

06/04/2026 Executive Committee Meeting  
Written Public Comment Submissions

Submissions

**Joe Kunzler**..... 2  
**Unnamed Commenter** ..... 3  
**Maya Rubeo** ..... 4  
**Slayman Appadolo** ..... 5  
**Kit Burns**..... 6  
**Form Letters**..... 7

## Joe Kunzler

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

Here you go Sound Transit. My one page of comments are attached.  
Go Sound Transit;  
Joe A. Kunzler  
[growlernoise@gmail.com](mailto:growlernoise@gmail.com)

## *Unnamed Commenter*

I support Councilmember Dan Strauss's proposal to preserve the Ballard light rail extension.

In addition to serving Ballard, the proposed Seattle Center station would provide major regional benefits. Climate Pledge Arena, Seattle Center festivals, concerts, and sporting events draw tens of thousands of people, creating significant traffic congestion and safety challenges before and after events. A Seattle Center station would provide a safe, reliable, high-capacity transportation option while reducing vehicle traffic and parking demand.

The Ballard extension was promised to voters and serves one of Seattle's most important transit corridors. The Seattle Center station is another reason this project should remain a priority.

Thank you for your consideration.

## Maya Rubeo

Dear Sound Transit Board Members,

I am writing to express appreciation for the Fare Gates Retrofit study and to encourage swift action in response to any findings. In addition to the need to realize any financial benefits as quickly as possible, the lack of fare gates has provided political ammunition to opponents of light rail who want to paint the agency as wasteful and unresponsive to public safety concerns.

Fare gates should be installed only where they will increase agency financial capacity, but the sooner they can be installed in such locations, the better.

Thank you,

Maya Rubeo

*Slayman Appadolo*

I wanted to thank the Board for listening to the community and approving the amendments brought forward by Mayor Wilson, Executive Zahilay and CM Mosqueda.

Appreciatively,

**Slayman Appadolo**

Cham Refugees Community

[slayman@crcseattle.org](mailto:slayman@crcseattle.org)

## [Kit Burns](#)

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

*Executive Committee Meeting*

*Rider Experience and Operations Committee Meeting*

June 4, 2026

Dear Chair,

I have attached an eight page PDF document responding to the direction of the Sound Transit Board to save costs, shorten construction, and provide complete rider access to the South Sound TDLE community.

This proposal does that and is based upon information found in the DEIS documents. Importantly it shows how reliable transit connections can be made with the Puyallup Tribe much sooner than 2041. They don't have access today and unless changes are made, may not have convenient access in the future.

Locating the future transit 1-Link connection at E 26th Street and E "D" Street while preserving Freighthouse Square for transit riders and local business use, redirecting current bus routes to the Puyallup Tribal Headquarters, and eliminating the E Portland Avenue Station will save costs, time, and provide multiple connection options for the Puyallup Tribe and transit rider community.

This needs review by the Puyallup Tribe and other governing agencies. I hope these ideas will be considered in your deliberations to determine the most beneficial design solutions for transit.

Sincerely,

Kit Burns

Tacoma

Attachment: PDF

PS: I make these recommendations based on my 50 years of experience as a practicing Architect in Western Washington with multiple public projects affecting our designed environment.

**Kit Burns**

*PO Box 2341*

*Tacoma, WA 98401*

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

**---John F. Kennedy**

## Form Letters

**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 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.

Christopher	Madi	Tanya	Mark	Molly
Katie	Peter	Ilene	Adam	Hareesh
Sheela	Patrick	Linda	Mea	Brian
Lev	Trent	Carol		

**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.

Amy Thickpenny <a href="mailto:athickpenny@gmail.com">athickpenny@gmail.com</a> 7502 18th Ave NW Seattle, Washington 98117	Kurt engstrom <a href="mailto:kurteng@comcast.net">kurteng@comcast.net</a> 1522 nw 62nd st seattle, Washington 98107
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30 May 2026

**RE:** Request to Update Resolution No. R2023-01

Dear Sound Transit Executive Committee;

Hi there, Joe A. Kunzler here and speaking only for me. Going to start laying the groundwork for asking you please slightly change Resolution No. R2023-01, which is your current Board Rules and Operating Procedures in light of the fact it is highly likely the same troubled individual who did serve a one-year exclusion from Sound Transit public comment is on track to be served another one-year exclusion starting in August.

