

4/28/2022 Board of Directors Meeting Written Public Comment Submissions

Submissions

J.C. Smith	3
King County Councilmember Reagan Dunn	3
Jason Gordon	3
Johanna Wilder	3
Phyllis Hatfield	4
Robert Blumenthal	4
Laura Beeman	5
Timothy Colman	5
Phelan Rollosso Halbhuber	6
Matthew Boguske	6
Amy Richards	7
Barbara Phinney	7
Glen Anderson	8
Jean Schwinberg	8
Harry Maher	9
Jo Claxton	9
Leah Perlmutter	10
Brandon Bowersox-Johnson	10
Mary Anne deVry	11
Katherine Johnson	11
Meeghan Bergmann	11
Johnny Townsend	12
Meilani Mandery	12

John MacKenzie	13
Kevin Gallagher	13
Selene Richardson	14
Brent McFarlane	14
Caitlin Reed	15
Joyce Hengesbach	15
Fran Keown	15
Betty Lau	17

J.C. Smith

I just want to note my support for Kent Keel's and Cassie Franklin's amendments and partial opposition to Joe McDermott's amendment to Resolution No. R2022-07, although I would support a maximum fine of \$100 instead of \$124. Fare systems are challenging to balance, but I think with the two aforementioned amendments, they would make the overall changes more effective while also being fair to all riders and maybe a friendly amendment to Joe McDermott's amendment.

J. C. Smith

King County Councilmember Reagan Dunn

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

Hello –

Please find the attached letter from Councilmember Dunn.

Best,

Jacques Imperial

Legislative Aide

Councilmember Reagan Dunn, District Nine

Jason Gordon

Dear Board Members,

When you vote on fare compliance policy reforms this Thursday, I urge you to enforce fare payment for all riders. Fare collection is integral both to fairness and to how the system is designed/financed/maintained. Please bring back fare enforcement as quickly as possible to maintain the credibility of Sound Transit and its taxpayer support.

Sincerely,

Jason Gordon

Johanna Wilder

Dear Board Members,

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by

preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Kind regards,
Johanna Wilder

[Phyllis Hatfield](#)

Board Members,

When tomorrow you vote on fare compliance policy reforms, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Phyllis Hatfield
Eastlake neighborhood - Seattle

[Robert Blumenthal](#)

Dear Board Members,

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Sincerely,

Robert Blumenthal

Laura Beeman

Dear Board Members,

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Sincerely,
Laura Beeman

Timothy Colman

Dear Friends at Sound Transit Board,
Love you all and your good work in the world.
Just have to pause and say we should follow McDermott's amendments for fare enforcement. By the way, in a climate emergency we should make ourselves a new republic free of cars and free transit.

Peace.
Timothy

Dear Board Members,

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Sincerely,

Timothy Colman,
be a light
Living on Duwamish land next to Salish Sea

Phelan Rolloson Halbhuber

Dear Board Members,
When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.
Sincerely,
Phelan Rolloson Halbhuber

Matthew Boguske

Dear Board Members,
When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities, and riders experiencing homelessness, housing security, or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.
Sincerely,
Matthew Boguske

Amy Richards

Dear Board Members,

I am writing in support of Board Member McDermott's amendment to remove the court system and debt collection from the fare enforcement process.

In my observations as a transit rider of over 20 years in the greater Seattle/Eastside, folks who don't pay don't seem to be doing it for funsies. They don't look like they need another hurdle to jump over.

Getting courts and debt collectors involved can ruin people's lives, for example by preventing them from being accepted into rental housing. There's no evidence that dragging people into court or collections over unpaid fare is an effective deterrent to non-payment. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness.

Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration. We have to stop beating our most troubled and/or vulnerable communities over the head with punishment - we have done it for years and please look around, the evidence it doesn't work and the harm it causes is all around us. Let's make a different choice. Thank you.

Sincerely,

Amy Richards

Seattle, WA

Barbara Phinney

Dear Board Members,

As a longtime Seattle resident and public transit user, I have some experience with Fare Enforcement and some knowledge of the statistics of the inequity and harm it has done to Black and Brown, immigrant & people of less means riding.

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Sincerely,

Barbara Phinney

KC District 4, Seattle

Glen Anderson

Dear Board Members,

On Thursday you will vote on fare compliance policy reforms.

PLEASE SUPPORT the amendments from Board Member McDermott.

For the sake of SOCIAL JUSTICE and ECONOMIC JUSTICE, I implore you to REMOVE the court system and debt collection ENTIRELY from the process.

Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

"To forgive is to set a prisoner free
and discover that the prisoner was you."

-Louis B. Smedes

Glen Anderson

Jean Schwinberg

Dear Board Members,

Thank you for considering changes like an increased focus on connecting people to resources, eliminating suspensions, ending removal from the train for nonpayment, increasing the number of warnings, and creating non-financial ways to resolve a citation. I support these and urge you to listen to the years of community feedback asking for these improvements.

