

250403 Executive Committee Meeting Written Public Comment Submissions

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Jeff Snedden

Former Sound Transit Board Chair Dow Constantine stated publicly on May 23, 2024, that he would request that the board hold a town hall in West Seattle, but never followed through - I request request Sound Transit CEO Constantine and board members schedule and attend, as promised, a town hall in West Seattle, led by West Seattle residents, to transparently discuss WSLE light rail.

Jeff Snedden
Lake Forest Park.

Martin Pagel

Sound Transit is required to update its financial plans annually but failed to do so in 2024. As cost of many projects have increased, I request staff to update the plan ASAP to ensure projects stay affordable or are scaled back.

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Public comments to the board keep getting ignored. I request they either get discussed during the meeting or responded afterwards.

Martin Pagel

Martin

Martin Westerman

Greetings Board Members,

Since Sound Transit CEO & former board chair Dow Constantine promised publicly on May 23, 2024, to ask that the ST board hold a town hall in West Seattle — led by West Seattle residents, to transparently discuss WSLE light rail and other transit options — we expect him to follow through.

As so many cheaper, lower carbon, less destructive HCT transportation options are available now and coming soon (autonomous vehicles, electric buses & bus rapid transit (BRT), gondolas, etc.), we expect members of the ST board to act on reviewing them as modes to connect WS w/ points south, east & north. We will all be sorry in the future if we chose now to spend \$9-\$14 billion on a 4.5 mile rail stub from downtown to somewhere near the West Seattle Junction. And in the bargain, we trashed the CID, disrupted our revenue-producing SODO industrial area, did irreparable environmental harm, and then had no possible way to extend rail south from West Seattle.

Looking forward to meeting with you in West Seattle,
Martin Westerman

E. Pediangco

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E. Pediangco

Lisa

Good Morning.

Former Sound Transit Board Chair Dow Constantine stated publicly on May 23, 2024, that he would request that the board hold a town hall in West Seattle, but never followed through - we request Sound Transit CEO Constantine and board members schedule and attend, as promised, a town hall in West Seattle, led by West Seattle residents, to transparently discuss WSLE light rail.

We have been on hold about the light rail for over 7 years. I've written two emails to Dow over the last couple years and each time he nor anyone from his team responded.

Thank you.
Lisa

Kathleen Whalen

I voted for Dow Constantine in the past and was impressed.

I am very disappointed in the follow through from the man who knocked on my door - Dow Constantine- and spoke with me while canvassing years ago.

Where are the efforts to honor your word Dow?

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I request request Sound Transit CEO Constantine and board members schedule and attend, as promised, a town hall in West Seattle, led by West Seattle residents, to transparently discuss WSLE light rail.

I stand with my West Seattle friends and business owners i frequent who's homes and businesses are being greatly impacted by sound transit, but have no voice in what is happening.

Kathleen Whalen

Lake Forest Park resident

And West Seattle business frequenter

Charles Anstett

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Charles Anstett

Lake Forest Park

Gerald R Harris

May 23, 2024 Dow Constantine stated publicly that he would request his Sound Transit board to hold a town hall meeting in West Seattle. So far that has not happened as promised.

It is time that he displays good leadership in his newly appointed position as he has committed to.. I am asking Sound Transit CEOConstantine and his board members to schedule and actually attend, as promised, a town hall meeting in West Seattle with residents there to offer them an opportunity to discuss the proposed light rail system.

Gerald R Harris

Lake Forest Park

Gale Sketchley

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Gale Sketchley
West Seattle

Keith Edwards

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Yours in Health & Wellness,
Keith Edwards

Clinic Owner

The Joint Chiropractic - West Seattle

4704 42nd Ave SW

Seattle WA, 98116

310-729-5360



Jan Roberts

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Jan Roberts
West Seattle

Marilyn Kennell

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Marilyn Kennell
West Seattle

Kirsten Whittemore

As requested at the 3/27 board meeting and countless times prior, please follow through on Dow Constantine's previous promise of a town hall in West Seattle to hear he concerns and ideas of the community.

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Kirsten Whittemore
4th generation West Seattle resident

Expectations for the Chief Executive Officer and the Sound Transit Board to address West Seattle priorities and challenges:

WHEREAS, former Sound Transit Board Chair Dow Constantine stated publicly On May 23, 2024, that he would request that the board hold a town hall in West Seattle, but never followed through, and

WHEREAS, now-CEO Constantine claimed (August 2020) that climate change is an existential threat, and that tree canopy should be preserved, but he supports the West Seattle Link Extension (WSLE), which construction will generate more than 600,000 tons of carbon, fail to mitigate that pollution, and cleave off the northern, three-acre forest portion of the West Duwamish Green Belt, "irreparably" damaging (ST WSLE DEIS wording) habitats for heron, beaver, and salmon, and

WHEREAS, tree canopy reduction from WSLE will significantly exacerbate the Delridge and Avalon neighborhoods' existing urban heat island, and