The intent of this request is so that Sound Transit Board and Staff do *not* have to play rope-a-dope with a repeat, malicious violator of Sound Transit Board Rules and Operating Procedures. Other jurisdictions, such as Redmond that under Vanessa Kritzer's Presidency rolled Tsimerman back from the Middle Eastside (Redmond-Bellevue-Kirkland), recycle the strongest exclusion period they can pass against repeat violators.

I am therefore recommending a change as follows:

3.16.13 The Board chair, or committee chair in consultation with the Board chair, determines the length of the exclusion from public comment based on the seriousness of the disruption, the number of disruptions and the individual's record of conduct at meetings. After an individual's first violation or disruption, the length of the exclusion will not exceed 90 days. After an individual's second violation or disruption within a six-month timeframe, the length of the exclusion will not exceed 180 days. After an individual's third violation or disruption within an **original** eighteen-month timeframe, the length of the exclusion will ~~not exceed~~ be one year, **and another one-year exclusion for any subsequent violations or disruptions within a year after the first one-year exclusion is served.** During the exclusion, individuals may submit written comments to the Board administrator for distribution to Board members at future public comment periods.

Now I acknowledge there will be some concern at taking this step. But the Board has only excluded one individual from public comment, and that troubled individual is on his second six-month exclusion about to expire in August. I predict this troubled individual will earn another 1-year exclusion and then come back to repeat the cycle. I seem to recall that the current Chair of this Board did start the work to put in "a clear set of rules" for public comment in November-December 2018, on his first term's conclusion. So I will be pursuing this policy over the next six months.

In conclusion, just as Zelensky has said,

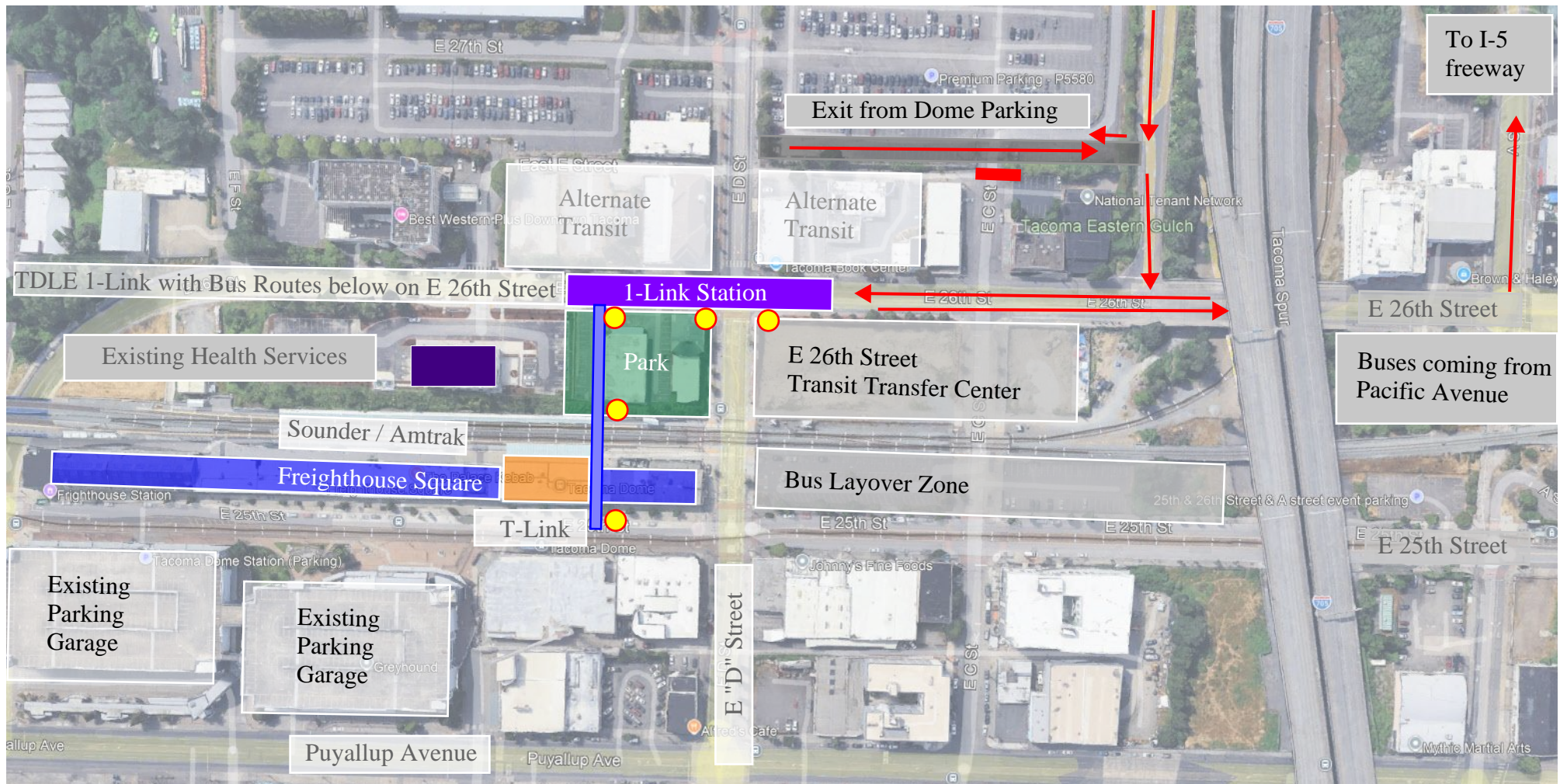
"Why do wars return? Because those who start them believe they will not be punished. That's why it is not enough when history judges only with truth. Not enough when memory alone delivers judgment. There must be law."

