

Sarajane Siegfriedt Responses

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

Yes, new revenue is absolutely needed.

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

Yes, I promised voters in the 46th that I would not vote for an increase in the sales tax.

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

No, elected officials are elected to set taxes according to program and budget needs. They are in a far better position to understand and balance these needs and options than is the average voter.

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.

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?

Depends on ridership projections and need. Possibly Federal Way town center.

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

Yes, the Growth Management Act is one of the most significant (ground-breaking?) pieces of legislation in decades. We need to protect it, and the rural areas it protects.

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

Yes. Especially given the alternatives, such as not replacing the Tacoma Narrows or 520 bridges.

10) Should toll revenues be

(a) restricted to the roadway being tolled, or

(b) should some be used to fund transit?

Toll revenue should pay for the roadway being tolled. We must find another funding source for transit that is a broader tax.

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?

As a low-income housing advocate, I am very much in favor of TOD. However, you will house only a few hundred, such as at the 520-Kirkland TOD project. Given travel and jobs patterns in King County, and that several park-and-rides are at capacity, we need more of them to get commuters out of cars.

12) [Charge at full park and rides?]

No, not to manage demand, because demand for transit is good, but it might make sense to charge a small amount to raise capital to build more park-and-rides.