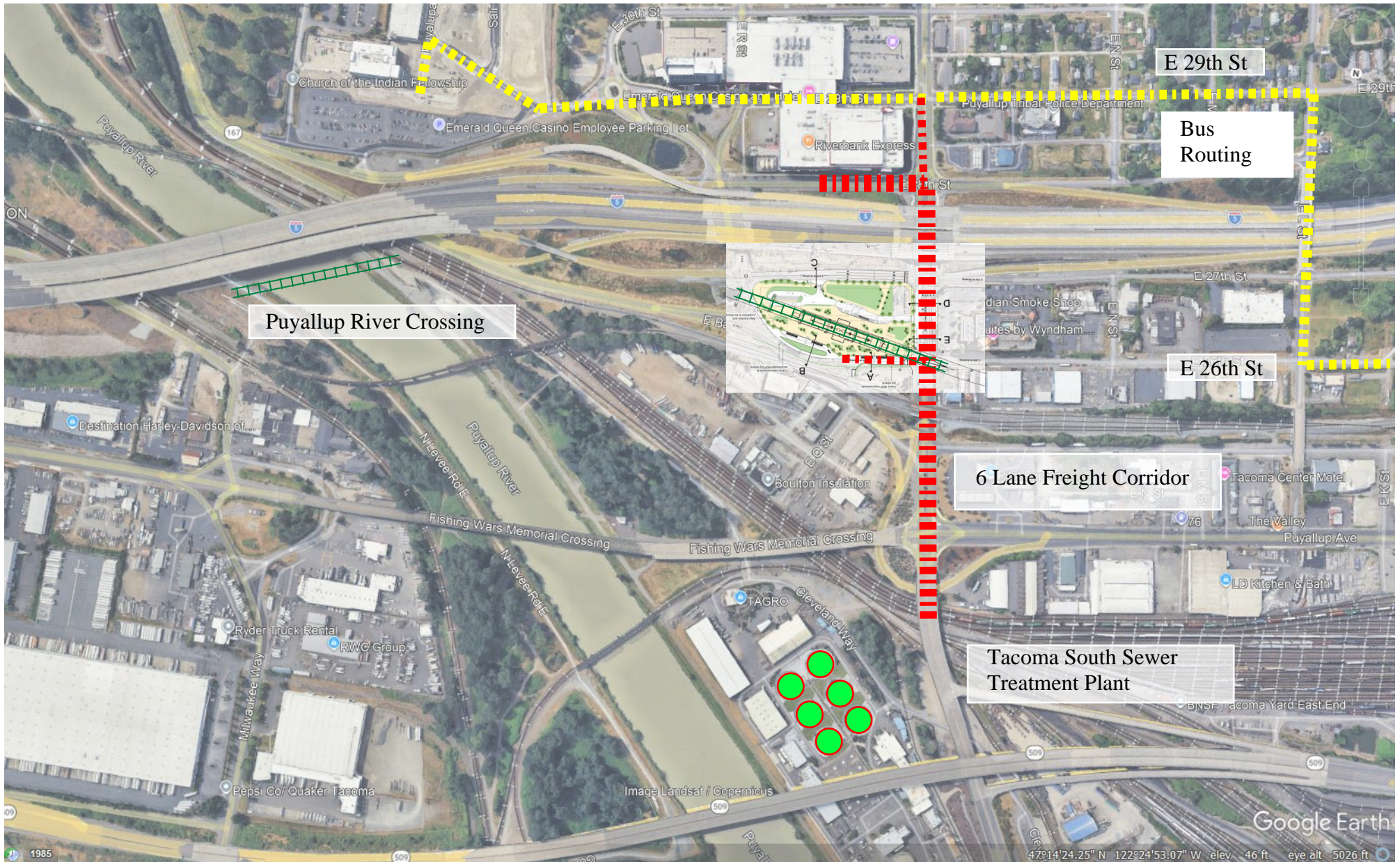
- Kit Burns, Tacoma PO Box 2341 - 98401 kburns.wcb@gmail.com

May 28, 2026

E Portland Avenue Station

Puyallup Tribal Headquarters

Emerald Queen Hotel & Casino



Potential Bus Route from Tacoma Dome transit hub at E 26th St

Probable route as currently planned - a 10 to 15 minute walk to the hotel and another 10 to 15 minute walk to Puyallup Tribal Headquarters