WHEREAS, as ST board chair, Constantine called the passage of ST3 his proudest achievement, yet under his tenure, costs quadrupled, system ridership remained static, projects have run years behind schedule, more than 140 acres of forest were eliminated, and construction generated nearly 400,000 tons of carbon per year, which light rail trains will never mitigate by reducing single occupancy vehicle use, and

WHEREAS, as ST board chair, Constantine promised to commission an independent study by outside experts of aerial gondola technology vs. light rail for the West Seattle-downtown corridor, yet he allowed Sound Transit staff to prepare a non-comparative, internal report based on outdated, 10-year-old information, and

WHEREAS, the WS-downtown corridor is already served by a high-capacity bus transit (HCT) system that carries as many passengers now as WSLE promises in 20 years – if its segments are finished on schedule, and

WHEREAS, Sound Transit 3 contains accountability and taxpayer protection measure which board members and past CEOs have ignored, and

WHEREAS, regional transit experts and Rethink the Link delivered a comprehensive 21-page Final EIS to former board chair Constantine (and all ST board members) on September 26, 2024 – a more accessible summary than the ST-produced, 900-page FEIS, yet the ST board has paid attention only to light rail advocates and Sound Transit employees, not to expert critics,

THEREFORE, BE IT RESOLVED THAT:

- Sound Transit CEO Constantine **and** board members will schedule and attend, as promised, a town hall in West Seattle, led by West Seattle residents, to transparently discuss WSLE, and
- Sound Transit will refrain from eliminating acres of tree canopy and green space, and exacerbating the effects of climate change, and
- Sound Transit will invest in carbon reduction systems that will significantly offset its greenhouse gas output, including, but not limited to reconsidering any light rail plans for the West Seattle-downtown corridor until independent, comparative studies of other HCT options and future availability of new transit modes is completed, and
- Sound Transit will invest in upgrading Metro Transit rolling stock to full-electric, improving Metro and ST system efficiencies to attract true gains in ridership
- An independent, transparent and enforceable financial accounting of Sound Transit operations connected with the Ballard-downtown-West Seattle corridor will be conducted during fiscal year 2025, to ascertain the most cost-effective options for delivering the currently planned link extensions, and a new plan to serve the corridor with HCT will be implemented promptly,
- the Sound Transit board members hold themselves and the incoming CEO accountable.

Signed –

Kirsten Whittemore

4th generation West Seattle resident

Alan McMurray

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Alan McMurray
Cettolin House
West Seattle

Unnamed Commenter

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Joe Kunzler

Note: This comment includes an attachment which can be found at the end of this document

Good morning Sound Transit Board and Staff;
Joe Kunzler here. I've gone over Resolution R2025-06 and have a few suggestions. First, I think R2025-06 does not discuss the critical role the CEO plays in leading staff in supporting the Board. As you may see from [my YouTube of Tsimmerman's one year exclusion](#), CEO Sparrman and staff provided support to the Chair in several critical ways. Therefore this suggested language:

WHEREAS, the CEO should work with the Board and staff to have Board operations conducted with safety plus inclusion plus compliance with RCW 42.30, the Open Public Meetings Act alongside Sound Transit Board Policies;
and

Second, I wrote out something that addresses the CEO's role in workplace climate and trying to get Sound Transit to lead the region.

WHEREAS, as CEO, the CEO is responsible for the workplace climate and in command of staff with unique talents, interests and identities – the CEO is ultimately responsible for a workplace that prioritizes safety, ethics, and having Sound Transit serve in capacities the staff have the capacity to support as a role model, a beacon of hope, and a force for transit unity; and.

Figure this should be helpful. Sorry for the delay, been busy w/ NAS Whidbey Island issues lately.

Ultimately, I want it clear the CEO is to have a voice in Board operations. I also want the CEO to take responsibility for the workplace climate, especially as sometimes the parliamentary climate can spill over into the workplace. I also want Sound Transit to LEAD the region.

GO SOUND TRANSIT!

Thoughtfully;

JOE A. KUNZLER

growlernoise@gmail.com

Comments received after the meeting's comment deadline

Martin Westerman

Greetings Board Members,

I'm writing a book called *Why The Environmental Movement Will Fail and How You Can Make Money On it*, and I'm using Sound Transit as a case study. Yes, I have written two environmental business books, lots of articles, and taught green business at the U of Washington's business school. Go Huskies!

In 2016 I voted for ST3, to invest my tax dollars in public works projects that would deliver better transit for my community. Instead, your DEIS and FEIS studies said that my investment in a downtown to West Seattle railroad won't get me any better public transit than I've got now with Metro buses. Also, the DEIS and FEIS said Sound Transit is doing irreparable harm to the environment, and its railroad construction generates about 400,000 tons of carbon a year that it will never mitigate – even though under Washington's CCA, 25,000 carbon tons a year qualifies an enterprise as a large quantity generator that has to take mitigation actions and pay fees. So, you are not holding your agency accountable for its environmental harm.

