

Two dead in Belltown shootings near street takeover > A8

Huskies survive scare, top WSU in Apple Cup > B1

LABOR DAY

MONDAY, SEPTEMBER 7, 2026



MOSTLY CLOUDY
High, 69. Low, 55. > A15
seattletimes.com

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WINNER OF 11 PULITZER PRIZES

INDEPENDENT AND LOCALLY OWNED FOR MORE THAN 130 YEARS

The Seattle Times

Should light rail fare gates take 4 years to install?

By MIKE LINDBLOM
Seattle Times transportation reporter
Even if Sound Transit sticks with its plan to build fare gates at some light rail stations, those aren't scheduled to go live until four years from now.
By then the U.S. should have a different president, tunneling may have begun for West Seattle trains, and fare dodgers can save another \$120 million or so, while you

keep paying transit taxes.
The transit board voted unanimously last month to earmark \$6 million for fare gates design and planning toward an estimated \$87 million project to equip 14 stations by late 2029, or more likely 2030.
Should it take that long?
Possibly, considering how many pieces Sound Transit promises to juggle at once, in

overlapping phases of engineering, Seattle's famed public process, retrofitting small station lobbies, and finally the installation.
There's a new contract to award, and supply chain to establish, before high-tech gates can be installed. New software must be written so paper tickets as well as ORCA farecards will open the gates. Wheelchair-accessible designs must be drafted. Leaders

must decide whether to retrain or lay off squads of blue-clad fare ambassadors who rove the lines.
Not to mention the intangibles of winning public acceptance, perhaps the biggest wild card of all in Seattle. Physical barriers will startle some people accustomed to open entrances.
"Four years sounds about right," estimates
See > GATES, A10

TRAFFIC LAB

Farmers in Washington face realities of ongoing droughts

4TH YEAR | With new strategies, this summer hasn't been quite as hard as expected.



ERIKA SCHULTZ / THE SEATTLE TIMES

Tanner Winckler, co-owner of W.S. Farms, transports hay to sell to customers in Zillah last month. The fourth-generation Zillah farmer has been navigating the fourth year of drought while farming cattle, wheat, hay, alfalfa and corn in the Roza Irrigation District.

By CONRAD SWANSON
Seattle Times climate reporter

ZILLAH, Yakima County — Perhaps it's a sign of how serious Washington's drought problem has become when farmers begin to say they're pleasantly surprised to receive just over half their typical water supply.
This spring, irrigation districts braced for dire conditions, coming fresh off a year that gave them 40% of their normal water supply.
Farmers curtailed water use early in the season, fallowed land, changed crops. The strategy, plus a little luck, meant this summer's drought, Washington's fourth in as many years, wasn't quite as bad as they expected. Still, it hit hard.
Wildfires, fed by the lack of water, swept through the state this summer, destroying hundreds of homes. Crop-land has been strained. Reservoirs and rivers sit well below normal levels. No two droughts are alike, this summer has shown. Even with the best technology

See > DROUGHT, A11



ERIKA SCHULTZ / THE SEATTLE TIMES

Keechelus Reservoir, along Interstate 90 on Snoqualmie Pass, in late August around 17% capacity. The reservoir was about 10% full as of Friday.

Confusion may be the point of mail voting attack

By ANNA GRIFFIN, REBECCA FAIRLEY RANEY, KENDAL ASBURY AND DAVID IVERSEN
The New York Times

President Donald Trump's legal and rhetorical assault on voting by mail — and the flurry of contradictory court decisions around it — has left voters confused and local officials scrambling just eight weeks before November's critical midterm elections.
The contortions have county registrars dusting off Election Day contingency plans developed for natural disasters like floods and wildfires. They have struggled to make it through planning meetings before the latest version of the rules change, and many are encouraging voters to avoid the U.S. Postal Service all together.
Among voters, confusion abounds.
"I don't trust mail-in or in-person, to be honest with you," said Lori Woo, a 53-year-old teacher from Wildomar, Calif. She has voted both in person and by mail and now wonders whether any of her votes were counted.
See > BALLOTS, A3

Why Hawks bet on Arnold as he faces felony charges

By KATE SHEPTE
Seattle Times staff reporter

The Seahawks' acquisition of Terrion Arnold became official last weekend when the embattled free-agent cornerback signed a contract with Seattle a day before the team finalized its 53-man roster.
But he won't play when the team takes the field for its season opener against the New England Patriots this Wednesday. Or anytime soon for that matter.
The Detroit Lions' 2024 first-round draft pick is facing eight felony charges related to an alleged kidnapping and burglary in Florida. Arnold was put on the NFL commissioner's exempt list a day after the Seahawks signed him and while there, he cannot play or practice. He can participate in meetings and collect a salary as his legal case plays out.
Arnold has pleaded not guilty to the charges. His next court date is set for Oct. 5 in Tampa, Fla., and the trial is expected to begin next year.
So what did Arnold allegedly do? And why have the Seahawks
See > ARNOLD, A15

At least 5 dead after Amazon cargo plane overshoots runway



MIAMI HERALD VIA TNS

An Amazon Prime Air Boeing 767 crashed Sunday at Miami's airport.

By ANTHONY IZAGUIRRE, DAVID FISCHER AND JOSH FUNK
The Associated Press

MIAMI — An Amazon cargo plane barreled off a runway at Miami International Airport on Sunday, killing at least five people and injuring five others as it struck vehicles and was engulfed in flames, authorities said.
The Boeing 767 overran the runway around 2 p.m. after arriving from San Juan, Puerto Rico, and plowed across a road used by warehouse workers and other businesses that surround the airport. Five people were killed,

three critically injured and two others hospitalized with less severe injuries, Miami-Dade County officials told a news conference.
It wasn't immediately clear if the pilots survived or those killed were all in vehicles when the plane struck.
The crash, which sent thick black smoke billowing into the sky, trapped the pilot and co-pilot in the cockpit and some occupants in cars, said Miami-Dade Rescue Fire Chief Ray Jadallah. The agency said crews also had to extricate
See > CRASH, A16

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