Kit Burns May 28, 2026



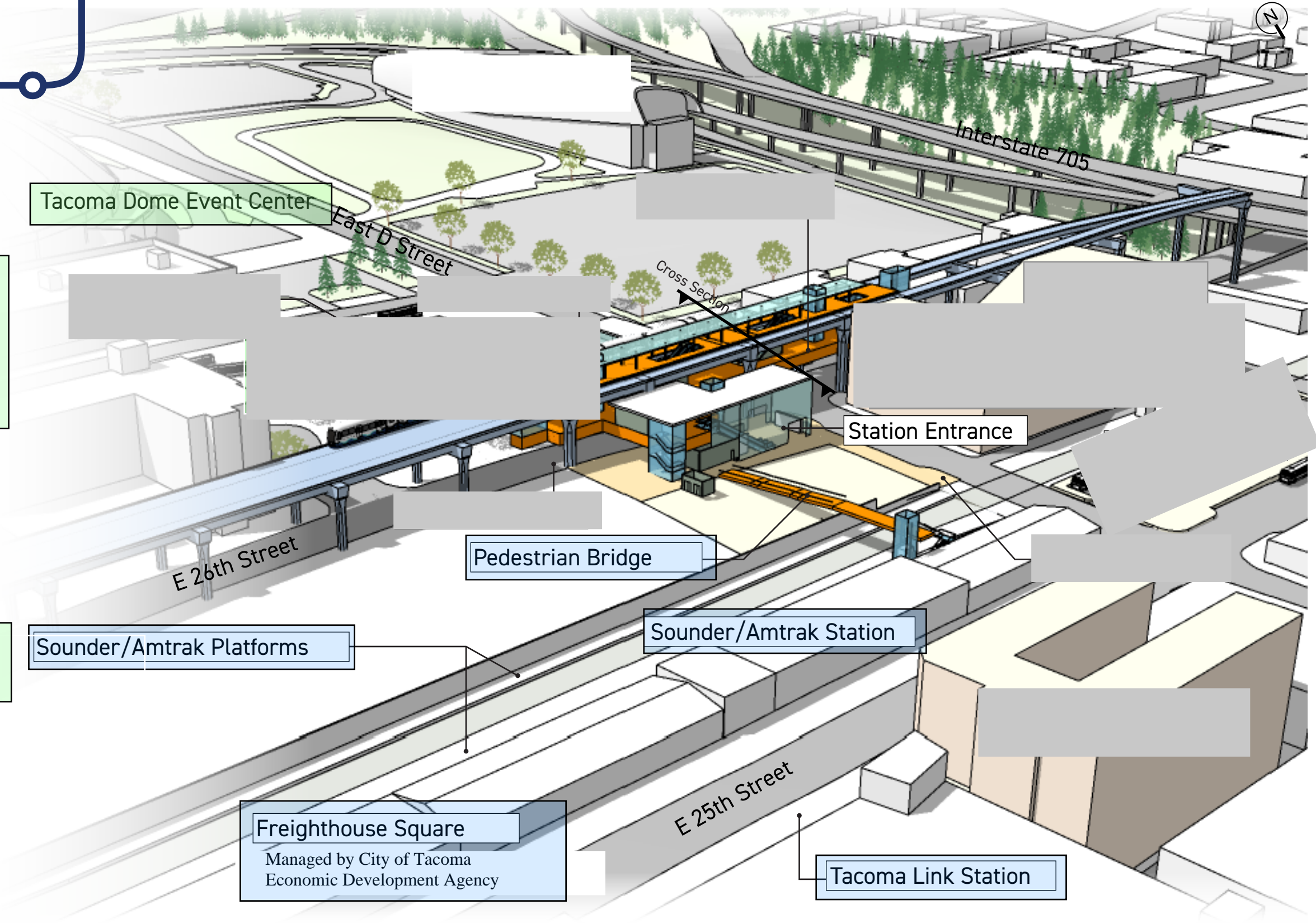
FAN ZONE SUMMER 2026

- VIEWING PARTY: PUYALLUP TRIBE & PIERCE TRANSIT

Tacoma Dome Station

Looking South from Puyallup Avenue to Tacoma Dome -

Tacoma 26th Street Station



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

BUS ZONE - TRAFFIC ONLY BELOW LINK EXTENSION

Tacoma Dome Event Center

East D Street

Interstate 705

Cross Section

Station Entrance

E 26th Street

Pedestrian Bridge

Sounder/Amtrak Platforms

Sounder/Amtrak Station

E 25th Street

Freighthouse Square
Managed by City of Tacoma
Economic Development Agency

Tacoma Link Station

Aerial View of the Station

Sound Transit - Community Space at Freighthouse Square - Commuter Connections

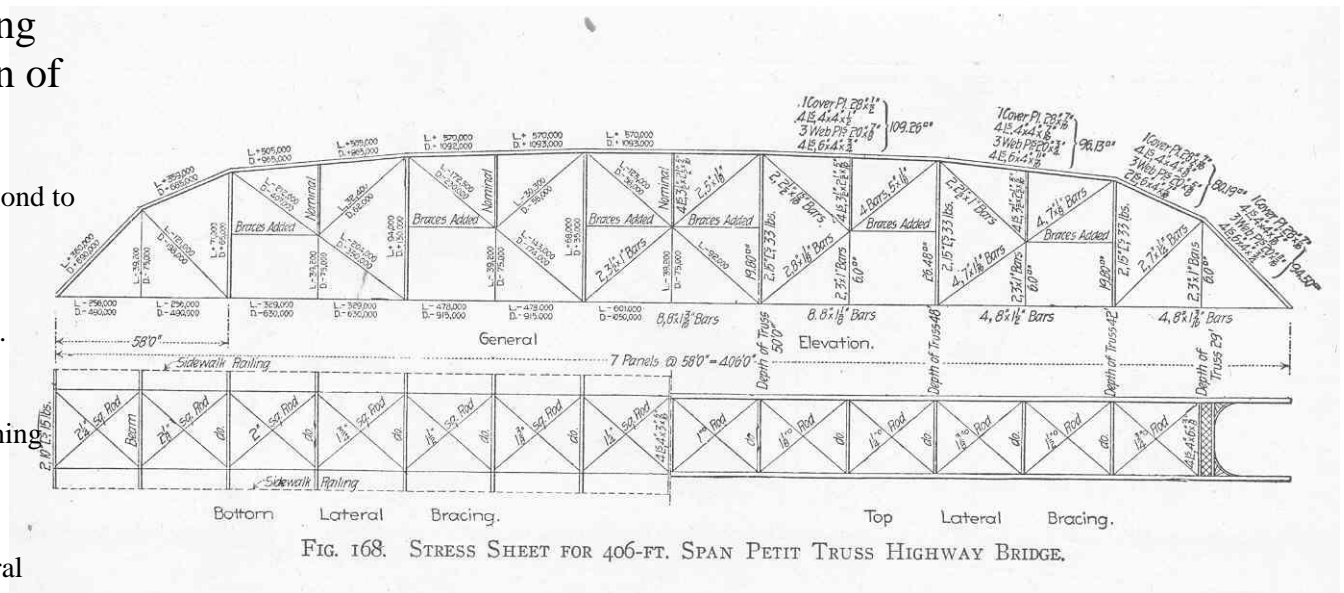
BRIDGE - Puyallup River Crossing should follow iconic bridge design of the past.

This allows better transparency with viewing beyond to Mt. Rainer.

It is consistent with existing and past bridges that have lasted more than 100 years.

The Fishing Wars Memorial Bridge should be replaced 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 for both bridges.



The Sound Link car weight of 148,000 pounds is less than a typical rail car that could be 220,000 pounds or possibly up to 315,000 pounds. This type of truss can span the Puyallup River from bank to bank without intermediate piers to support rail cars (carrying oil and heavier products) [See E 66th Street Bridge]