Since our foe continues to want to bring the Tsimerman Wars back to Sound Transit... My friends, the only language this troubled individual understands is *exclusions*. Let us speak even louder.

Go Sound Transit;



Joe A. Kunzler  
[growlernoise@gmail.com](mailto:growlernoise@gmail.com)



To I-5 freeway

Exit from Dome Parking

TDLE 1-Link with Bus Routes below on E 26th Street

1-Link Station

Existing Health Services

Park

E 26th Street Transit Transfer Center

Buses coming from Pacific Avenue

Sounder / Amtrak

Freighthouse Square

Bus Layover Zone

T-Link

Existing Parking Garage

Existing Parking Garage

E "D" Street

Puyallup Avenue

June 4, 2026

## E 26th Street Station - TDLE - Tacoma Dome Station

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.

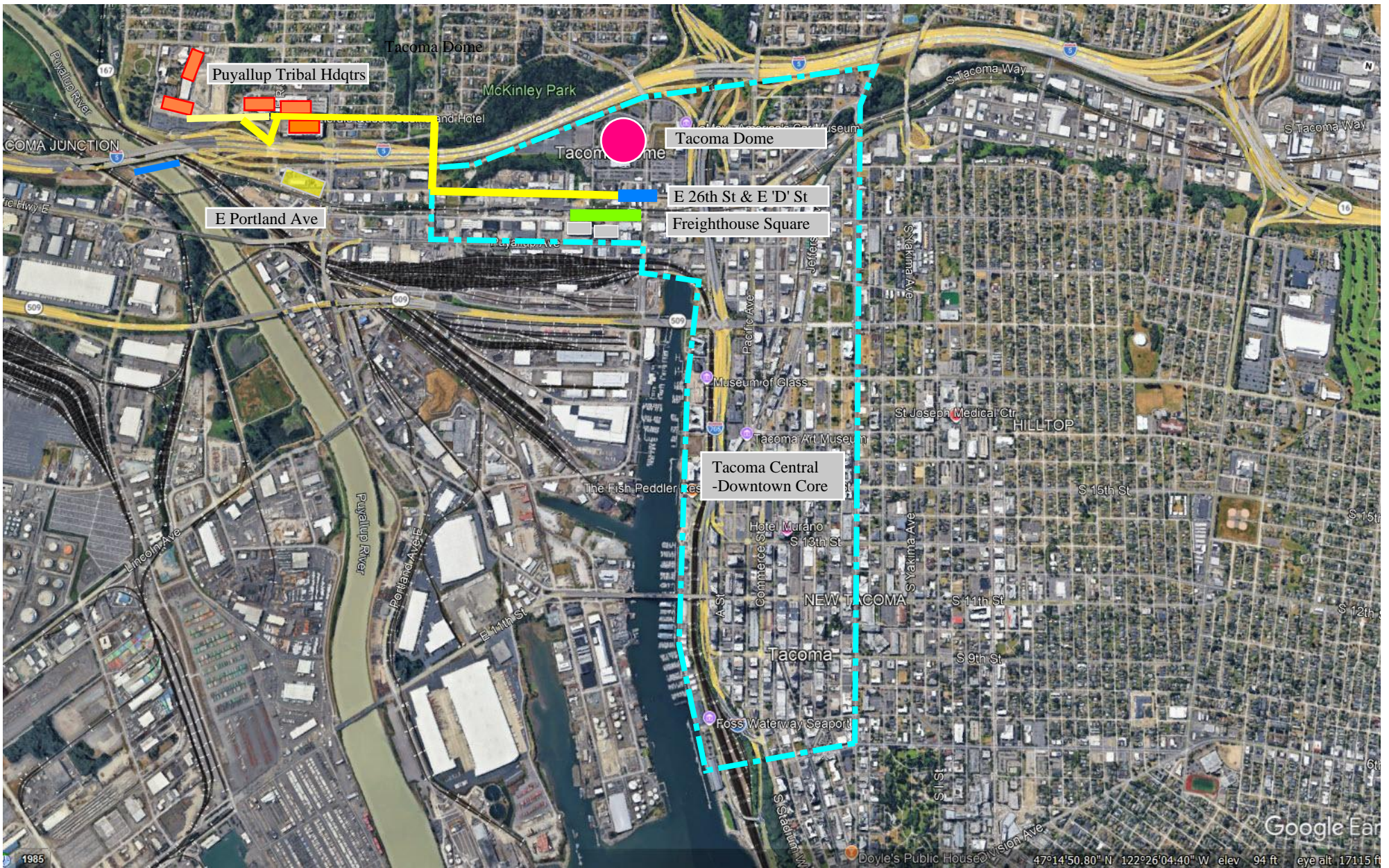
Access to the **Puyallup Tribal Headquarters** would be by frequent bus service. These would take riders frequently and quickly, in both directions, to and from the Tacoma Dome Transit Center.

Freighthouse Square should be preserved for the local community as an integral part of Sound Transits infrastructure station build-up.

Buses enter on E 26th from Pacific Avenue.

Bus Routes served:  
41, 42, 400, 500, 501, 574, 586, 590/594, 595

● vertical transit - stairs, escalator, elevator to overhead pedestrian crossing



**CONTEXT - GENERAL RELATIONSHIPS WITH DOWNTOWN TACOMA**

# ACCESS to Puyallup Tribal Facilities

## Preserve Freighthouse Square

Providing ADA Wheel chair and mobility impaired persons access to all locations.  
Immediately improving transit access to Puyallup Tribal Headquarters with high frequency bus access and multiple connection options.

Multiple Routes would be channeled to EQC, Hotel, Puyallup Tribe Headquarters, and Health Services.

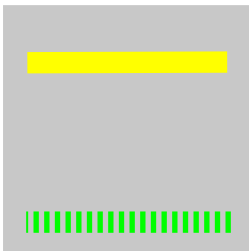
Potential routes include - 41/42/400/500/501/574/586/590/594/595

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.



