

03/27/2025 Board of Directors Meeting

Written Public Comment Submissions

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Larry Macmillan

It's time to take action. Please **Vote NO on Resolution No. R2025-05 and Motion No. M2025-15**

Larry Macmillan

Lloyd Scot Bastian

Vote NO on Resolution No. R2025-05 and Motion No. M2025-15

Thank you,

Lloyd Scot Bastian, West Seattle

Matthew Crane

To the ST Board,

I am writing to ask that the members of the Sound Transit Board vote NO on Dow Constantine's recommended appointment as new CEO of Sound Transit, and for Mr. Constantine to recuse himself as a candidate for the CEO position. This appointment should not be given to someone who so clearly has a conflict of interest with the outcome of this vote, as Mr. Constantine has himself nominated/appointed half of the members of the Board in his position as King County Executive.

We need a Sound Transit CEO who can navigate the political nature of the Sound Transit Board with an independent perspective while also improving the performance of the agency itself in planning, designing, and delivering high-quality public transportation infrastructure. This recommended appointment would undermine the public's trust in Sound Transit's ability to perform its duties and for the Board to be viewed as acting prudently and impartially in selecting key leaders to carry out its vision. Thank you for your time and consideration.

Matthew Crane

Elizabeth Reynolds

It seems you've already made the decision for the new CEO.

HOWEVER - the ethics behind your decision are lacking.

Dow Constantine appointed most of the board. NOW you are going to VOTE for him to be the CEO and make up to \$675,000. That is just disgusting.

While it may not be illegal - it is a conflict of interest. If I were Sound Transit - and could do NOTHING on time - or within budget - I'd be real thoughtful about my CEO choice. Not vote in my cronie that put me on the board. You have NO regards for the people who actually use sound transit. You have NO regards for the people who pay for sound transit projects (thru RTA tax which is just a racket). The entire board is not great -and this would just put it beyond repair.

Loyal sound transit rider for 10+ years - who may consider other options if this goes through.

-Elizabeth Reynolds

Rachel Smith

Note: The letter referenced in this comment can be found at the end of this document.

Dear Sound Transit Board of Directors,

On behalf of the Seattle Metropolitan Chamber of Commerce, Downtown Seattle Association, Commute Seattle, and Transportation Choices Coalition, attached is a letter encouraging the Board of Directors to approve the Executive Committee's recommendation to select Dow Constantine as Sound Transit's next CEO.

We thank the Board for your commitment to a stakeholder-informed process and thoughtful consideration in making this consequential decision. We look forward to continued partnership with the Board and the new CEO, and to working together to ensure Sound Transit's success in delivering high-quality, equitable transit service to the region.

Sincerely,

Rachel

Rachel Smith (she/her/hers)

President & CEO



rachels@seattlechamber.com |



d: 206-389-7222 |



c: 918-809-2449



[Seattle Metro Chamber](#) | [LinkedIn](#) | [Facebook](#) | [Instagram](#) | [Bluesky](#)

Visit our [website](#) for events, business news, advocacy information and jobs, plus - text SEATTLE to 52886 - and never miss an important update from the Chamber.

Lash Akinmulero

Dear Committee, I apologise for sending this message late. I wish I had known, I would have attended the meeting.

I am in opposition to the candidacy of Mr. Constantine as the new CEO for this great organization.

The fair is that he will be bringing Politics, and not real leadership to the job. I do have experience interacting with him. It was a full display of racism, bias and regret.

I am willing to tell the story and there is a track record to the statement.

This may look like a very serious allegation, in the context, it is embarrassing that he cannot handle a simple issue of technology without making it a black or minority issue.

Thanks

--

Lash Akinmulero

Principal/Managing Partner

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The greatest barrier to success is the fear of failure

Unnamed Commenters

SHAME ON YOU. i was a fan of the light rail but after hearing this news i have lost all respect for your organization. this is very plainly corruption. i will never ride the light rail again . glad to know the board of directors has been bought and we can award constantine with a 700k annual package! it's a sick joke and you should all resign since it's obvious you don't have the best interest of seattle in mind.

Sent from my iPad How can anyone be surprised. This was a foregone conclusion, with half of the board members appointed by Dow voting. No stopping Sound Transit. They are pushing ahead with plans, blind to reliable input by very intelligent research showing this wasted money folly. No transparency and now no one able to vote or stand up to this preferred choice. We citizens can't stand up to political corruption and the good old boys network. So awful!

Sent from my iPhone vote no on all three propositions this is very important for all concerned despite continued facts being presented to the board about cost mistakes, inaccurate information, and the biggest mistake for Seattle's future . Who is listening? Are any of the board memberships in willing to go against the political push, and good ol boy's mentality. So awful! Get brave do the right thing.