THIS SHOWS A TRUSS BRIDGE OF 406 FOOT SPAN. WITH A DIFFERENT DESIGN THEY CAN EASILY CLEAR SPAN FURTHER AND AVOID PIERS IN THE RIVER, INSTEAD, HAVING PIERS ON EACH BANK (E 66th River Crossing on Puyallup River Road).

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.

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



801 228th Avenue SE ■ Sammamish, WA 98075 ■ phone: 425-295-0500 ■ fax: 425-295-0600 ■ web: www.sammamish.us

May 27, 2026

Dow Constantine, CEO
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Sent via email: Ariel.Taylor@soundtransit.org

Dear Dow,

On behalf of the City of Sammamish, I am writing to request that the North Sammamish Park-and-Ride remain a fully funded project on Sound Transit's the Enterprise Initiative project list. The project is critical for providing the northern half of the City access to the greater Seattle area via bus service to Line 2.

Starting in August 2026, Metro's Route 269 will connect Sammamish to the Marymoor Village station to the north and the Mercer Island rail station to the south. The City of Sammamish, population 66,000, currently includes one park-and-ride within municipal limits located in the southern half of the City. Securing a parking lot in the northern half of the City is important for ensuring the community has convenient and travel-time competitive access to transit. Demand for park-and-ride access will also continue to increase when Metro's service frequency on Route 269 increases to 15-minute peak hour service in August of 2026.