**Fan Zone Summer 2026 -**  
- Frequent buses circulating every 10 minutes, connection with South Sound Transit Routes.



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 Routes Puyallup Tribal Headquarters, Emerald Queen Casino, EQC Hotel, and Takopid Health Services

Completion of the 1-Line TDLE Spine





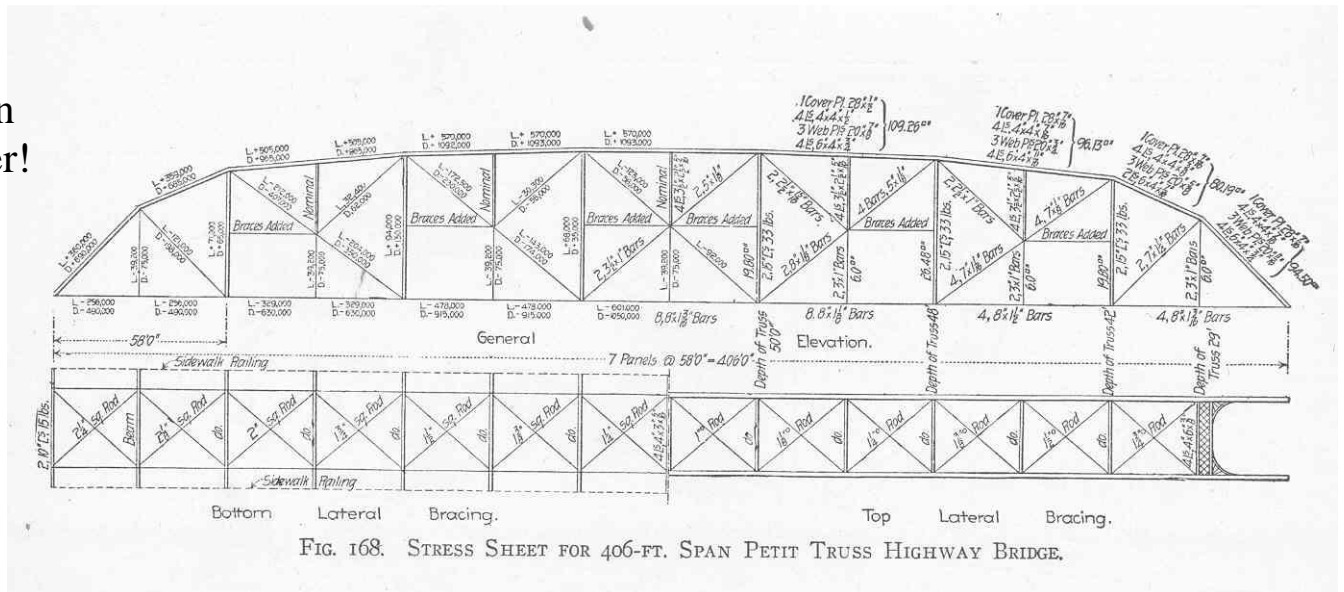
**VIEWING PARTY: PUYALLUP TRIBE & PIERCE TRANSIT  
SUMMER 2026 - FAN ZONE**

Puyallup River Crossing Bridge - should follow iconic bridge designs of the past and a clear span river crossing - no piers in the river!

It is consistent with existing designs and past bridges that have lasted more than 100 years.

This allows transparency with viewing beyond to Mt. Rainer.

The Fishing Wars Memorial Bridge should be replaced with a similar design maintaining historical ties.