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to

make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Sincerely,

Jean M. Schwinberg

Harry Maher

Dear Board Members,

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Sincerely,

Harry Maher

Jo Claxton

Dear Board Members,

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process.

Courts and collections ruin people's lives. We desperately need public transit to be promoted as positive an experience as possible.

In light of the climate emergency we face, we need to be encouraging more transit ridership and making the system welcoming to get people out of their cars and on public transit.

Folks are still recovering and still dealing with the pandemic. We should not add to their troubles with this added possibility of financial distress.

Sincerely,

Jo Claxton

Leah Perlmutter

Dear Board Members,

My name is Leah Perlmutter, I'm a Seattle voter, a regular transit rider in Seattle for the last 10 years, and a union member in UAW 4121.

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Sincerely,

Leah

--

Leah Perlmutter (she/her)

Brandon Bowersox-Johnson

Dear Sound Transit Board,

Thanks for your service during such challenging times. I am a daily rider and I want safe, fast and frequent service for everyone in our region. When you consider fare enforcement, please eliminate sending people to the criminal justice system and debt collection. I encourage you to support the amendments by board member Joe McDermott and to reject the other two proposed amendments that would backtrack on the reforms under consideration.

Sending people to court or debt collectors can ruin their credit and harm their opportunities. There is no evidence that tougher fare enforcement solves the problem it's intended to solve. Please support the amendments to make our transit system more equitable.

Thanks for your work to reform fare compliance and to give people world-class transit choices across our region. Warm regards,

-Brandon Bowersox-Johnson (Seattle resident and former City Council Member, Urbana, Illinois)

Mary Anne deVry

Dear Board Members,

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Sincerely,

Mary Anne deVry

Katherine Johnson

Dear Board Members,

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable.

Katherine Johnson

resident of Wallingford

Meeghan Bergmann

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black

riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Sincerely,

Meeghan Bergmann

Johnny Townsend

Dear Board Members,

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process.

I ride public transit every day. My round-trip commute from south Seattle to central Seattle requires two to three buses (or light rail) and takes up three hours of every day.

Like everyone, I find it challenging to deal with unruly riders, homeless or mentally ill or scofflaws or whatever the case may be.

But financial and legal penalties like those under consideration can ruin people's lives by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness.

Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Sincerely,

Johnny Townsend

Meilani Mandery

When you vote on fare compliance policy reforms today, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

As a daily rider of Sound Transit, I see this happening first hand and hope this small action on my part can make a difference in the lives of my fellow passengers.

Please support our community's most vulnerable, rather than criminalize them.

Best wishes,

Meilani

John MacKenzie

Dear Board Members,

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Sincerely,

John MacKenzie

Kevin Gallagher

Dear Sound Transit Board Members,

When you vote on fare compliance policy reforms this Thursday, April 27th, 2022, I urge you to support the amendments from Sound Transit Board Member Joe McDermott that would remove the court system and debt collection entirely from the process.

Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities; and riders experiencing homelessness, housing security, or mental illness.

Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Thank you.

Kevin Gallagher

Selene Richardson

Dear Board Members,

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. There is an equal amount of low and high income fare skippers, but these penalties only harm one group. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

We need to move towards a transit system that is fair and just. Thank you!

Sincerely,

Selene Russo

Seattle resident and transit rider

Brent McFarlane

Dear Board members,

When you vote on fare compliance policy reforms this week please support amendments (1, 2 and 3) from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing. There's no evidence that they're an effective deterrent.

People most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Also please permanently adopt the subsidized annual pass program, and commit to working with other agencies in the region to expand this and other reduced or zero-fare programs so that more low-income riders have access to our region's light rail system. It's socially and environmentally the way forward.

Thank you for working to make sure that all riders have equitable access to affordable transportation.

Sincerely,

Brent McFarlane (Transit Rider)
Seattle, WA 98133

Caitlin Reed

Dear Board Members,

When you vote on fare compliance policy reforms this Thursday, I urge you to support the amendments from Board Member McDermott that would remove the court system and debt collection entirely from the process. Penalties like these can ruin people's lives, for example by preventing them from being accepted into rental housing, and there's no evidence that they're an effective deterrent. The people most harmed are likely to be riders of color, especially Black riders; low-income riders; riders with disabilities and riders experiencing homelessness, housing security or mental illness. Please support these amendments to make our transit system more welcoming and equitable. Please also reject the other two proposed amendments that would backtrack on the reforms under consideration.

Sincerely,
Caitlin Reed

Joyce Hengesbach

The substance of this message is within a letter attached to the end of this document.