The North Sammamish Park-and-Ride project was originally identified in the ST3 program of projects with a completion date of 2024. On August 5, 2021, the Sound Transit Board delayed the opening of the park-and-ride to 2045. Continuing to fund and program the North Sammamish Park-and-ride is critical to providing the Sammamish community a promised voter-approved mobility investment. Providing a range of investments throughout the region is essential for providing mobility options to the entire region.

Thank you for your consideration of continuing to fund the North Sammamish Park-and-Ride. Please do not hesitate to contact me should you require any further information.

Sincerely,

A handwritten signature in black ink that reads "Scott MacColl". The signature is written in a cursive, flowing style.

Scott MacColl
City Manager

May 27, 2026

Public Comment from John Niles and Maggie Fimia, Co-Chairs of smartertransit.org

After extensive review of the PSRC 2018, 2022 and Draft 2026 Transportation Plan We Found that: Performance Forecasts Reveal that Full Build Out of the ST3 Light Rail Plan Will Not Counteract Falling Transit Ridership, Increasing Highway Congestion, and Slow Growth of the Population Living Near Transit Stations

This is a research-based commentary from the Smarter Transit technical team to stimulate new questioning of existing plans by the government officials who will vote acceptance on both or either:

(A) The PSRC 2026 update to the 2050 Regional Transportation Plan and

(B) The Sound Transit Enterprise Initiative's updating of the ST3 System Plan to make it affordable

Contact John Niles at mobility@johnniles.com or 206-781-4475 for further information and discussion.

On Thursday, May 28th 2026, members of the Puget Sound Regional Council (PSRC) are expected to vote in the General Assembly on whether to approve the mandatory 2026 update of the Regional Transportation Plan (RTP). This Plan describes the growth path toward 2050 infrastructure and service investments supporting our future mobility in the central Puget Sound region of Washington State.

We've done an extensive review of the performance measures found in the appendices of the 2018, 2022 and 2026 PSRC Transportation Plan and can report the following:

- (a) A trend with each new edition of the Plan toward a shrinking market share of transit riders in 2050, especially light rail riders.
- (b) A parallel trend of increasing delay for drivers in 2050 from highway congestion despite expanded transit service providing opportunities to ride instead of drive.
- (c) The surprisingly slow growth of the future population expected to be living in designated Regional Growth Centers between now and 2050.

Also, these projections challenge the sensibility of the Sound Transit Board to fully fund multi-billion-dollar shortfalls in ST3. Other funding gaps exist across all the other recognized transportation needs of the region, but only Sound Transit's funding gap problem is omitted from the 2026 RTP. The following chart illustrates the PSRC Financial Strategy Summary 2026-2050 (shown in millions of 2026 constant dollars) from page 25 of the [2026 RTP](#). Note in the far right-hand column the revenue gaps totaling \$58.4 billion facing all the regional mobility partners except for Sound Transit.

SPONSOR TYPE	NEEDS				CURRENT LAW REVENUE	REVENUE GAP
	Maintenance, Preservation and Operations	System Improvements		Total		
		Regional Capacity Projects	Other Improvements			
Counties	\$17,900	\$3,600	\$2,000	\$23,400	\$16,600	\$6,900
Cities	\$45,300	\$8,100	\$16,200	\$69,600	\$41,700	\$27,800
Local Transit	\$52,700	\$1,800	\$14,800	\$69,300	\$52,400	\$16,900
Sound Transit	\$49,500	\$41,600	\$24,200	\$115,300	\$115,300	\$0
WSF	\$11,300	\$0	\$4,200	\$15,500	\$11,400	\$4,100
WSDOT	\$23,400	\$13,900	\$4,700	\$42,000	\$39,400	\$2,600
Subtotal		\$69,000	\$66,100			
TOTAL	\$200,100	\$135,000		\$335,200	\$276,800	\$58,400

PSRC top management has informed Smarter Transit that the 2026 RTP to be approved by the General Assembly on May 28th deliberately focuses on the soon to be an obsolete version of the ST3 light rail plan approved by voters in 2016, the one now showing a \$34.5 billion funding gap. By way of comparison, the addition of the ST3 funding gap to the table above would represent a 65% expansion of the combined \$58.4 billion shortfall of all other agencies shown in the table.

To show how far off Sound Transit and the PSRC plans are from what many elected officials and voters think we will get with full build out of light rail, we've extracted a few key performance measures from PSRC's planning work in all three of the Regional Transportation Plans published in 2018, 2022 and 2026.

