

# 09/24/2026 Board of Directors Meeting Written Public Comment Submissions

## Submissions

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*Brien Chow*

**In-Person Public Comment by Brien Chow, Sound Transit Board Meeting 9\_24\_26, Union Station, 1:30 p.m.**

**Good afternoon, Board Members,**

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

Sound Transit faces a multi-billion-dollar choice: continue funding flawed alignments or optimizing the core system.

The proposed "Split Stations" at Pioneer Square and SODO fragment Downtown Transit Tunnel 2, forcing riders into 12-minute walks, cutting connections to other transit modes, and deleting Midtown station at Madison Street.

**We can fix this!**

Defer the 6.75-mile detour to Paine Field and revert to a direct freeway alignment along I-5 or Highway 99. Bypassing the loop saves **\$1.0 billion** and eliminates 30-minutes of extra travel time.

**If not, people will keep driving because there's little time savings in taking light rail to and from Everett.**

Reallocate the savings to Downtown Seattle. That \$1.0 billion fully funds a unified, shallower **4th Avenue pipe-box station** and restores **Midtown Station at Madison Street**.

This plan protects regional subarea budgets, preserves the central intermodal hub, and delivers a seamless, superior light rail network to **ALL** riders in the Region.

**The staff overcame Line 2 challenges; they can do the same for 4<sup>th</sup> Avenue.**

**Defer the Paine Field loop! Move Forward on 4th!**

Thank you.

*Devon Breithart*

Hi ST Board,

Thank you for releasing the RFI. I'm excited to see the commitment to new and innovative technologies that will hopefully bring light rail to Ballard sooner.

I'm disappointed to not see more progress with short-term transit improvement measures in our neighborhood. What can Sound Transit do to fund stopgap measures like express buses and shuttles to the existing light rail network? We need better transit in Ballard today, not in the 2060s.

When will Sound Transit host its next public forum in Ballard?

Thanks,

Devon Breithart, MS, OTR/L

Occupational Therapist & Assistive Technology Specialist

Pronouns: She/Her

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## Betty Lau

### **Public Comment by Betty Lau, Sound Transit Board Meeting, Thursday, Sept. 24, 2026, 1:30 p.m., Union Station**

I'm Betty Lau, co-founder of Transit Equity for All, board member of the Chong Wa Benevolent Association of Washington State, and member of the Sound Transit Citizens Accessibility Advisory Committee (CAAC).

The Enterprise Initiative is supposed to have "...all options on the table" for budget savings. But that is not the case.

This board was given three options, all involving a truncated tunnel that is likely to be obsolete when construction starts, as happened in Los Angeles. And when these options were presented, staff reminded you options are not limited to these three.

However, other options are **not on the table** but discarded **on the floor**. And of course, it's up to you to figure out if those other options are viable or not.

It's reminiscent of a cattle chute that forces cattle to their pre-determined end. Our CID community was in such a cattle chute, herded towards the 5<sup>th</sup> Avenue ending. But we refused to stay in the chute and climbed out.

Retribution for refusing the pre-determined destruction of the CID is the creation of the North and South of CID split station bypass that also disconnects the entire Region (HNTB, 2023; VMS, Nov. 17, 2023).

Other money saving options for consideration:

- Defer the 2<sup>nd</sup> tunnel (DSTT2) and complete the spine;
- Elevate a route over 4<sup>th</sup> Avenue;
- Defer the Paine Field loop—shuttle passengers from I-5 to Paine Field/Boeing;
- Use the pipe box method to build 4<sup>th</sup> Avenue;
- Build 4<sup>th</sup> Avenue Shallower;
- No build

There are many possibilities that engineers who brought light rail across Lake Washington can come up with and even solve the problem of 4<sup>th</sup> Avenue's "loose soils." They just need your instructions to do so.

Thank you.

## *Form Letters*

***Note: The following is a form letter submitted by 3 individuals***

Sound Transit Board Meeting Comments,  
Dear Sound Transit Board,

Ballard needs light rail today. We all know that waiting until the 2060s is completely unacceptable. When we voted, in droves, to expand light rail to Ballard via ST3, we entrusted you to begin service to the Market Street station in Ballard in 2035. To now hear that the “best-case scenario” is 2042 is a betrayal of community trust. We have relied on Sound Transit to steward our tax dollars for the last decade, and it is outrageous that we would have nothing to show for it, a quarter- (or even half-) century later.

We demand Sound Transit do the following to ensure that rapid, reliable transit arrives to Seattle’s only disconnected regional center as soon as possible:

1. In 2026, open shuttles between Ballard and the existing network as a stopgap until our light rail station opens.
2. Release the promised Request For Information (RFI) by October 2026 to find better and faster ways to build to Market Street.
3. Provide specific details on how your five proposed financial levers will get the Ballard date to 2042, and how Sound Transit will implement them.
4. Move quickly to incorporate industry best practices, such as those outlined in the Transit Costs Project and Transit Abundance Playbook.
5. Announce and hold a public forum in Ballard in September, 2026, to be attended by Sound Transit board members, CEO, and executive leaders, with opportunities for all community members to ask questions directly.
6. Continue to host public forums in Ballard on a regular basis, both when updates or changes need to be made to the plan, and at a minimum of every 6 months.

We all want to achieve the original dream of ST3: a world-class regional rail network. Our community is prepared to partner with you to make that a reality. We look forward to your action on the above items and your increased transparency, accountability, and collaboration going forward.

Thank you for your service to our region.

Sincerely,

*Comments received after the meeting's comment deadline*

*Marilyn Kennell*

We strongly oppose giving CEO Constantine a \$30,000 performance award. We vehemently oppose extending the CEO's contract through 2029. Adding one two-year renewal option is ludicrous.

Marilyn Kennell

West Seattle

*Chris Cowart*

Dear Members of the Sound Transit Board,

I'm a downtown Seattle resident and a strong supporter of ST3. I've followed the Ballard Link situation closely since the May 28 realignment. This week's op-ed in The Urbanist, "The \$10 Billion Question Sound Transit Has Never Asked," is the first time I've seen anyone seriously ask whether an elevated route through downtown could close Ballard's funding gap.

Elevated guideway costs a fraction of deep-bore tunnel, so an elevated route through downtown would save billions. The open question is whether it saves enough to close the funding gap entirely, and it's kind of shocking we never formally studied an elevated option. The alternatives considered last year were all focused on tunnels, and the current request for cost-saving ideas seems to exclude anything that changes the project definition. With a funding gap in the billions and a Ballard opening that could slip to 2060, that's a question worth answering before the region accepts the delay.

I'm asking the Board to direct staff to commission an independent study comparing an elevated downtown route with the tunnel, and to make clear that a change of that scale is on the table.

Thank you for your consideration and assistance in Elevating ST3 to Save It.

Chris Cowart

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