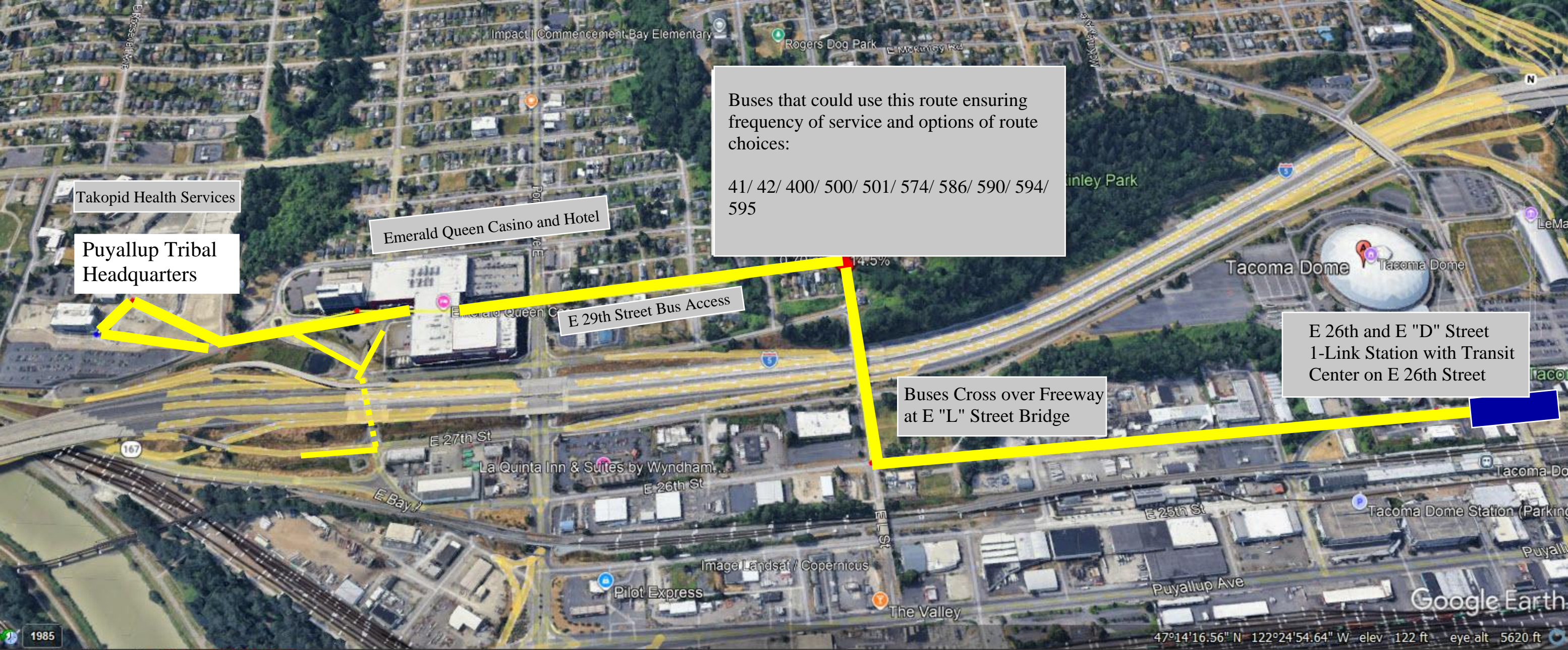
The Sound Link car weight of 148,000 pounds is less than a typical rail car that could be 220,000 pounds or possibly up to 315,000 pounds. This type of truss can span the Puyallup River from bank to bank without intermediate piers to support rail cars (carrying oil and heavier products) [See E 66th Street river crossing Bridge]



THIS SHOWS A TRUSS BRIDGE OF 406 FOOT SPAN. A TRUSS BRIDGE CAN EASILY CLEAR SPAN THE PUYALLUP RIVER AVOIDING PIERS IN THE RIVER. INSTEAD, HAVING PIER SUPPORTS ON EACH BANK (For Example, the 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.





Aerial View of Tacoma Dome Station

FORECASTED DAILY STATION BOARDINGS

# DO NOT BUILD E. PORTLAND AVENUE STATION

FOUR FASTEST MODES OF ACCESS

**Reduce costs, shorten design and construction time-lines,  
Provide better service connections for Puyallup Tribe using  
frequent bus transit connections**

People which are mobility impaired or in a Wheel-chair have no ADA access to the Puyallup Tribal Headquarters nor other Tribal facilities.

It is a 10 to 15 minute walk to the Hotel and another 10 to 15 minute walk to the Puyallup Tribal Headquarters, challenging in the dark and when raining.

The best access is found by studying other possible solutions.

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

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.

## Historic Context:

The Portland Avenue Station is located in the traditional territory of the Puyallup Tribe of Indians Reservation. Several Tribal settlements were present in the vicinity of the mouth of the Puyallup River in the early 19th century. As Tacoma became a commercial and transportation hub at the end of the 19th century, the upper end

## **BUILD Multi-Modal Transit Hub at E 26th St & E 'D' St**