1. The transit market share of all personal trips in 2040 was forecast to be 6.4% in the 2018 Plan and then was forecast optimistically to reach 8% by 2050 in the 2022 Plan based on hope for a return to the growth trend seen before the pandemic. However, in the current RTP, the transit market share projection for 2050 is 4.7% for all transit modes, including bus, rail, and ferries.¹
2. The 2050 Sound Transit light rail ridership share fell from 3% in the 2022 version of the RTP down to 2% in the 2026 version.²
3. Car trip daily growth beats transit trip daily growth by 18 to 1, assuming the budget deficit problem of Sound Transit can be solved, and the light rail network grows to the full 116-mile build out.
4. The projected growth in congested vehicle hours between the time of each RTP issuance and 25 years in the future becomes steadily worse in each succeeding plan, from 51% in the 2018 Plan, to 54% in the 2022 Plan, and then to 56% in the 2026 RTP.³
5. Despite the hope spawned by the passage of the State Growth Management Act in 1990, the most recent available land use forecast reports that a mere 15% of our regional population will live in regional growth centers in 2050. Yet, the foundation of the region's mobility strategy is to funnel as much future population growth as possible into Regional Growth Centers. PSRC and Sound Transit do

not explain to citizens how that needed land use densification trend is going to scale up sufficiently quickly. Sound Transit claims that its transit-oriented development (TOD) program, creating new homes near light rail stations, to date has built or is planning to build 3,726 homes. This number contributes only 1.4% of the forecast 267,700 household growth near public transit needing achievement by 2035 in the 2026 RTP.⁴

Table 5: Total Population by Centers

Geography	2023	2035	2050
In a Regional Growth Center	279,200	546,700	844,500
Not in a Regional Growth Center	4,076,900	4,451,000	4,944,100
Region	4,356,100	4,997,700	5,788,600

Yes, light rail is attracting ridership between Lynnwood and the International District during peak hours. But most of these train riders are former bus riders who had a one-seat ride but are now required to transfer. Because light rail is called light because of capacity, not weight, many peak-hour commuters experience standing room only. Light rail technology is meant to serve short distances in and between dense urban centers. ST3 will attract few new riders not already riding on buses except those traveling to sports and major events downtown.

Meanwhile, the current \$6.5 million daily local tax collections to Sound Transit compute to a region wide average of \$1700 per year for every regional household.⁵

Good public policy starts with getting agreement on *What’s the problem we are trying to solve?* Then, *what are the viable alternatives to solving it?* Followed by an *objective cost-benefit analysis of those alternatives*. Unfortunately, a benefit/cost analysis has never guided the development of our regional transportation plans. From the very beginning of our regional planning, starting in the early 1990s, the regional mobility problem has been defined boldly and simplistically as the lack of a rail transit system.

The current crisis of an unaffordable \$195 billion Sound Transit expansion plan for 2017 to 2052, documented by its Enterprise Initiative, juxtaposed with PSRC planning documents forecasting poor regional mobility performance, illustrates the result of a planning process that the region needs to understand and fix.

Tracking the gains of those who actually benefit explains why Sound Transit is getting a large share of local taxes when such poor results are visible. Hundreds of construction, engineering, public relations, legal, and environmental firms are making multiple millions in contracts with Sound Transit. And a recent Public Disclosure Request shows that Transportation Choices Coalition, the group that is pushing for completion of ST3, receives \$50,000/year from Sound Transit. Additional documentation can be found in our *Contracts Report* towards the bottom of our smartertransit.org webpage.

Our spectacular region deserves a realistic and affordable transit and transportation plan. For a fraction of the cost and time to implement more train tracks and stations, we could invest instead in flexible, cost-effective, easily accessible mobility options that could be up and running in months, not decades, and without issuing billions in 75-year bonds. Alternative investments available include more frequent and efficient bus service for neighborhoods that are underserved; more bus shelters; more public and private carpools and vanpools and automated, on-demand shuttles in low density zones where higher capacity fixed routes are not affordable. These alternatives are being implemented around the country and the world. For instance, Waymo announced in March that it has reached 500,000 paid robo taxi trips per week and is exploring how to incorporate its driverless vehicles into expanded low-fare public transit service.

Smarter Transit request to state and local elected officials and citizens: Demand full transparency through an independent, objective performance audit of what the PSRC analysis and forecasts in 2018, 2022 and 2026 have revealed about the significant increase in congestion, the insignificant transit share of ridership, and lack of growth in urban centers. We need a plan based on reality not wishful thinking.

If we truly care about having a “world-class city” with great transit options and alternatives to driving alone, let’s start by agreeing on the transportation and mobility problems we need to solve, then work together to deliver affordable solutions to solve them.