Sent from my iPad most of the people commenting on the West Seattle blog 52 of them are an absolute no for DownConstantine and point out the follies of sound transit, corruption, lack of accountability, transparency and wasted costs in millions of dollars, trying to push through their agenda with this link to nowhere (SODO). Please read them there many informed people and smart ones . It only takes a few minutes! This whole process has been tarnished with people unable to stand up for what is the right path ahead for fear of bucking the mayor and the others on the board. Thank you

Do Not aquire land before you get the absolute green light on the project the monorail project was a disaster at the end we were one of the properties that took it bad. We got 1.6. And 8 months later it East sold to Harbor properties for more than 4 m
Don't do it again

F. Spence

Please vote NO on Dow Constantine. His nomination reeks of cronyism. He is a weak leader who caves to special interests. Please select a strong candidate with experience in Transit.

Sincerely,
F. Spence

Sent from [Outlook](#)

Alan Puckett

The naming of outgoing King County Executive Dow Constantine as the "preferred candidate" to become Sound Transit CEO reeks of chummy "scratch my back and I'll scratch yours" conflicts of interest. Given what the CEO job will reportedly pay, and in view of Sound Transit projects already far over budget and struggling to meet completion deadlines, the public deserves a candidate with a proven track record and substantial expertise in the transit field--which Mr. Constantine does not have. I urge you to show some spine and to do right by Sound Transit riders and area taxpayers: Choose a more qualified candidate.

Sincerely,

Alan Puckett
Seattle

Kristi DuPuy

Please listen to the community:

Vote NO on Resolution No. R2025-05 and Motion No. M2025-15!!!!!!

Kristi DuPuy
West Seattle Resident since 1977

Terry Scidmore and Kelly Finn

The entire West Seattle Light Rail Extension plan makes NO SENSE or CENTS. Please vote NO on Resolution No. R2025-05 and Motion No. M2025-15.

Terry Scidmore and Kelly Finn
West Seattle Residents

Candace Shattuck

ACQUIRING PROPERTY NOW IS HIGHLY **PREMATURE** IN THAT WE DO NOT HAVE FINAL OKAY FROM FEDERAL GOVT SUPPLYING THE FUNDS, AND **POTENTIALLY DANGEROUS** IN CREATING A NUMBER OF UNOCCUPIED, POSSIBLY DECAYING PROPERTIES. A RECIPE FOR TROUBLE.

Candace Shattuck
Seattle, WA 98116

Cathy Henkel

Vote NO on Resolution No. R2025-05 and Motion No. M2025-15!!!

Cathy Henkel
West Seattle

Stacey Valenzuela

Dear Executive Board,

I wonder if you hear our King County constituents at all.

They are clearly disappointed with years of delays, over spending, and broken promises of public safety and inefficient route changes from Sound Transit. We hear reassurance from King County Council members, yet the incidents continue.

Sound transit desperately needs better leadership moving forward.

Constituents are disappointed in

- > missing deadlines,
- > inflated cost,
- > denial of problems with homelessness,
- > crime on transit from both children and adults against riders as well as employees, (crimes general)
- > buses being used as drug dens,
- > loss of routes used and
- > failure of public safety with several promises of security on routes.

Please Review directive, extreme waste of taxpayer funds with little progress in any of these areas.

Doing the same over and over with same leadership, yet little action, has failed to improve transit for riders or community safety, has only drained funds and mislead local small businesses.

We need Sound Transit board to review accountability, take this opportunity to choose a candidate for improvement instead of same failures, same wastes of funding, directive, and believes.

I agree strongly with our constituents, the transit riders organization and John Wilson, the appointment of Dow Constatine is a huge conflict of interest.

Per KC code 113 section 3.04.030 and 3.04.035, as county or state employee engaged on board administration prior decisions, its unethical, and fails to be in the best interest of our communities future.

Please consider a new candidate as well as boards members, that see the need to support public safety first with actions, that will improve direction, policies and use of funding.

Thank you for consideration,

Stacey Valenzuela

King County Concerned Resident

3.04.35

(1) No former county (state) officer or county (state) employee may, within a period of one year from the date of termination of county (state) employment, accept employment or receive compensation from an employer if:

(a) The officer or employee, during the two years immediately preceding termination of county, (state) employment, was engaged in the negotiation or administration on behalf of the county (state) or agency of one or more contracts with that employer and was in a position to make discretionary decisions affecting the outcome of such negotiation or the nature of such administration;

(6) As used in this section, "employer" means a person as defined in RCW 52.42.080....

Marilyn Kennell

Vote NO on Motion No. M 2025-15

We strongly oppose Dow Constantine being approved as CEO of Sound Transit. We request the board vote NO on Motion No. M 2025-15.

