

## Keith Scully Responses

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

Yes. The congestion reduction charge expires in 2014. We need a long-term, sustainable, progressive funding source for Metro; probably a combination of small increases in the MVET, gas tax, tolling, and possibly a sales tax increase. It is time to move beyond the band-aid of temporary fixes.

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

Yes, for long-term funding. King County needs the Legislature's help to get more long-term funding options. If that doesn't happen by 2014, I'd rather see another regressive congestion reduction charge than service cuts.

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

I believe in representative government. But, I acknowledge that voters have told us time and again that they want a direct say in major tax increases. I think we need to accept that, for the time being, major funding shifts are going to go to the voters, whether through an initiative, or even if passed by councilmanic action as a referendum. That's not a death knell to transit, by any means. Voters have approved numerous funding increases for transit, and I am confident that they will again.

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

- 4\_ 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
- 3\_ expansion of service to outlying areas of the county
- Other (please explain)

All of these things are important; each needs attention. While we get more ridership with one-seat rides and high-speed service in heavily-traveled corridors, Metro is not only about providing service for the most popular routes. It's also about getting transportation options for everyone who needs them, especially vulnerable populations that may not be able to afford to live on heavily-traveled corridors or may not need to travel to major job centers. There's a balance to be struck; Metro needs to be efficient and serve the most people possible, but also not forget that it serves all King County residents.

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

Absolutely.

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?

More service to south King County, with Federal Way as a first priority. South King County is growing rapidly; if we want compact, transit-oriented development, we need to provide rail corridors now.

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

Yes, if by unincorporated you mean outside of the urban growth areas. There are still some urban growth areas (like portions of White Center) that are within the urban growth boundary but unincorporated. Those areas should have urban levels of development. Rural, agricultural, and resource lands, though, should have restricted development. We do not provide urban services to those areas, and they cannot tolerate urban-level development without straining transit, road capacity, water, wastewater, and the natural environment. Density belongs in the urban area.

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

Yes.

10) Should toll revenues be

(a) restricted to the roadway being tolled, or

(b) should some be used to fund transit?

(b) Toll revenues should be used to fund a variety of transit options, including roads, Metro, rail, and pedestrian and bicycle improvements.

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?

Transit oriented development is far more important, although we need both. TOD is the fix for the long-term; we want to build communities where you don't need a car at all. But we're a long way from that, and we also need to serve the existing, still car-dependent communities we have.

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

No. There are ways to ensure that everyone can park, without resorting to regressive fees. For example, Northgate transit center's parking colocation with private industry is one option, as are satellite parking facilities with shuttle buses for those areas that simply do not have adequate parking nearby, opening up city streets to commuter parking during working hours, and other options.