

1) Should King County Metro obtain new revenue to maintain existing service levels and/or add new service?

Yes. We need to develop and adopt a long-term, sustainable funding package for Metro transit. My preference is for an MVET, but I would exempt some base amount of valuation (e.g. the first \$2,500 of value) to make the tax a little less impactful on citizens with lower value vehicles.

2) Is your support dependent on the revenue source not being regressive?

My support is not conditioned on the new revenue not being regressive, but I am sensitive to imposing additional taxes and fees that are regressive in nature, and I will prioritize progressive funding sources.

3) Is it important to you that any tax increase for King County Metro go before the voters?

I am willing to vote to approve necessary funding increases without sending measures to the voters. Our County Charter contains provisions for referendums. That said, I understand the value of involving voters in the decision-making process and building the coalitions necessary to support such ballot measures. If necessary to advance transit funding, I will not only refer matters to the voters, but help lead the campaigns necessary to approve these measures.

4) Please rank your priorities (1 being highest priority, 4 the lowest) for the King County Metro budget:

- 3_ preservation of one-seat rides to major job centers
- 1_ better local connections to high-capacity, express, or RapidRide lines
- 2_ capital expenditure to speed up service in important corridors
- 4_ expansion of service to outlying areas of the county
- Other (please explain)

5) Do you support Sound Transit's current plans to construct light rail to Lynnwood, Redmond, and Des Moines?

Yes. I support Sound Transit's 2005 Long Range Plan and look forward to helping put together a Sound Transit 3 package, and taking that package to the voters for approval. I have experience in my law practice in acquiring transportation corridors to improve high-speed rail service. I understand the value of, and difficulty in acquiring corridors and believe that we should move forward as soon as possible to acquire right-of-way for long term system expansion.

In ongoing planning efforts, I would support investments in capacity that attract the most riders cost-effectively. That is, we should focus on providing the most transit mobility for the resources (financial and right-of-way) available.

Pending construction of light rail, I support deployment of expanded express bus service in key corridors to provide service now, and to build a culture of transit users for the future who can eventually migrate to rail when available.

6) Would you support additional taxing authority to allow Sound Transit to continue building the rail in their long range plan?

Yes.

7) If so, what areas of the county would be your priorities for these projects?

I believe that the South County region, with its growing population with urban densities along the identified light rail route, offers the best opportunity for expansion now.

While rail is not contemplated in the foreseeable future for the 522 corridor, I believe that the 522, 545 and 550 routes warrant significant additional service enhancements.

8) Is it important to restrict development in unincorporated areas of King County?

I am a strong supporter of the Growth Management Act and the King County Comprehensive Plan and policies that implement the Act. I worked on the first King County Comprehensive Plan and its early amendments in the mid-1990s as a policy analyst for King County Executive Gary Locke. I strongly support the fundamental concept of encouraging urban densities in our urban centers, and ensuring that we have the transportation, transit, utility, parks and recreation and human services to support the tremendous growth that is coming to our region.

9) Do you think tolling is a good revenue source for transportation?

Yes. I believe that tolling is a required component to funding a sustainable and world-class transportation and transit system. I have researched and written on regional transportation funding challenges in cooperation with the PSRC and was a supporter of tolling for funding of the Alaskan Way Viaduct Replacement project. Variable tolling is a valuable tool to manage demand on the system.

10) Should toll revenues be
(a) restricted to the roadway being tolled, or
(b) should some be used to fund transit?

I support using tolling revenues to fund an integrated transportation system, including transit, and non-motorized transit modes and infrastructure.

11) Around suburban rail stations, is it MORE important to have
(a) park-and-rides so that a wider area can access it, or

(b) transit-oriented development so that housing and jobs are nearby?

Generally, I would favor TOD at and near our rail stations. There may be rail stations where park and ride facilities make sense. I support a planning process as part of the comprehensive plan process and our transportation planning efforts to ensure that we leverage our investment in rail and its stations.

12) At park-and-rides that are full, does it make sense to charge people to park to manage demand?

My inclination is to lower the cost to use public transit, not increase it. It should be as easy as possible, and as simple as possible. Ideally, I would expand park and ride capacity, not charge for it, if possible. There may be options to integrate our transit system and build in nominal charges for park and ride use with the ORCA card system if charges for use are ultimately necessary. For example, in Lake Forest Park, the County, the City and the community were close to a deal to create a new park and ride facility. For a number of reasons, the deal fell apart. I expect to lead on efforts to bring this needed transit facility to Lake Forest Park. Similarly, in Kenmore, the City's Town Center Project should integrate dual use parking facilities and integrate a transit hub. This project should be a model for TOD, and the County should be an important partner with the City of Kenmore and the private developer ultimately selected to construct the project. I support creative approaches to leveraging existing facilities for dual purposes (e.g. leasing existing parking spaces for use during off-peak shopping times).

In summary, I want to lead on making sure the 522, Aurora, Ballinger Way, Juanita Drive, Burke-Gillman and Interurban Trail corridors offer easy-to-use, world-class transit service. We need better connections to a stronger spine. District 1's Northshore cities, Shoreline, and Woodinville are poised for dramatic growth and redevelopment in the coming decades. Northeast Seattle, also in District 1, relies heavily on Metro transit. As a frequent bus rider (71, 76), I look forward to working to build out our system in a thoughtful, creative way that deploys the available (current and new) resources fairly and efficiently.

While I have some experience with transit, and have studied and even written on these issues in years past, I do not profess to be a transit expert. My skill set and training tells me to listen, learn, ask tough questions, and then decide. So, I welcome comments and suggestions and look forward to learning more on these issues going forward.