We vehemently oppose giving the chief executive the ability to buy and sell property without going through committee or the board. NO on RESOLUTION No.R 2025-05

Candidate C has appointed half of you. Are you free to vote No on Motion No. M2025-15 - or are you beholden? Members who were appointed by Dow Constantine should recuse themselves from this vote. If you won't recuse yourself - you should vote No on approving his nomination.

Resolution No. R 2025-05 will give this new CEO power to buy and sell properties without going through the board or committees. Who benefits from this? Is this expansion of executive power preparation for a land grab? Vote NO until you (and we the public) learn why we should give in incoming CEO executive arbitrary power of the purse.

Sound Transit **should be a transit agency**. Its mission should be to increase our mobility through mass transit. Instead, Sound Transit is in the real estate business. And the Sound Transit board is made up of politicians, not transit experts. Instead of voting for Candidate C - hire someone who understands transit systems - and whose main job will be helping residents - not just political cronies and contractors. Hire someone who actually rides public transit.

The permitting process has been streamlined. Why?

Something stinks. It reeks of what is going on in DC.

Vote no on Motion No. M2025-15 and Vote no on Resolution R2025-05

Marilyn Kennell
West Seattle

Kirsten Whittemore

The CEO should not be given the power to buy and sell properties without board or committee approval, nor should ST be purchasing property without the ROD and full funding in place. Why do you think it's ok to run these businesses and homeowners out, and then let the property sit vacant and susceptible to crime for so many years? How does that serve the community? It does not, and is unethical and immoral. Your overt disregard for the humans and environment that will be impacted by this project, is shameful.

I am not alone in believing that voting Dow Constantine as CEO is a classic case of cronyism and by doing so will only confirm what is viewed as corruption at ST. Please read the hundreds of comments in all of the publications that have announced his nomination. It is 10 to 1 against confirming him for the reasons stated above. The public asked for transparency around the CEO search, and it was not granted. Please let us see who the other candidates are and read what their qualifications are. Dow has no technical expertise in the function he's being appointed to and the blather about his experience as a public servant and his time on the board, don't make up for his lack of the critical skills needed to manage the mess that is Sound Transit.

Kirsten Whittemore
4th generation West Seattlelite

Jan Roberts

I **vehemently oppose** giving the chief executive the ability to buy and sell property without going through committee or the board. I request that you vote **NO on RESOLUTION No.R 2025-05** Electing Constantine, secures the future of ST permanently as a **real estate** and **political project** instead of a **transit agency** or **urban mass transit system**. The board structure ensures ST will maintain its political commitment to distribute capital spending and real estate subsidies throughout the region, and this is a way to make sure that never changes.

The members of the Sound Transit board of directors are appointed by the county executives of King, Pierce, and Snohomish counties. The King County Executive alone appoints half of the board members, so he effectively appointed himself CEO. The whole thing is ludicrous.

I **strongly oppose** Dow Constantine being approved as CEO of Sound Transit. I request the board vote **NO on Motion No. M 2025-15**.

Jan Roberts
West Seattle

Donna Popich

Dear ST Board Members,

Since you obviously don't pay much heed to the comments emailed, made in-person, or phoned-in at your board meetings, (some of you are too busy snacking or scrolling through your phones), perhaps you might take a glance at the hundreds of combined public comments at the end of these two recent articles in *The West Seattle Blog* and *The Seattle Times*, respectively:

<https://westseattleblog.com/2025/03/sound-transit-ceo-dow-constantine-confirmed-as-preferred-candidate-before-vote-thursday/>

<https://www.seattletimes.com/seattle-news/transportation/dow-constantine-officially-named-as-sound-transits-ceo-nominee/>

The public is overwhelmingly against voting "Candidate C" into the position of CEO.

BTW: How can you justify a **\$675,000 annual CEO salary** as well as the approximately **51 NEW positions** being created to handle the planning and implementation tasks associated with light rail expansion in the city when **you are billions upon billions in the red for ST3?**

Vote NO on RESOLUTION No.R 2025-05

donna popich
35 Years in WS

Emily Gipson

Directors,

I'm writing to express my extreme displeasure with the Spring 2025 service plan.

There are a plethora of issues I've been continuously leaving public comment about that have gone unaddressed for years but the most frustrating is the 513 route service, which is still not circular and which had an entire leg of it's service eliminated by the previous service plan. Hundreds of individuals submitted comments requesting expanded time-tables for the 513 route to support northbound commuters on weekday mornings and southbound commuters on weekday afternoons and evenings. Still, there is no expansion of service and no reasonable remedy to get from, roughly, the Northgate TC to the Seaway TC in less than an hour and a half using the public transit that our taxes pay for. How is such a large mass of comments completely disregarded?

