

*3/24/2021 Board of Directors Meeting*  
*Written Public Comment Submissions*

Submissions

***Mathew Renner*** ..... 2

***Joyce Hengesbach*** ..... 2

***Betty Lau*** ..... 2

## Mathew Renner

I am writing today to beg this board to bring back REAL Fare Enforcement. We need it back. When you do not pay the fare you are stealing. When you steal you re a thief. If you are a thief you need to be treated like a thief. When you do not treat a thief like a thief you are slapping those who obey the law and follow the rules in the face. We need Fare Enforcement and we need the rules strongly enforced.

Mathew Renner

## Joyce Hengesbach

**The substance of this comment are within a letter attached to the end of this document.**

## Betty Lau

**This is a transcript of a verbal public comment provided at the meeting by the commenter.**

I have read DEIS Appendix G Environmental Justice and it has two main flaws:

One, the oft repeated conclusion in Tables and Figures regarding access, air, noise, dust pollution:

“Distribution of impacts to minority and low-income populations would be similar to the distribution of impacts to the general population.”

This is a faulty comparison because it should *consider effects of impacts* rather than “distribution.”

Numerous studies show low-income BIPOC communities are deliberately ringed by polluting transportation. They suffer disproportionately from poorer health & negative health outcomes.

Chinatown, Japantown and Little Saigon are ringed by I-5, -I-90, Rainier, Dearborn, Jackson. The majority are low-income people of color suffering from one of the lowest air qualities, lowest incomes, and highest health disparities in Seattle, including the largest concentration of elderly immigrants.

Secondly, what is the general population? Healthy people with incomes that allow them to see doctors and get the best care money & insurance can buy. Low-income People Of Color cannot be compared to this population. Please correct the DEIS. Thank you.



To: Sound Transit Board members

From: [West Seattle SkyLink](#) Team

Date: March 24<sup>th</sup>, 2022

For over a year, the West Seattle SkyLink Coalition and members of the West Seattle community have been repeatedly requesting that Sound Transit consider an aerial gondola system as a way to connect West Seattle to the light rail system **sooner** and for **far less money** -- and without the **lengthy disruption** to our community and the **significant demolition** of housing, businesses, jobs, and parks. A technical feasibility study of a gondola by outside, aerial transit experts would cost approximately \$200,000. Recently the Board authorized \$4 million for a contractor currently involved in building light rail to look for cost saving ideas.

Almost fifty suggestions to consider a West Seattle gondola were submitted in the realignment public input process in 2021, yet it was never mentioned in the summary report to the Board. Last fall, Board member Harrell said a gondola is an intriguing idea which he'd like to put some resources into exploring. In October, Dow Constantine said he was going to bring a motion to the Board to study a gondola system for West Seattle. Yet to date the gondola has never been brought to or discussed by the Board.

Today's agenda includes a suggested name change for the Citizen Advisory Panel. We wonder if it will be a change in name only as we had little success reaching out to this group whom we thought would be interested in hearing from citizens. In fact, we discovered that there was no contact information on the Sound Transit website for reaching Panel members. Through our own research, we were able to connect with a member of the Panel. He forwarded our follow up email to Sound Transit, but we never received a response.

Is Sound Transit truly interested in public input on the regional transit system they are building to most efficiently and cost effectively meet the needs of the citizens who will use it and are paying for it?