

# 12/11/2025 Executive Committee Meeting Written Public Comment Submissions

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*Joe Kunzler*

6 December 2025

Dear Sound Transit Exec Committee;

Joe A. Kunzler here on three items. I will strive to write acutely.

Sorry not sorry that these comments have hyperlinks.

The first is my full support for M2025-64 to **study faregates at Link stations**. As much as I don't like studies, we have learned the hard way that Sound Transit needs to measure twice to build correctly once. I believe that it's essential that these faregates are accessible, operational from the first minute of the first day of revenue service, and can be maintained, preferably by Sound Transit employees, at any hour of the day. These faregates must also preferably be compatible with multiple forms of fare media. I would also add that faregates provide equity in fare enforcement. No need to worry about ableist, racist, or sexist bias as alleged by progressive agitators. Faregates have also been used to catch felons committing gun crimes, such as [the case with BART](#) and [WMATA](#) - something progressives, not just liberal-moderates like me, supposedly care about. Faregates also free up fare enforcement officers to be more of a security presence to ensure public enthusiasm for public transit - and safety for true transit riders. This is of some concern for me and others, as recently Redmond's Facebook page was hit with a [comment making an allegation that transit brings crime](#). Having had to fight off Eyman & Heywood so we can have a world-class transit system, I am well aware how these kind of *wild charges* going unanswered can hurt the truly needy and the environment.

With that, [recently in the Urbanist was an essay about... station names](#). I agree some of the station names make no sense whatsoever. So here are my suggestions:

- **Downtown Redmond = Kritzer-Forsythe Station:** The new station name will honor two of Redmond's civic heroes currently on the Redmond City Council who have done so much to protect the environment and won the trifecta of standing up to Eyman-Heywood-Tsimerman. It's well deserved, and since Redmond is now a "theme park" community as one recent RCTV star not named Joe Kunzler

put it, this station should be a place to pay tribute to transit advocacy done right. We also need a Vanessa Kritzer Rose Garden and more.

- **Bellevue Downtown = Bellevue City Hall Station:** The new name will use the landmark of Bellevue City Hall next door.
- **South Bellevue = Enetai OR Dr. Lynne Robinson Station:** Neighborhood name or could be named after Bellevue's current Mayor
- **East Main = Claudia Badassuchi Station:** It is clear we need a monument to Sound Transit's best Boardmember. Period. It's also close to the King County District Court, Bellevue Branch, another part of the Badassuchi story. "East Main" has no meaning or soul *whatsoever*.
- **Federal Way Downtown = Federal Way:** Simple. No more "downtown".
- **Stadium = Karen Kitsis Station:** Pay tribute to Karen Kitsis, the QB of ST3. TOUCHDOWN SOUND TRANSIT!
- **University of Washington = Dow Constantine Station:** Simple. "Bow Down to Dow"
- **U District = Heidi Wills Station:** We owe Heidi Wills big time, she's also a UW alum so there.
- **Lynnwood City Center = Ric Ilgenfritz Station:** Blatantly obvious.
- **Paine Field Station = Dave Somers Station:** ST Boardmember Somers has been a champion of going to Paine Field no matter what, so only fair.

As you can tell, I'm attempting to do some historical education here. We need to educate people on how Sound Transit got here, or we could lose Sound Transit. I would rather use station names, but if there is sufficient blowback to this kind of station naming we could name the trains after historically significant to Sound Transit good guy figures. Call this a rolling hall of fame...

Third, I am also a growing proponent of Sound Transit and TransLink using [UMO as a means of fare collection](#). UMO is used by BCTransit, WTA, and Skagit Transit for starters. UMO also provides vehicle tracking and is a contractor service, versus ORCA, which has apparently become more interested in plushies than service. Arguably, ORCA is even behind TransLink's CompassCard with

physical wearable fare media in the shape of TransLink's iconic transit vehicles.

Finally, due to schedule conflicts, sorry I couldn't make the Federal Way opening. Sorry about that.

There you go! GO SOUND TRANSIT!

Joe A. Kunzler

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*Marilyn Kennell*

Sound Transit is facing a significant “affordability gap” (which could be as high as \$100 billion depending on who runs the ST1, ST2, and ST3 numbers). CEO Constantine’s salary is already ludicrously high, and if he is sincere about Sound Transit regaining public trust, the board should help him out by voting NOT to give him a pay raise. Do not recommend Motion No M2025-66.

Marilyn Kennell

West Seattle

*Jesse Simpson*

Chair and Board members, thank you for the opportunity to comment.

The Housing Development Consortium of Seattle-King County urges Sound Transit to ensure that any proposed action related to Equitable Transit-Oriented Development (TOD) and labor standards be evaluated through a broad, inclusive stakeholder process. Affordable housing developers, who are central partners in delivering TOD outcomes across the region, must be at the table early and throughout this work.

HDC urges Sound Transit to proceed cautiously and collaboratively. The region needs a steady, scalable pipeline of affordable homes near transit.

Thank you for your consideration.

**Jesse Simpson** (he/him)

Director of Government Relations and Policy

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*Donna Popich*

Dear Sound Transit Board,

Sound Transit is now facing a \$30 billion dollar deficit.

Given this fact, it is impossible to understand how you justify raising your CEO's half-million dollar salary using our hard-earned tax dollars, (especially when this individual refuses to listen to his constituents funding this lavish pay).

For what it's worth, **please vote, "NO!" on Motion M2025-66.**

Perhaps some of you will start listening to the affected communities.

donna popich

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*Jan Roberts*

Sound Transit Executive Board members,

The fact that Sound Transit is facing a \$30 billion dollar deficit, it is incredulous to perceive how you justify raising your CEO's half-million dollar salary using taxpayer dollars.

**Vote, "NO!" on Motion M2025-66.**

Jan Roberts

206 920 0130



## *Comments received after the meeting's comment deadline*

*Martin Westerman*

Greetings Board Members

Depending on how the ST1, ST2 and ST3 numbers are run, Sound Transit's "affordability gap" is ranging anywhere from \$30 billion to \$125 billion. Motion M2025-66 appears to raise CEO salary based upon CEO accomplishment. CEO Constantine has accomplished nothing in his short tenure to merit a salary increase.

If Sound Transit wants to regain public trust with its Enterprise Initiative, adding to massive debt is not the way. Much of that debt is driven by WSBLE cost overruns — from \$1.6 billion approved by 2016 voters for Downtown-West Seattle light rail to \$9 billion now; from \$3 billion approved in 2016 for Ballard-downtown to \$12 billion now. This shows particularly poor management, when so many lower cost, less destructive, faster deployment and less environmentally damaging options are available to improve public transit on those corridors now.

Adding to the CEO's salary in these circumstances sends the wrong message to the public in Snohomish, King and Pierce Counties. Where every household is paying nearly \$1800 per year in ST taxes, they do not see ST using their money well. Instead, they see a board ready to raise its CEO's already high salary. The time to increase CEO pay is AFTER he actually accomplishes tangible steps to reduce public tax burden and improve public transit in the three county area.

Therefore, we urge you to NOT recommend Motion No M2025-66.

Martin Westerman & colleagues  
West Seattle, King County, Washington