Not to mention the baffling reliance on the Link light rail system between Northgate and Lynnwood. The power of the previous 513 route was that it made infrequent stops, allowing for shorter commute times. The light rail makes frequent stops, lengthening commute times. In fact, according to the "Plan my trip" feature on the Sound Transit website, there is no meaningful difference between walking over a mile to the Northgate TC, taking the 1 line to Lynnwood, transfer to the Swift Blue line and then transferring to the Swift Green line, and walking five minutes to the E (which has to stop for traffic lights up and down Aurora) to the Swift Blue to the Swift Green.

Light rail is an excellent tool to solve intraurban problems, and indeed when I want to get between Northgate and Roosevelt or Capitol Hill and Symphony, the 1 line is the most efficient option for time and money spent and flexibility of service. Heavy rail, capable of moving more than four cars worth of passengers and exceeding speeds of 55 mph, is a much better tool to solve interurban commuting but, that ship has sailed and the next best tool is leaving the express busses you already have in service alone, not amputating half of their route.

The transit centers at Northgate and Lynnwood and Seaway already exists, Sound Transit already owns the busses and already employs capable professionals to organize routes, operate busses, and maintain the fleet. All you have to do is expand the time-table and bring back the Northgate-Lynnwood leg of the route. You already have drivers operating the bus southbound at 4:45 am, or even earlier because the bus has to be at Seaway TC at 4:45 am ready to depart with passengers.

I want to ride the bus. Specifically, I want to ride the one bus that, as of last March, already served the TCs local to me and my place of employment but at the wrong times. From me alone you could've collected \$1,488 in fares commuting northbound to Everett on the 513 route in a single year. From the 300+ other employees that I know submitted comments about this, that's nearly half a million dollars in fares. From expanding one route. There are, undoubtedly, countless people who, if the 513 route was expanded to have circular service *and* connect Northgate TC to Seaway, would also use the service.

I am also calling bull on your "disparate impact and disproportionate burden" tests. In Table 11, you publish that over a half million people are impacted specifically, by the reduction in service for the 513 route. You could fill Lumen field seven times over with the number of people adversely impacted. You could fill T-Mobile park ten times over with the number of people adversely impacted. You could fill nearly 30 Climate Pledge Arenas with the people adversely impacted. That scale of adverse impacts cannot be hand waved away because a similar percentage of low-income or minority populations are adversely impacted compared to majority and non low-income populations, respectively. It reads to me that over half a million people are adversely impacted. And who is to say if those numbers capture the number of people who would ride the bus in the first place but can't because the route isn't circular.

Brimming with a hostile level of frustration and dissatisfaction,

Emily Gipson

Brien Chow

Written Comment by Brien Chow at Sound Transit Board Meeting, Thursday, 3/27/25 at Union Station

I'm Brien Chow, Co-Founder Transit Equity for All and Chong Wa Benevolent Association for the state of Washington.

Motion No. M202-14

- *Identifying the East Marginal Way location as the proposed location of the South Boeing*

Why the 4th Avenue Station is the Clear Choice for Regional Connectivity and Transit Efficiency

The debate over station placement highlights a critical decision for the future of our regional transit system.

- While North/South stations minimize initial construction impacts, the long-term benefits of a centralized 4th Avenue station far outweigh its challenges.
- By drawing parallels to the principles upheld in the *East Marginal Way* station report, we can underscore the undeniable advantages of prioritizing transit efficiency and regional connectivity.

Optimized Multimodal Integration

The *East Marginal Way* location was chosen for its "good opportunities for multimodal access."

- Similarly, the 4th Avenue station excels in this area, offering direct connections to King Street Station (Amtrak, Sounder) and the existing Link light rail line.
- This central, highly efficient hub would minimize transfer times, improve commuter convenience, and maximize regional accessibility.
- **Enhanced Regional Connectivity and Increased Ridership**

The *East Marginal Way* report emphasized "improving access to the regional transit system."

- A 4th Avenue station aligns with this goal by centralizing transfers and significantly boosting regional connectivity.
- Studies show that a 4th Avenue station would result in considerably higher ridership compared to North/South alternatives. This demonstrates a commitment to meeting the region's transit needs effectively.

Efficient Transit Flow

The *East Marginal Way* station's design prioritizes minimizing disruptions to passenger flow.

- A centralized 4th Avenue hub embodies the same principle, streamlining the movement of passengers and reducing transfer times.
- Conversely, dispersed North/South stations would fragment the transit system, leading to increased travel times and a less seamless experience for riders.

A Vision for Long-Term Benefits

While the 4th Avenue station may involve a higher initial construction impact, its long-term advantages for the transit system are unparalleled.

- The *East Marginal Way* report acknowledged the importance of prioritizing enduring benefits,
- and the 4th Avenue station mirrors this approach by creating a solution that serves future generations.