Joyce Hengesbach
West Seattle SkyLink
www.westseattleskylink.org

Fran Keown

Sound Transit Board Members,

My name is Fran Keown. I'm the Executive Director at Kidspace, a non-profit childcare center located in the Queen Anne neighborhood of Seattle one block east of the Ballard Bridge. Thank you for providing

an opportunity for me to submit a comment today about the Ballard/West Seattle light rail extension and the impact of this project on Kidspace and our surrounding neighborhood. The elevated 14th Avenue alternatives for the Interbay/Ballard segment would permanently displace Kidspace, and I would urge you to support one of the tunnel options in this location.

Kidspace was established in 1982 and has been a tenant in the Nickerson Business Center building since 1998. We've long been recognized as a quality early learning childcare program at the local, state and national level. We serve 70 children a day with a staff of over 30 and a waitlist of over 400 families hoping to enroll. The Mission of Kidspace is to provide a safe, caring and child-centered learning environment. We will help each child develop positive self-esteem; intellectual, physical and social growth; and an appreciation of the diversity of people in our world.

The loss of Kidspace under the elevated 14th Avenue alternatives needs to be specifically analyzed and considered in your decision-making. Kidspace is more than just a tenant in a commercial building, we are a long-standing community of children, families and staff. Our lead teachers average over 15 years employment. Children who attended Kidspace in the early years are now parents themselves and sending their children here. We have a long tradition of hiring alumni to work at Kidspace. This is a loss that impacts hundreds of kids, staff members, and families.

Relocating a school is beyond difficult for a number of reasons. Kidspace has put hundreds of thousands of dollars into our building to ensure it meets licensing regulations and is an optimal environment for children, families and staff.

You can't just move a school to a new neighborhood without disruption of service and losing many families who are unable to accommodate longer commutes. There's a high value in attending a neighborhood school and the residents of Queen Anne, Magnolia, Ballard and Fremont have relied on Kidspace for years.

There's a critical shortage of quality childcare in Seattle right now. I'm sure the last thing this Board wants to do is to contribute to that shortage.

We, the Kidspace community urge you to select one of the tunnel options for the Ballard end of the light rail. These options are the least disruptive to the current residents and businesses in the neighborhood. Thank you again for giving us this time to comment about Kidspace and our importance in the community.

Thank you,
Fran

Fran Keown (she/her)
Kidspace Childcare Center
Executive Director

Betty Lau

This is a transcript of a comment given verbally at the meeting.

Public Comment Statement at Sound Transit Meeting of Apr. 28, 2022

By Betty Lau, TEA (Transit Equity for All)

I have finished reading all but Ch. 1 of the DEIS sections with regard to the CID/SODO segment. From it, I learned of a tall ventilation building sucking in fresh air and spewing out dust, dirt and light rail emissions into Chinatown, an area plagued by one of the worst air qualities in the city. Not a surprise since this is the way it is with many neighborhoods of color throughout the country.

It's appalling to read of the near 30 business dislocations and loss of up to 230 jobs in Chinatown, Japantown and Little Saigon. The economic and social impacts on family wage earners or young people supplementing family incomes is not part of Sound Transit's DEIS analysis. Unsurprisingly, their metrics focus on traffic and the cost of removing the pilings that support 4th Avenue.

One can only speculate on why the relentless drumbeat for the convenience and cheapness of 5th Avenue light rail in Seattle's last remaining neighborhood of color.

Does anyone know the current ID/Chinatown station is part of the National Register Chinatown Historic District? Of course not. There's nothing to indicate to passengers coming out of the tunnel they have arrived in a National Register district. Even the station name is backwards. The barrenness is what's in store for the rest of the CID if the 5th Avenue route is chosen.

May is Asian American Heritage Month.

Please be on the side of communities of color and choose 4th Avenue for the new light rail stations. There will still be serious impacts to the CID. But at least we won't be in the middle of a construction zone.

Thank you.



King County

Reagan Dunn

Councilmember, District 9

Metropolitan King County Council

April 27, 2022

Chair Kent Keel
Sound Transit Board of Directors

Re: Opposition to lax fare enforcement policies

Chair Keel:

I am writing to urge you to reconsider the proposed relaxing of fare enforcement policies, which I believe will hinder Sound Transit's ability to recover costs and maintain quality services that meet the needs of all riders. As a public official representing over a quarter of a million people in King County, I hear from constituents every day who are concerned about the impact that these wrongheaded policies will have on their sense of safety, fairness, and trust in government.

This latest change of fare enforcement policies would effectively gut meaningful fare enforcement. By greatly reducing any real consequences of fare evasion such as fines, and leaning more heavily on warnings, while removing any ability to suspend riders for chronic non-payment, these policies would make fare payment optional for riding transit. Furthermore, removing law enforcement's role in fare enforcement will allow fare evaders to continue riding the buses and trains without meaningfully requiring payment or the following of other rules of social decorum. Additionally, Board members are proposing amendments to remove the judicial system from enforcement all together and take away Sound Transit's ability to use the collections process for overdue fines. In totality, these changes equate to a "no-enforcement" policy—one that punishes honest riders and taxpayers, who are already feeling the strain of skyrocketing inflation and gas prices, by making them bear the burden of Sound Transit's ever-mounting costs when payment cannot be required.

