

STB Endorsement Questionnaire

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Seattle Vehicle License Fee

1. Do you support Proposition 1, the additional \$60 vehicle license fee for transportation?

Yes.

2. The breakdown of the \$200m in VLF revenue is 29% for road maintenance and safety, 49% for transit speed, reliability, and access improvements, and 22% for freight, bicycles, and pedestrians. The Council will have a lot of influence on how this evolves. Does this strike you as about right? If not, why?

Yes. The VLF funds will be approved for expenditure annually based on a specific budget proposal from SDOT.

3. Of the \$100m transit budget, about 40% will go to bus speed and reliability improvements in some of the 15 priority corridors; 18% to engineering and matching funds for streetcar projects; 20% for more trolleybus wire; and 22% to improve access to transit lines. Does this strike you as about right? If not, why?

Yes. The Council followed the recommendations of a citizens' planning group in allocating the funds.

4. Under what conditions would you vote to send the remaining \$20 of authority to the ballot?

This won't likely happen for a couple of years. It is very important that we plan for renewal of the Bridging the Gap levy in relationship to the final \$20 for the VLF.

5. Do you support the city's recent efforts to adjust public parking rates to demand?

Yes. I led the effort to move away from a revenue orientation in setting on-street parking meter rates to a policy driven demand basis.

Statewide Transportation

1. Is there anything about the SR520 bridge project that has to change for you to vote to approve it?

I would like to see additional mitigation for the Montlake interchange, thorough study of the traffic management alternatives to a second Montlake bridge, and final design concepts for the entire western landing and I-5 connections. Overall, however, I am supportive of the project and we have worked closely with WSDOT to gain significant modifications.

2. What new revenue sources would you like to see the state allocate to transit above and beyond the current authority? Check all that apply.

I don't think we need new taxes for transit.

I don't care what the state picks; we just need the revenue.

Motor Vehicle Excise Tax

Income Tax

Tolls

Repeal the sales tax exemption on gasoline

Repeal other sales tax exemptions

Higher Sales Tax Rates

Property Tax

Vehicle License Fee

3. Cities have begun to launch "road diets", in which four-lane arterials are converted into two lane roads with a center turn lane and bike lanes. Supporters claim this improves bicycle safety, pedestrian safety, and traffic flow by taking left turns out of traffic. Opponents claim this increases congestion. Broadly speaking, do you support or oppose these projects?

I support a complete streets approach to our arterials. I also support making neighborhoods and business districts safer. Slowing traffic down via road diets does make our streets safer and more pedestrian and bicycle friendly; we need to make sure that we are still able to move people and goods throughout our City. Seattle has converted nearly 30 arterials and all have worked successfully. I will oppose road diets when the evidence shows they hinder the effective movement of people or freight.

4. Should the state toll I-90 to balance demand and raise additional revenue?

Yes, at the same time tolls begin on SR 520, if possible.

5. Do you support Tim Eyman's I-1125?

No.

Land Use

1. What principles are most important in determining what density limits should apply to a neighborhood?

Concentrated density leads to economic growth, less negative environmental impact, greater reliance on public transportation options, and stronger neighborhoods. These factors are well established in the literature, especially Glaeser's *Triumph of the City*.

When considering where density should occur in the City, we need to consider the infrastructure that exists or will exist in a neighborhood.

2. Are zoning decisions best made at the city level, as they are currently made?

Yes. Zoning decisions are a balancing act. I would like for us to do a better job of telling developers what we want in an area, zoning for it, and then allowing the developers to come up with how best to meet those needs. I am a strong advocate for increased density of jobs and residential units in our Urban Centers, Villages, and along major transportation corridors.

3. Are transit priority treatments for buses (signal priority, queue jumps, bus lanes) a worthwhile expenditure of tax dollars?

Yes. I think maximizing the efficiency of our current transportation system is a worthwhile expenditure; we should be doing more of what your questions suggests. I have pushed WSDOT hard to consider alternatives to building a second bridge over the Montlake cut.

King County Metro

1. Do you support the \$20 Congestion Reduction Charge?

Yes.

2. Do you support the new Metro service allocation guidelines, which place less emphasis on geographic equity and more on route productivity?

Yes. Finally!

3. If the legislature doesn't grant more authority, would you rather raise fares or cut service?

Raise fares.

4. What other administrative reforms would you like to see Metro undertake?

Greater emphasis on efficiencies, greater use of technology more quickly (I realize they have projects in the pipeline, but they should have priority).

Sound Transit

1. Which statement do you agree with more:

Sound Transit must prioritize satisfying local governments and neighborhoods.

Sound Transit must be extremely conservative about approving increases in scope.

2. Which should be a higher priority for Sound Transit in an era of austerity::

Maintaining the scope of signature light rail projects

Preserving smaller capital projects and bus services that spread Sound Transit's benefits over a wider area.

3. What administrative reforms would you like to see Sound Transit undertake?

Sorry, I'm not that familiar with the inner workings of Sound Transit.

4. Under what circumstances would you support additional funding authority from the legislature for Sound Transit with size and scope of Sound Transit 2?

As soon as the UW segment is completed and running, ST should begin to consider additional funding. Of course, had we approved mass transit back in the late 1960s (I remember those votes!) we would be much better off today.