The Hypocrisy of the North/South Station Argument

Advocating for North/South stations over 4th Avenue presents a clear contradiction to the principles outlined in the *East Marginal Way* report.

- Supporting dispersed stations disregards the priorities of multimodal integration, connectivity, and transit flow efficiency.
- *Choosing an option that breaks the "spine" of the transit system undermines the very goals we aim to achieve.*

Balancing Construction Impacts with Future Gains

Concerns about construction impacts and potential displacement associated with the 4th Avenue station are valid and must be addressed with care.

- However, the long-term benefits—such as increased ridership, reduced travel times, and enhanced regional accessibility—make this option the most effective choice for a sustainable and robust transit system.

Conclusion

The 4th Avenue station represents a rare opportunity to build a transit system that prioritizes regional connectivity, multimodal integration, and long-term efficiency. By upholding the principles demonstrated in the *East Marginal Way report*, we can ensure a brighter and more connected future for our region. It's time to make decisions that reflect the values and priorities we've already committed to.

Public Comment by Brien Chow at Sound Transit Board Meeting, Thursday, 3/27/25 at Union Station

I'm Brien Chow, Co-Founder Transit Equity for All and Chong Wa Benevolent Association for the state of Washington.

"It's been two years. Two years since Sound Transit promised a report on the North and South station options...

We were told it would take a few months... Then, six months... Then, a year... Now, it's been two years... and we're still waiting.

This isn't just about a late report...

It's about our community, our businesses, and our whole light rail network.

Every day we wait, we lose...

We lose a chance for a strong, connected transit hub.

You cause more worry and uncertainty for the region and the CID.

You risk breaking the 'spine' of our light rail system...

Think of our light rail like a spine...

A strong spine connects everything.

The North and South options will break that spine...
making our system weak and disconnected.

The 4th Avenue station is the right choice...

It's the best for long-term travel...

it connects everything smoothly...
and it will get the most riders for the next 200 years.

We've waited long enough...
It's time to stop the delays and do the right thing...
It's time to build the 4th Avenue station...

"We need to keep our light rail spine strong."

Betty Lau

Note: The attachments mentioned in this comment can be found at the end of this document.

Hi Meeting Comments Crew,

Attached are public comments from non-English speaking members of Seniors in Action, translated by Tim Lee, vice president.

The seniors do not have computers, so asked me to email them in for them. I have also attached my own comments.

Let me know if you need more info.

Thanks,
Betty

Joe Kunzler

Joe Kunzler here, I will be acute.

There are several good reasons to sign Dow Constantine to CEO. For one, he's a star of the Tsimmerman Wars. For two, a star of ST3. For three, a star of saving the CCA. Dow delivers as a game manager and he's one of us.

Yes, I have would preferred Karen Kitsis. But she wants to be the guy the guy counts on. Connecticut offered that and some of the pay a champ is due.

I also would have tried to go for Heidi Wills. But her keel was broke fighting off Eynan - and Seattle progressives. Some of whom are going to cry harder today. Good. Revenge for 2019 is reason enough to get up at 4:12 am.

So we are where we are. We need a CEO who can deliver. In a unique political environment. That's Dow Constantine.

=====

I really today want to stress something. Namely but for our grit and the grace of G'd go us. What we're seeing out of BART to our South and TransLink to our North & linked below should be a good time to remember we have it good 👍 up here. We don't have a fiscal cliff.

That's a pretty big deal.

Let's go Sound Transit!

Joe sends

<https://dailyhive.com/vancouver/translink-fare-increase-2025-rates-approved>

Amy Chen Lozano

Note: The letter referenced in this comment can be found at the end of this document.

Dear Sound Transit Board Members,

The enclosed letter is signed by 43 community organizations and partners of the Chinatown-International District.

Sincerely,
Amy Chen Lozano
Transit Equity for All
OCA- Greater Seattle

John Niles

For the record of the meeting today.

----- Forwarded Message -----

Subject: Comment on March 27 Board Meeting Agenda item on choosing a new Sound Transit CEO

Date: Thu, 27 Mar 2025 00:36:05 -0700

From: john@johnniles.com <niles@globaltelematics.com>

Reply-To: john@johnniles.com

To: Email The Board <emailtheboard@soundtransit.org>

Sound Transit Board Members:

I posted a public comment on the World Wide Web about the Board March 27 meeting agenda item 7C, consideration of M2025-15:

<https://www.facebook.com/nilesgt/posts/pfbid02smWZfnACjxJHs2h9VYcnSxfQrHrgRSCSHCA8Zka6DVHDLssHSJWg6bKwtaacmBaml>

Full text quote of this Facebook post from me, with some amendments to clarify meaning:

Prominent Seattle, Washington resident [Dow Constantine, King County Executive](#), is hoping that on Thursday March 27 he will be promoted by a vote of his Sound Transit board member colleagues into the role of CEO of local government's light rail construction agency. Constantine appointed many on that board, who are generally giving him credit for what Sound Transit has achieved in the past decade. At the same time some challenges have come up and not all are resolved, as documented in reporting by Seattle Times, for example, <https://www.seattletimes.com/.../dow-constantine.../...>

Seattle-based transit analysts have documented that the published plan for the next expansion of the existing light rail network -- in West Seattle -- encompasses considerable environmental disruption and destruction for a low payoff in benefits. Building the new four mile branch line of elevated and tunneled passenger train tracks will cost seven billion dollars yet is not expected to reach a ridership level beyond the volume of travelers on existing bus routes until more than a decade passes. Potential bus improvements providing better service much sooner and for far fewer dollars of public resources, are not taken into account.

Aside from high cost and low performance, the plan of construction for the West Seattle train tracks coming from Constantine's years of duty as Sound Transit Board Chairman brings destruction of 271 homes and businesses with their occupants relocated, as documented with the

maps and addresses listed at
<https://rethinkthelink.org/forum-gallery> .

A vote for Constantine to become top management at Sound Transit is an endorsement of high spending for low transit performance coupled with community destruction and forced human relocation. Carbon emissions from construction will not be mitigated by reduction of car driving that can be analytically associated with transit ridership.

This most recent phase of Sound Transit's \$100 billion ST3 plan is way over budget. The expected ridership performance is not worth the investment even if the West Seattle project were within budget. But Constantine wants full speed ahead with the existing program.

A Sound Transit Board vote to promote its member Dow Constantine to executive leadership amounts to an endorsement of the low benefits and high community damage expected from the West Seattle project that is described in the independent summary of its environmental impact posted since last November at <https://rethinkthelink.org/?offset=1728167718777> and submitted to USDOT for incorporation into the FTA Record of Decision, not yet issued.

New top management is needed, somebody not endorsing and not completely tied to the increasingly problematic path of Sound Transit.

ST3 needs a pause and reconsideration of available and affordable transit alternatives, not doubling down on what's happening now.

Thank you for considering this comment in your decision about the next CEO.

John Niles

206-781-4475

john@johnniles.com

--

John S. Niles

President, Global Telematics | globaltelematics.com | [linkedin.com/in/globaltelematics/](https://www.linkedin.com/in/globaltelematics/)

Executive Research Director, CATES -- Center for Advanced Transportation and Energy Solutions

Research Associate, Mineta Transportation Institute, San José State University

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Preview of book at <http://endofdriving.org>

Daniel Cavazos

Dear Board,

I understand that a bad word from Dow could imperil your political careers. However, I beg you, have the courage to put transit above political favor.

Dow is a great politician. We thank him for his service to King County. But he has no expertise or experience relevant to running Sound Transit. He has consistently pushed for politically convenient routing even at far greater expense, delays and objectively lower ridership.

His tenure as head of the Board has been plagued by cost overruns, delays, poor maintenance and rider experience, and significant disruptions to services.

Hiring a new CEO is a chance to improve process. Hiring Dow is a vote for the status quo. A vote against improvement.

Please do what is right. Vote no for Dow as CEO.

Sincerely,

Daniel Cavazos

Comments received after the meeting's comment deadline

Unnamed Commenter

As a follow up from my letter yesterday, just before you vote. I just did a search on top paying jobs in Seattle. From ziprecruiter the top paying jobs in Seattle can go as high as \$375,800. So we are going to pay \$450,000 before benefits for a public employee? The Governor makes \$204,205. That will increase to 218,744. I think this is low for our governor.

We are watching Elon Musk take a chainsaw to important positions in our federal government and not enough people are complaining. This is tragic for all of us and I fear people are not complaining because they see public employees making outrageous salaries.

I believe \$350,000 is an adequate salary. People are living on the streets and we can't afford basic needs. This is insanity.

Mary Fertakis

Motion No. M2025-14: East Marginal Way as the proposed location of the South Boeing Access Road Infill Station for environmental review.

As a resident of the neighborhood immediately adjacent to the recommended East Marginal Way location, I want to both express support for the proposed location for the EIS as well as strongly encourage the Board to not postpone this station again.

I have lived here for 35 years – long enough to be very familiar with the history of Sound Transit's decisions and their impact on my community. This station was in ST1 and was deferred. It was not included in ST2. We did significant advocacy with a coalition of businesses and community members to get it included in ST3.

It's time to finish the job. I, and everyone else in the impacted area have paid into this system since the beginning with no tangible benefit. In fact, Tukwila was the most impacted municipality during the ST1 phase, as the tracks run the entire length of this city with no station along that route until the city's border with Sea-Tac and the 154th Street station. My neighborhood is still a transportation desert even though we can see and hear the trains as they pass through the neighborhood. Had the original ST1 Boeing Access Road station been built, we would not be having this discussion today.