The 2026 RTP performance summary is posted at: https://www.psrc.org/sites/default/files/2026-05/rtp2026-systemperformance_0.pdf

The 2022 RTP performance summary from PSRC is here: <https://www.psrc.org/media/5942>

The 2018 RTP performance summary from PSRC is here: <https://www.psrc.org/sites/default/files/2022-03/rtp-appendixk-systemperformancereport.pdf>

¹ Computation of Mode Splits in Daily Trip Counts in Pg.4 Table 2 in the 2018 RTP Appendix K <https://www.psrc.org/sites/default/files/2022-03/rtp-appendixk-systemperformancereport.pdf>

2022 RTP Appendix H Pg.17 Table 14 and Pg.21 Table 19 [HTTPS://WWW.PSRC.ORG/MEDIA/5942](https://www.psrc.org/media/5942);

2026 RTP System Performance Report Pg. 63 Table 68

[HTTPS://WWW.PSRC.ORG/SITES/DEFAULT/FILES/2026-05/RTP2026-SYSTEMPERFORMANCE_0.PDF](https://www.psrc.org/sites/default/files/2026-05/rtp2026-systemperformance_0.pdf)

² <https://smartertransit.org/justification-for-smarter-transits-analysis-of-2050-rail-transit-mode-share-for-the-central-puget-sound-region/>

³ 2018 RTP APPENDIX K PG. 4 TABLE 2 [HTTPS://WWW.PSRC.ORG/SITES/DEFAULT/FILES/2022-03/RTP-APPENDIXK-SYSTEMPERFORMANCEREPORT.PDF](https://www.psrc.org/sites/default/files/2022-03/rtp-appendixk-systemperformancereport.pdf)

2022 RTP PG. 24 TABLE 24 <https://www.psrc.org/media/5942>

2026 RTP SYSTEM PERFORMANCE REPORT PG. 25 TABLE 18: https://www.psrc.org/sites/default/files/2026-05/rtp2026-systemperformance_0.pdf

⁴ 2026 RTP SYSTEM PERFORMANCE REPORT, PG. 15 TABLE 5 AT [HTTPS://WWW.PSRC.ORG/SITES/DEFAULT/FILES/2026-05/RTP2026-SYSTEMPERFORMANCE_0.PDF](https://www.psrc.org/sites/default/files/2026-05/rtp2026-systemperformance_0.pdf)

⁵ [HTTPS://OFM.WA.GOV/SITES/DEFAULT/FILES/PUBLIC/DATARESEARCH/POP/SPECIAL/RTA.PDF](https://ofm.wa.gov/sites/default/files/public/dataresearch/pop/special/rt.pdf);
[HTTPS://WWW.INDEXMUNDI.COM/FACTS/UNITED-STATES/QUICK-FACTS/WASHINGTON/AVERAGE-HOUSEHOLD-SIZE#MAP](https://www.indexmundi.com/facts/united-states/quick-facts/washington/average-household-size#map)

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

Sound Transit Board Meeting Comments,
Dear Sound Transit Board,

I am writing to urge you to support two critical amendments at the May 28 Board meeting — amendments that are essential to protecting the Ballard Link Extension and honoring the promise voters made in 2016 when they approved Sound Transit 3.

1. I urge the Board to redirect funding to prioritize building light rail starting from Market Street in Ballard. The current proposal allocates nearly \$11 billion to construct a second downtown tunnel that would largely duplicate service already provided by the existing tunnel. That is a policy choice, not a requirement. Ballard has been significantly upzoned to become one of Puget Sound Regional Council's "Regional Centers". I ask the Board to redirect funds toward a 'Ballard Starter Line' from Ballard to Westlake, where new riders are waiting. Savings could be found by avoiding a new Interbay OMF and instead creating service track connection between Denny Station and the existing Downtown Seattle Transit Tunnel stub to the former Convention Place Station.

2. I urge the Board to require Sound Transit staff to release a transparent timeline for the Ballard Link Extension within 30 days of passing this resolution. Despite repeated requests from community members and elected officials, Sound Transit has not published any estimate for when the Ballard Link Extension, and Boeing Access Road and Graham Street Stations could be completed under current assumptions without additional funding mechanisms or cost savings. The current lack of transparency is unacceptable. Regardless of how discouraging that timeline may be, the community deserves to see it — so advocates, planners, and elected officials can begin working to improve it. And so we can work with our state legislators to provide the tools we need. Indefinite postponement with no accountability is not acceptable.

Failing to build light rail to Ballard first would be a generational mistake for our region. I urge you to incorporate both of these amendments explicitly on May 28.

Thank you for your service to our region.

