

Will Hall Responses

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

Yes. Long-term, stable funding is required to maintain existing service, restore many of the past cuts, and add new service consistent with the recently adopted 2011 – 2021 strategic plan. When new service is added, I hope even more emphasis will be given to productivity and equity as we move beyond the old 40-40-20 approach to spreading revenues around the county. Two-year temporary measures are not adequate to address the long-term gap between projected revenues and expenditures. I have proven that I can and will support revenue increases, as I did when I championed a successful ballot measure in the City of Shoreline in 2010.

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

No. While I would prefer a more progressive system and I will continue to press the state legislature for that, the equity and social justice benefits of transit justify funding even if the only revenue sources are regressive.

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

No. Councilmembers are elected to make budget decisions.

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

- _2_ preservation of one-seat rides to major job centers
- _1_ better local connections to high-capacity, express, or RapidRide lines
- _3_ 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. The plan is not perfect. It contains numerous trade-offs due to financial, political, and other reasons. Nonetheless, we are better off to get it built out as soon as we can rather than to

delay or oppose it. In time, land use and the rest of the transportation and transit systems will adjust to the deployment of light rail.

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

Yes. Whether ST3 is put on the ballot in 2016 or later, I will continue to support the expansion of our light rail system. At the same time, we must not sacrifice local bus service.

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

My priorities are to connect other areas with existing and planned transit-supportive densities, including Fremont and Ballard, and major employment centers such as Boeing in Renton. I support having light rail run from Lynnwood down the east side of Lake Washington, connecting Bothell, Kirkland, Bellevue, Renton, Tukwila, and Burien. Eventually, I would also like to see it connect from Burien north through West Seattle and to downtown, and I would like to explore rail as an option in the SR 522 corridor from Lake City to Bothell.

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

Yes. As the Long Range Planning Manager for Snohomish County, I was responsible for integrating land use, transportation, economic development, and other goals in the county's Growth Management Act comprehensive plan. As senior staff to the Snohomish County Council, I am responsible for land use matters and portions of the budget. It is clear to me that we cannot afford, either financially, environmentally, or socially, to continue the pattern of urban sprawl that we allowed in the last fifty years. The population of our region will double this century. We will not be able to double the number of roads or double the width of our freeways. We are already falling seriously behind in maintaining the infrastructure we have today. We must accommodate our population growth at a higher density in our existing cities. We must focus our growth in cities to reduce infrastructure costs, reduce vehicle miles traveled, create thriving communities, and preserve our rural and resource lands.

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

Yes. There are other ways to collect user fees that are probably better than tolling in the long term, but tolling is a good start. I have served on the Puget Sound Regional Council's Regional Staff Committee for six years. I was one of the core team of regional staff working on the details of Vision 2040. I continue to work on Transportation 2040 and the prioritization and update effort. I am acutely aware of the \$60 billion gap between current law revenues and the cost of the "financially constrained" Transportation 2040 plan. While tolling continues to be unpopular with many people, we cannot fund our transportation plan without new revenues. To avoid simply shifting cars around by tolling parts of the system, I support moving toward tolling the entire system or moving to a vehicle miles traveled fee.

10) Should toll revenues be

(a) restricted to the roadway being tolled, or

(b) should some be used to fund transit?

(b). Some should be used to fund transit. Improving transit on a congested corridor provides benefits to all users of the corridor, including those who choose to continue to drive alone and pay the tolls. Increasing transit capacity would reduce congestion and improve travel times for everyone, as well as providing all the other benefits associated with increased transit use. So, at a minimum, I support using toll revenues for any improvements to moving people and freight in the corridor where tolls are collected. Over the long term, I prefer to move to a system where all revenues can be used flexibly to optimize the system, including transit.

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?

b. Transit-oriented development. Feeder busses can provide access to a wider area as a viable, long-term alternative to park-and-rides. Transit-oriented development allows more people to access the system without all of the negative environmental, economic, and community impacts from driving and parking hundreds of cars.

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

Yes. There are already successful examples of this in other cities. At the same time, we must work to improve feeder busses to give people reasonable alternatives to driving to light rail.