I would like to encourage the Board to not only support the location for this in-fill station, but to complete it. No more deferrals. Please.

I also want to thank Sound Transit's outreach and community engagement staff for their great communication and engagement. They have been great to partner with and wanted you to know their efforts to include us are appreciated.



March 24, 2025

Dear Sound Transit Board of Directors,

On behalf of the Seattle Metropolitan Chamber of Commerce, Downtown Seattle Association, Commute Seattle, and Transportation Choices Coalition, we want to thank and commend you for the thoughtful and collaborative process undertaken to select Sound Transit's next Chief Executive Officer.

We encourage the Board of Directors to approve the Executive Committee's recommendation to select Dow Constantine as Sound Transit's next CEO. At this critical moment—when the agency must deliver on the ambitious promises of Sound Transit 2 and Sound Transit 3—Dow brings deep regional knowledge, a demonstrated commitment to public service, and the leadership experience necessary to navigate the complexities ahead.

As we outlined in our February letter, the next CEO must champion accountability and transparency, foster a strong internal culture, and build meaningful, trust-based partnerships across jurisdictions and sectors. Dow's long track record of collaboration, strategic vision, and responsiveness to community priorities aligns with these leadership needs and positions him well to guide the agency forward.

We appreciated the opportunity for community stakeholders to participate in the candidate interviews and were encouraged by the strength of the candidate pool. The roster reflected a high caliber of leadership, and we commend the Board for guiding a process that attracted experienced and visionary professionals. It was clear that the feedback shared by stakeholders helped shape both the selection criteria and the values prioritized throughout the process.

We would also like to extend our sincere thanks to interim CEO Goran Sparrman for his steady leadership during a critical transition period for the agency. Under his guidance, Sound Transit made important organizational changes, implemented key recommendations from the Technical Advisory Group, and added experienced leaders who have strengthened the agency's executive team. His focus on internal alignment, accountability, and transparency has helped set a strong foundation for future success.

We thank the Board for your commitment to a stakeholder-informed process and thoughtful consideration in making this consequential decision. We look forward to continued partnership with the Board and the new CEO, and to working together to ensure Sound Transit's success in delivering high-quality, equitable transit service to the region.

Sincerely,



Rachel Smith
President & CEO
Seattle Metropolitan Chamber of Commerce



Jon Scholes
President & CEO
Downtown Seattle Association



Alex Hudson
Executive Director
Commute Seattle



Kirk Hovenkotter
Executive Director
Transportation Choices Coalition

Sound Transit Board Meeting Public Comment by Betty Lau, March 27, 2025, 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.

The history of the CID is replete with forcible evictions committed by government in the name of "progress, investment, and development."

1886: Seattle Anti-Chinese Riots where 350 Chinese were forcibly removed from homes and businesses to be deported.

Soon after, the first Chinatown on the waterfront was forced inland to 2nd Avenue.

This Chinatown #2 was forced out to King Street to make way for the 2nd Avenue Extension and downtown expansion.

Chinatown #3 on King Street grew from 4th Avenue to Rainier Avenue but I-5 construction in 1963 shrank it and Japantown by 1/3.

- 1980s Metro Tunnel construction took out 3 more blocks plus leaving us permanent street vacations
- Other full and partial street vacations followed.

In between we have suffered from various constructions for stadiums, streetcars, fiber optic lines and a steady erosion of parking.

And now you want to take away what little we have left of our land base, just like the emptying of the Central District of its historically black population in the name of "progress and development."

Stay off 5th!

Thank you.

**Public Comment by Senior Resident Mrs. _____ at Sound Transit Board
Meeting at Union Station, 1:30 p.m., 3/27/25**

Translation by Tim Lee, Seniors in Action Vice-president

Dear Sound Transit Board Members,

My name is Mrs. _____.

In CID, there are about 1,300 of us who do not speak English. 1,200 speak Chinese and about 100 speak Japanese with some Thai and Khmer.

We live in a dozen low-income senior housing buildings. Therefore, our numbers remain constant from year to year. In fact, we need even more low-income senior housing buildings for the wait list to get in!

We need a 90-day comment period for the new DEIS coming out this spring.

Last time, nothing was translated so we had to find relatives and community leaders to tell us what was in the DEIS. A 90-day comment period is critical for us to understand and respond.

With the 90 day public comment period, you also need to keep your promise to Move Forward on 4th.

Thank you.

**Public Comment by Senior Resident Mrs. [REDACTED] at Sound Transit Board
Meeting at Union Station, 1:30 p.m., 3/27/25**

Translation by Tim Lee, Seniors in Action Vice-president

Hello,

My name is Mrs. [REDACTED].