Morgan	Sylvia	Michael
Thomas	Marie	Alyssa
Kim	WeiHsun	Jason
Anna	Mary	Ruby
Amy	Joanna	Thea
Jeff	Michael	Greg
Melissa	Kanna	Micheal
Ellen	Amelia	Cathy
Jake	Austin	Alexa
Lydia	Ann	Timothy
Jordan	Rebekah	Shane
Ashley	Emma	Todd
Jordan	Hunter	Connie
Jennifer	Rebecca	Connor
Laurel	Stephen	Samantha
Frances	Megan	Amy
Elizabeth	Sophia	ilana
Cara	Sophia	Theodore
Dustin	Rebecca	Leo

PURVI	Jessica	Wyatt
James	Aimee	Lauren
Max	Sophie	William
Connor	Brittney	Aaron
Drew	Aidan	Jordan
Fallon	Nick	Christopher
Gustaf	Susan	Kyle
Stephen	Troy	Amanda
Angelica	Tad	Jennifer
Smurf	Jacob	Maddie
Emma	Antonia	Marie
Caroline	Eric	Colin
Ryan	Valerie	rachel
Constantin	David	David
Mack	Eliot	Carey
Thomas	Isabel	Tyler
Elizabeth	Seth	Maxwell
Katie	Katy	Corbin
Lauren	Nadia	Teresa
Ryan	Trace	Jesse
Carolyn	Anna	Alessandra
Mary	Joseph	Ion
Christy	Joel	Hannah
Dhawal	Robin	Florian
Kate	Daniel	Heidi
Savannah	Adrienne	Parker
Nicholas	Tyra	Josh
Thomas	Alex	Marisa
Matthew	Ruby	Alexis
Adam	Juliana	Bethany
Clayton	Edward	Jackson
Caleb	Jennifer	Skylar
Lisa	Jennifer	Joslyn
Janice	Aileen	Jomel
Rebecca	Pamela	Matthew
Jenni	Taelynn	Karlene
Harrison	Melanie	Katrina
Clarke	Trayton	Jude
Charles	Jessica	Alexei
Bruce	Julia	Allie
Tyler	Stephen	Samy
Emmaline	Bridget	Saylee
Shelby	Jamez	Peter
Stephanie	Dane	Vanessa

Harris
Jorge
Emerson
Marissa
Garv
Christina
Daniel
Michael
Rachel
Tyler
Jo
Casey
Lydia
Jennifer
Lydia
Lydia
Isaac
Hannah
Madeline
Jana
Lauren
Haley
Marshall
Isaac
Delaram
Alexander
Erin
Andy
Ryan
Amy
Juniper
Thomas
Eric
Coel
Jaxon
Kyle
Michael
Avery
Alex
Michael
Verity
Reid
Andrea
Nathan

Amber
Rafael
Kohl
Elliot
Abigail
Don
Susan
Devon
Kristin
Lissa
Oliver
Lincoln
Brenton
Lisa
Michelle
Tony
Bradley
Phoebe
Alice
Cassidy
Lewis
Destinee
Meryl
emily
Adrian
Mary
Jacob
Jenny
Christine
Kerry
Arthur
Daniel
Sarah
Nicky
Evin
Alex
Sophia
Johanna
Mac
Pauline
Rachel
Seth
Alex
Andrea

Rob
Ian
Lucy
Raymond
Sulley
Joel
Tracy
Megan
Kyle
Connor
Aurora
Kelsey
Allison
Raena
Zachary
Jenna
Alex
Joshua
Porter
Daria
Joshua
Kory
Ellen
Erin
Kenzie
Mason
Greta
Valerie
JOSEPH
Dennis
Michael
Jess
Patricia
Chloe
Alexis
Brittney
Kiva
Kiva
Michael
Jennifer
Sam
Emilia

Angelica	Alex	Ellen
Karis	Phoebe	Nathan
Dana	Mariana	Sam
Jennifer	Dylan	Darren
Nicole	McKenzie	Jordan
Sydney	Phillip	Harry
Rachel	Aileen	David
Leo	Eli	Liz
Christopher	Kjersti	Barett
Constantine	Jeannie	Adam
Claire	Bruce	Kathryn
Rose	Paolo	Emily
Rachel	Alexander	Sierra
Caitlin	Carmen	Ryan
Eli	Zane	Rylan
Peter	Steven	Paul
Jack	Adrian	James
Sam	Kerry	Caroline
Jeff	Maximilian	Trina
Sasha	Jennifer	Lauren
Alexander	Kirsten	Shawna
Luke	Elsbeth	Andrea
Meghan	Sarah	Alexandra
Ben	Todd	Ginger
Maria	Haley	kay
Emi	Matthew	Rusty
Ian	Matt	Cam
Jesse	Heather	Elizabeth
Rachel	Tariku	Simeon
Mackey	Michael	Tyler
Dylan	Michael	Meryl
David	Charles	Evan
Mika	Bradley	Michael
Brett	Joslyn	Heather
Jade	Rachel	Kevin
Ryan	Jared	Brennan
Emily	Matthew	Joseph
Kmberly	Deb	Michael
Kevin	Westley	Sarah
Patrick	Stephanie	Will
Sam	Mars	Brian
Michael	Sofia	Katie
Daniel	Katherine	Zia
Lauren	Chris	Ben