And for the tax dollars I pay to get better transit from Sound Transit, I'm getting no return on my investment. Instead, I'm getting railroaded – just like in the 1880s and '90s, when railroad combines built track across America, with no concern about its impacts on indigenous peoples, local residents or the environment. But if you invested back then in property the railroad companies were buying, you could make money. Sound Transit is paying off property owners at full value, so if I want a return on my West Seattle railroad money, I should invest in the real estate investment trusts, and corporations that own the properties Sound Transit is going to buy.

That's the lesson Sound Transit is teaching me here. And that's why I'll be using Sound Transit as a case study in my *how to make money on environmental failure* book. Thank you.

All the best,

Martin Westerman, West Seattle



Resolution No. R2025-06

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority outlining Board expectations for the Chief Executive Officer to address key regional priorities and challenges.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, the CEO should perform their leadership duties in an inclusive fashion and encourage collaboration across staff and amongst board members while focusing on building regionalism and unity within our three-county region; and

WHEREAS, the CEO should prioritize the completion of the light rail connection from Everett to Tacoma as a central regional objective, ensuring that this "central spine" is completed in a timely manner to support regional connectivity and mobility, without allowing other decisions to delay or sideline this priority; and

WHEREAS, the CEO should ensure the goals of ST3 projects are completed as described in the ST3 Regional System Plan for Central Puget Sound published June 2016, understanding that building a minimum operating segment of any project does not meet these goals; and

WHEREAS, the CEO should operate in such a way that they increase transparency for the public into agency decision making and ensure Board members have access to the information needed to make decisions on behalf of the region; and

WHEREAS, the CEO should work with the Board and staff to have Board operations conducted with safety plus inclusion plus compliance with RCW 42.30, the Open Public Meetings Act alongside Sound Transit Board Policies; and

WHEREAS, as the Board, we are aware of major issues on the horizon for the agency including, but not limited to: power traction issues, the reliability and resilience of the 1 Line, the rapid expansion of facilities creating increased pressure on the maintenance of equipment, the cost of operations having rapidly escalated with new extensions coming on line with increased expenses, cost estimates ballooning across all capital projects, and the federal funding of the past not being guaranteed for the future--which means the CEO should address these issues with a regional mindset and keep the Board informed about these issues along with the potential trade-offs our region could be faced with; and

WHEREAS, as the Board we expect to have full information regarding revenue forecasts and budget projections, construction cost estimates and assumptions, how projects will be evaluated in light of decreased revenue and increased costs, and ensuring ridership analysis is imbedded in decision-making to make sure every dollar spent has the greatest return possible; and

WHEREAS, over the past several years Sound Transit has notably focused on rider experience and security which has created a better environment for all transit users-- however more is needed, and the agency cannot afford to lose any ground, keeping our network welcoming to all; and

WHEREAS, Sound Transit’s good working relationship with the Federal Transit Agency is critical to the success of the agency, and if any diminishment of this relationship occurs it should be fixed immediately; and

WHEREAS, the CEO, alongside the Board, should investigate the policies governing sub-area equity, how sub-area equity is working, and what intended or unintended consequences exist because of these policies in order to understand if these policies support us as one regional agency or if it has created many sub-area transit agencies; and

WHEREAS, the CEO must retain focus on existing services and, where able, expand reliable modes such as the Sounder, our Bus Rapid Transit lines, and our regional bus routes that connect our counties and cities; and

WHEREAS, the CEO shall be held accountable for achieving specific, measurable organizational outcomes that align with the Board’s priorities and strategic goals, including but not limited to improving operational efficiency, financial sustainability, and capital project delivery - specific performance metrics will be created in the next months through the standard practice led by the Executive Committee; and

WHEREAS, the CEO shall work with the Executive Committee to define and update on an annual basis these key performance metrics to ensure they reflect the evolving needs of the agency and the region, while maintaining alignment with the agency's long-term vision; and

WHEREAS, the CEO shall demonstrate a commitment to transparent decision-making by ensuring the Board is consistently provided with timely and accurate information to assess performance, risks, and emerging challenges, and to execute the Board’s vision; and

WHEREAS, as CEO, the CEO is responsible for the workplace climate and in command of staff with unique talents, interests and identities – the CEO is ultimately responsible for a workplace that prioritizes safety, ethics, and having Sound Transit serve in capacities the staff have the capacity to support as a role model, a beacon of hope, and a force for transit unity; and.

WHEREAS, the CEO’s compensation, bonuses, and any performance incentives shall be directly tied to the achievement of the established key performance metrics, ensuring accountability to the Board and the public for performance outcomes.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that anyone fulfilling the role of CEO for the Central Puget Sound Regional Transit Authority has a clear understanding of the expectations set forth from the Board.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Dave Somers
Board Chair

Attest:

Kathryn Flores
Board Administrator