I am worried about the future of CID because of the many broken promises about benefits we will get from Sound Transit.

It makes us very sad to know new stations are preferred for outside of Chinatown to benefit rich people.

Taking away our 4th Avenue station leaves us with 2nd and 3rd rate stations that we elderly with poor mobility, the disabled and others can't use. Consultant VMS says North of CID is 2nd best to 4th, and the South of CID station doesn't connect to anything!

This wrong decision will haunt the region for well over 100 years.

It's not fair the northern region gets Superhub Westlake, and we poor people of color in the Southern and East link regions get 2nd rate, disconnected stations.

Keep your promise to build the south & east regions' superhub by Moving Forward on 4th at Union Station!

Thank you!

**Public Comment by Senior Resident Mrs.
Meeting at Union Station, 1:30 p.m., 3/27/25**

at Sound Transit Board

Translation by Tim Lee, Seniors in Action Vice-president

Hello Board Members,

My name is Mrs. Huang . I live in Chinatown in low-income senior housing.

Dear Sound Transit Board Members,

- So far your staff are not listening to us or including our input in station placement for CID.
- That's why we have to keep coming back here to speak to you.
- Your materials make it sound like we can't make up our minds. Be clear the supermajority of CID **chose and want** the promised 4th Avenue station. If you take it away, you should delete us as the Purpose and Need to get federal money.
 - And you should figure out how the economic and social benefits you are taking away with the 4th Avenue station will be replaced 100% for all time.
- It's unfair how we are treated compared to other neighborhoods with more money and who speak English.
- Keep your promise to Move Forward on 4th!

Thank you.

**Public Comment by Senior Resident Mrs.
Meeting at Union Station, 1:30 p.m., 3/27/25**

at Sound Transit Board

Translation by Tim Lee, Seniors in Action Vice-president

Hello Board Members,

My name is . I live in Chinatown in senior housing .

We seniors are here for our 4th time, to let you know what we want.

1. We want you to Stay Off 5th Avenue!
2. In 2019, you said Chinatown could choose between 4th Avenue and 5th Avenue.
3. We chose 4th Avenue in 2022 but you broke your promise and took away our station to give us stations that do not benefit us like 4th Avenue would have.
4. You should keep your promises. Move forward on 4th!

Thank you.

March 27, 2025

Via Electronic Mail (emailtheboard@soundtransit.org)

Dear Sound Transit Board Members and Staff:

We the undersigned, collectively and emphatically oppose any and all options to build a station on 5th Avenue.

Any station on 5th Avenue is a gross misappropriation of land from people of color and encroaches on one-third of an already historically marginalized district's footprint. A footprint that has been chipped away by devastating transportation projects. The construction of I-5 took away land from hardworking Asian American citizens and disjointed the district. The construction of the bus tunnel further eroded our neighborhood.

The Chinatown-International District has borne the brunt of damaging transportation projects and urban development for far too long. ENOUGH.

We have been told repeatedly that 5th Avenue options must remain in the DEIS for process reasons. This CANNOT be used as cover to continue to develop options that would threaten the heart of what Mayor Harrell has called a "gem" of Seattle. The community deserves and demands absolute transparency.

We demand Sound Transit comply with direction from its own Board, and halt ALL work and studies associated with 5th Avenue.

In Unison,
Transit Equity for All
Historic South Downtown
OCA Asian Pacific American Advocates of Greater Seattle
Asian & Pacific Islander Americans in Historic Preservation
Chinatown-International District Business Improvement Area
Friends of Little Saigon
Sharon Tomiko Santos, WA State Representative 37th Legislative District
Chinese Information Service Center
Chong Wa Benevolent Association
International Community Health Services
Seattle Chinatown-International District Preservation Development Authority
InterimCDA
Asian Counseling and Referral Service
Seniors in Action
Historic Chinatown Gate Foundation

Friends of Chinatown
United Hub
Japanese American Museum of Seattle
Panama Hotel
Asian Pacific Islander Coalition Advocating Together for Health
Chinatown International District Community Watch
Uwajimaya
Kau Kau BBQ Restaurant
Mak Fai Kung Fu Dragon & Lion Dance Association
Baegopa
Pacific Corporation
Chihara Architect
Coho RE Group LLC
Chen Construction Inc.
Hop Sing Tong
Lung Kong Tin Yee Family Association
Village Teacher
Communita House
Storied Journeys
Chinese Student Association- University of Washington
Good Foot Arts Collective
WPI Real Estate
Philip Fuji, Consultant
La Vita é Bella
Rongfen Sun Burford, Newcastle City Council member
MG2 Foundation
Zocalo Studios LLC