Christopher
Winter
Luke
Christopher
Lauren
Divina
Angela
Troy
Danielle
Christopher
Jesse
Alexander
James
Kimberly
Chris
Greg
Allegra
Ricky
Aaron
Cassius
Carolyn
Patrick
Ian
Anne
Alexandria
Mark
Dana
Bramdon
Dieter
Iman
Alex
Alexander
Marie
Catherine
Yenlin
Brian
Erica
Max
Ethan
Madison
Ben
Eric
Michael
Andrew

Tracy
Andrew
Seth
Jacob
Jacob
Evan
Matthew
Vivian
Colin
Ian
Egan
Wendy
Saylee
Mike
Sean
Amy
Robin
David
Anita
John
Sara
Preston
Aaron
Clayton
Robert
tom
Kyle
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Dheeraj
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Nick
Victoria
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kim
Willow
Sarah
Rose
Ryan
Rory
John
Brian
Jon

Ben
Elizabeth
Elizabeth
Kai
Michael
Javier
Kai
Julia
Ben
Adam
Kyle
Aubrey
Nick
Candida
Andreea
Patricia
Andreas
Eric
Marie
Conrad
Justin
Mackenzie
Laura
Andres
Margaret
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Juliette
Dana
Ben
Nathan
Jonathan
Mike
Lael
Nils
Michael
Donald
Lacie
James
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Katrina	Sydney	David
Emily	Britta	Cynthia
Caleb	Greg	Thomas
Shane	Roselby	Brett
Emily	Madeline	Mark
Max	Brett	Gabriel
Maxine	Alexander	Thomas
Peter	Jeffrey	Devin
Marcel	Zorah	Bion
Gabby	Madison	Martin
Danielle	Jd	Kim
Joseph	Whitney	Katrina
WILLIAM	Matthew	Lissa
Inaki	Anika	Susan
Karsten	Lee	Karel
Tika	Fiona	Rebecca
Avi	Staci	Colleen
Wendy	Mary	Lu
Casey	Erica	Jennifer
Cale	Tobyn	Eliot
Reid	Amanda	Sarah
Alex	William	Andrew
Rachel	Caitlin	Judith
Helen	Julie	Phoebe
Morgan	Conor	Alex
Robert	Viktor	Kyle
Mary	Sudarshan	Yucen
Joel	Anna	David
Kyoko	Christina	Guang
Joseph	Caitlin	Emily
Nicole	Siri	Katy
Dagmar	SHAYDA	Jon
Connor	Justin	Leland
Zachary	Jordan	James
Garbo	Zan	Ethan
Marcus	Arthur	Emily
Jennifer	Allison	Allison
Molly	Melissa	Nick
Josh	Kimberly	Audrey
Abby	Ian	Ian
Karen	Marty	Abby
Lara	Maddy	Ally
James	Ricky	Emmy
David	Atlas	Lucas

Erik
Rogerio
Erica
Jae
Donna
Keith
James
Anne
Lisa
Alexander
Liz
Marilyn
Alan
Megan
Crow
Melissa
Daniel
Dustin
Jenna
Joe
Graham
Susan
Harris
Nathaniel
Kadeem
Jeff
Julio
Jana
Sarah
Robert
Miranda
Amy
Tad
Branon
Sonja
Ruth
Christopher
Adam
Elizabeth
David
Allison
Silvia
Kaid
Michelle

Timothy
Thomas
Alex
Alan
Bryce
Sara
Ross
Eric
Brandon
Day-Z
Todd
Megan
Lawson
Alexander
Debby
Emily
Samuel
Maile
Maheen
Alexandra
Abby
Callum
Sebastian
Patrick
Andrew
Alexa
Andrew
Nelson
Michelle
Jules
Melissa
Samy
Thomas
Christopher
meleah
Michelle
Alexander
Rebecca
Pedro
Ruth
Andrew
Mohammed
Eric
Sirena

Carolyn
Katherine
Michael
Erik
Gabby
Maria
Suzanne
Kevin
Jamie
Alexandre