

05/01/2025 Executive Committee Meeting  
Written Public Comment Submissions

Submissions

**Morgan Hausrath** ..... 2

**Marilyn Kennell** ..... 3

**Joe Kunzler** ..... 5

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## *Morgan Hausrath*

Sound Transit Board Meeting Comments,

Dear Sound Transit Board Members,

Sound Transit must build Ballard Link Extension stations under 4th Ave in CID, at Madison Street in Midtown, and at 7th and Harrison in SLU. We are writing to you today to urge you to put an end to the plan to start over on the Ballard to Downtown Environmental Impact Statement (EIS) that requires over \$100 million extra in direct costs, adds two years of delay in planning work, and increases the likelihood of future delays in opening the project.

The voters approved major expansion in 2016, and expect you to deliver it. Since then, we have participated in years of process and community engagement which produced the options already available to the board. Do we really have to wait even longer to finally ride a system we are paying for? It's time for the Sound Transit Board to choose from the existing Ballard Link Extension options.

Stopping the new EIS means stopping the deletion of three of the highest ridership stations in the system: Chinatown International District, Midtown, and South Lake Union Stations. Stopping the new EIS means maintaining the high ridership system this entire region voted for in 2016.

A new EIS will take years to complete and is likely to waste of hundreds of millions of dollars in direct and indirect costs, when all is said and done. All in the interest of putting forth worse options that fewer people will use. More self-inflicted delays are unacceptable on their own, but these are costly self-inflicted delays with an end goal of justifying bad decisions.

Do not permanently destroy our transit system out of short sighted priorities. Stop wasting time and money on endless process, choose existing options, and stop the new EIS before it starts.

Sincerely,

Morgan Hausrath

*Marilyn Kennell*

Sound Transit Motion No. M2025-22 - Performance goals for CEO Down Constantine:

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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 light rail

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Sound Transit CEO Constantine will refrain from eliminating acres of tree canopy and green space, and from exacerbating the effects of climate change

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Sound Transit CEO Constantine 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

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Sound Transit CEO Constantine will invest in upgrading Metro Transit rolling stock to full-electric, improving Metro and ST system efficiencies to attract true gains in ridership

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An independent, transparent and enforceable financial

accounting of Sound Transit operations connected with the Ballard-downtown-West Seattle corridor will be conducted during the 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,

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the Sound Transit board members hold themselves and the incoming CEO accountable.

Marilyn Kennell

4th generation West Seattleite

Joe Kunzler

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

Joe here.

My comments for tomorrow's 10:30 AM Exec Committee meeting are below. Based on the previous resolution on CEO expectations in R2025-06, I have a few suggestions. First, I think R2025-06 does not discuss the CEO's critical role in leading staff in supporting the Board.

As you may see from [my YouTube of Tsimmerman's one-year exclusion](#), CEO Sparrman and staff supported 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 something addressing the CEO's role in workplace climate and also attempting to have Sound Transit 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 to clear that 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.

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On another matter, for the Board and Staff's awareness, I am publicly against Skagit Transit joining ORCA *at this time*. I don't see a good business case and \$350,000 is no small sum for a small agency like Sound Transit. We have MANY unmet needs. I'm sure folks can pay cash or use an app. I'm not so sure my people can afford going without a bus shelter at a senior center. I hope you can please empathize and understand why I'm taking this difficult position with Skagit Transit.

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With that, as always... GO SOUND TRANSIT!

Thoughtfully;

JOE A. KUNZLER

[growlernoise@gmail.com](mailto:growlernoise@gmail.com)

## *Jan Roberts*

Amendments to consider. Sound Transit Motion No. M2025-22 - Performance goals for CEO Down Constantine

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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 light rail

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Sound Transit board members hold themselves and the incoming CEO accountable.

Jan Roberts  
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 \_\_\_\_\_.

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Dave Somers  
Board Chair

**Attest:**

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Kathryn Flores  
Board Administrator