As the Sound Transit Board strips the most important tools for fare recovery, you are asking taxpayers to spend another \$1.3 million on a fare ambassador program and an additional \$400,000 for a public awareness campaign, both of which have shown limited evidence of effectiveness. Although this was meant to "recover revenues lost through fare non-compliance and prevent growing levels of non-compliance," these two efforts will only be hindered by the inadequacy of the enforcement policies that are to be put into place. Currently, farebox recovery is covering just 5% of the system's cost, a mere fraction of Sound Transit's 40% farebox recovery goal. Sound Transit cannot afford to send a message that non-payment is acceptable.

Beyond the fiscal concerns, there are ongoing basic safety concerns that are preventing folks from riding transit. One of the most dangerous provisions of these proposed policies is to restrict the ability to involve law enforcement or remove those who refuse to pay their fare. The policies would allow individuals to simply refuse to engage or cooperate with fare enforcement officers without repercussions. Sound Transit's own data shows that 76% of riders who were approached by a fare ambassador due to lack of payment refused to show identification. For those who do choose to engage, fare ambassadors are instructed to give numerous warnings, and ultimately, the

ambassador will have no ability to suspend even a rider from Sound Transit due to chronic refusal to pay. Even King County Metro reserves the option to ban riders for short periods and pursue criminal trespassing charges if a person is caught riding the bus while their right to ride is suspended.

This is part of a larger problem: the systematic decriminalization of everything. Taking away the consequences of fare evasion only acts to encourage other non-compliant behaviors, opening our employees up to high-conflict situations. We have heard from King County Metro employees, who operate many of Sound Transit's services, that they continually deal with inappropriate behavior on transit, including smoking on buses, open drug use, fighting, and vandalism of property. These are critical safety issues that will only continue in an atmosphere that lacks accountability and respect for rules, creating an unwelcoming environment for other riders who deserve a safe transit environment. In a time of eroding public safety and the rise of criminal activity on our public transit systems, we cannot ask riders to tolerate more uncivil behavior.

Sound Transit needs to show that they can reestablish safe, secure, and financially sustainable service for all before sending the message that refusing to pay for transit service is acceptable.

Thank you for your consideration.

Respectfully,

A handwritten signature in cursive script, appearing to read "Reagan Dunn".

Reagan Dunn
King County Council, District 9

Cc: Sound Transit Board



To: Sound Transit Board members

From: West Seattle [SkyLink](#) Team

Date: April 28th, 2022

While the Board is looking for ways to reduce cost and reign in the ST3 schedule, West Seattle residents are concerned about the possible displacement of a thousand residents and even more jobs, destruction of greenspaces and habitats, construction related carbon emissions, and low transit value until light rail directly connects downtown in 2037. None of these issues were even considered when staff recently reported that gondolas won't fit Sound Transit's needs.

Before eliminating stations to reduce cost, we ask the Board to commission the hiring of gondola experts to conduct a technical engineering study as [petitioned](#) by almost 1500 West Seattle residents.

Resources:

[Cable Cars For Paris Commuters To Launch By 2025 | World Economic Forum \(weforum.org\)](#)

[Haifa ropeway](#)

[How gondolas grew from a tourist attraction to a viable transit option \(fastcompany.com\)](#)

[Trams, Cable Cars, Electric Ferries: How Cities Are Rethinking Transit - The New York Times \(nytimes.com\)](#)

[Bogota crowdsources a green transport future to hit climate goals | Thomson Reuters Foundation Long Reads \(trust.org\)](#)

[Aerial cable cars linking the Strip, Hill districts? Port Authority proposes new ideas – WPXI](#)

[How Medellín, Colombia, Became the World's Smartest City \(newsweek.com\)](#)

Do you recognize the current view looking west on Genesee between Delridge and Avalon?



Here is a rendering of what the same area would look like with light rail (figure 2.7c in Sound Transit's WSBLE DEIS)



Looking at Genesee going east from Avalon:

Would you rather have SkyLink? (rendering by [framewiz](#))



Or light rail: (from Sound Transit DEIS)



Note: the areas depicted as green grass in Sound Transit's renderings are the result of clearing removing buildings and greenery for the guideway construction.

Looking north along Avalon where it crosses Genesee:

Would you rather have SkyLink? (rendering by [framewiz](#))



Or light rail: (from Sound Transit DEIS)



Note: the area depicted as green grass above is the result of demolishing the light-colored apartment building in the previous photo.