

10/7/2021 Executive Committee Meeting
Public Comment Submissions

Submissions

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Joe Kunzler

2 October 2021

Dear Sound Transit Exec Committee;

I read [your M2021-56](#) once I got home from Northgate Link. I ask you please strike the lines below, and then I will explain why.

"Sound Transit asks that the Legislature allows Sound Transit to receive state transportation grant funding, which is currently prohibited."

I support almost all your other priorities enthusiastically but one vague one. I must publicly oppose this on the grounds that you are poaching a small funding source for small transits with fewer revenue tools than you. Furthermore, public involvement is very much applicable to this action as you are taking two (2) public comments on this.

Sound Transit, look you know and I know I love you. But you are way in the wrong on this. No other transit has the revenue *authority* you do nor the fan base you do. The state grants are the only means available at a statewide level to address this remedy, and I don't see you Sound Transit working to fix that. No, I see you getting ready to raid a grants program you agreed to be locked out of in return for Sound Transit 3 taxation authorities that again no other transit in Washington State has.

\$20,000,000 is not much to you. But to Skagit Transit it'd mean a lot. It's about our ability to electrify our fleet and truly serve our people. I'm sure if you talked to some Pierce people, they'd say the state grants program is vital in their own way.

I really am asking you guys please back off here on just this one priority. *Thanks.*

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Oh and while you're at it, uh um you might want to please add passing HB 1329 and HB 1180. It's the online meetings bill and the tune-up to public meetings in an emergency. Alex Tsimerman was stopped by online meetings and a more inclusive public input came about as a result.

Thank you;

Joe A. Kunzler

growlernoise@gmail.com

Joyce Hengesbach

The substance of this comment are enclosed in a letter attached to the end of this document.

Thank you for distributing this commentary to Board Members and Sound Transit staff.

Joyce Hengesbach

West Seattle SkyLink

www.westseattleskylink.org

To: Sound Transit Board Members

From: West Seattle SkyLink

Date: October 7, 2021

The front page of last Sunday's New York Times featured an [article*](#) about how cities are rethinking transit. It stated that **“it is imperative to not only encourage more people to get out of their cars and into mass transit, but also to make transit itself less polluting and more efficient.”** The article profiled how three cities are taking creative steps to cut gas and diesel from their public transit systems.

We applaud Sound Transit for being the first in the nation to power light rail with clean energy. However, we are concerned that realignment delays, and the complexity and cost of light rail projects, negatively affects emission reduction and getting drivers to switch to mass transit.

This is particularly applicable to the West Seattle project which has been delayed until 2032. Most West Seattle residents travel to and from the peninsula in cars, and they will have to wait over a decade for a grade separated, mass transit option that only takes them to one stop south of downtown. It will take 17 years or more before that line is extended to the International District. Furthermore, the construction of a West Seattle light rail will generate significant greenhouse gasses (GHGs) over a period of five or more years due to clearing a wide ROW through densely developed residential and commercial neighborhoods, building over the West Seattle freeway, and constructing a bridge, viaduct, and three large stations. We wonder how long it would take to offset the GHGs generated during construction.

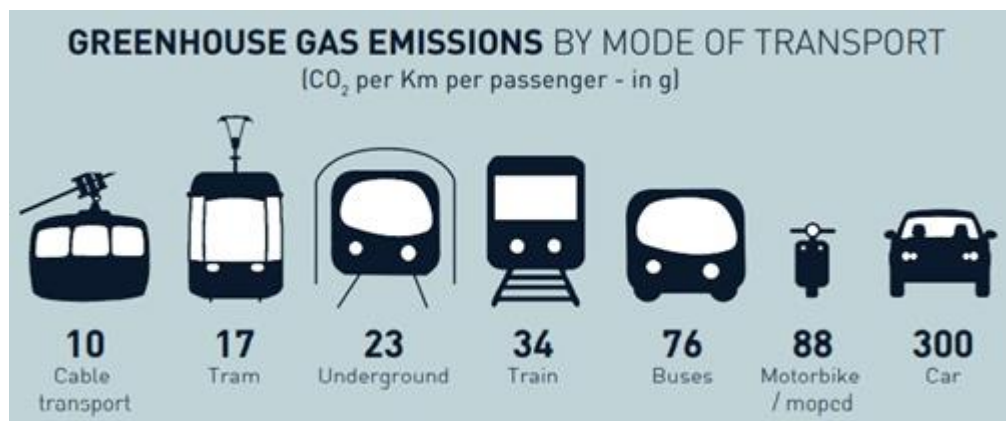
One city highlighted in the New York Times article is Bogota where gondolas have been integrated into the transit system to reduce emissions and provide better transportation for low-income residents living on hillsides (like West Seattle.) The carbon and particulate free cable car lines have reduced rider transit time by 50% or more.

Sustainable, time saving gondola transit is also being used in Mexico City where three

lines have opened since 2016. The most recent one, which started in July, is already serving 56,000 riders per day.

The Egis Group, an international company specializing in the construction and operation of smart infrastructure, reports:

In urban areas, cable transport has been of growing interest over the past ten years, primarily because, as a transport solution, it takes up little space, is inexpensive, energy efficient and has low GHG emissions. It is particularly suited to direct routes, connecting places that are busy but outside the city center and/or separated from other places of interest by obstacles.



Since it is possible that a gondola could be constructed and operated more sustainably, connect to light rail at both SODO and ID stations years earlier for less cost, and provide the grade separated mass transit West Seattle needs as soon as possible, we urge Sound Transit to commission a technical study of a gondola alternative. Such a study could be completed quickly allowing for a timely comparison to DEIS results for light rail plans.

[*Trams, Cable Cars, Electric Ferries: How Cities Are Rethinking Transit - The New York Times \(nytimes.com\)](https://www.nytimes.com/2016/07/27/us/transportation/trams-cable-cars-electric-ferries-how-cities-are-rethinking-transit.html)