

Seattle Transit Blog Questionnaire - Cindy Ryu Responses

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

Yes. Despite increasing ridership leading up to the Great Recession, and now returning uptick in ridership, Metro funding has dropped significantly because its main revenue source of sales tax is not expected to keep pace with demand for maintenance of existing service levels. Significant deferral of capital investment will eventually catch up with increased operating costs and we need another source of revenue that is structurally stable.

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

Yes. Sales taxes as currently assessed are regressive and adversely affect local businesses in addition to middle-income families. Flat car tab fees are also regressive; however, it is much easier to tie this transportation tax to a transportation expenditure such as transit.

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

Not every one of them. The King County Councilmembers, like any other legislative representatives, have the duty and authority of our representative democracy. They should be allowed to make certain taxing and spending decisions.

I served on the King County's Regional Transit Committee, where in 2009 we faced the real possibility of cutting more than half a million service hours leading to devastating impacts on King County residents, especially the transit-dependent population. Once I was elected to the State Legislature, I vigorously supported giving King County the authority for council-manic authorization of the Congestion Relief Fee so that massive reductions in service hours and routes would be alleviated for 2 years. I applaud the brave leadership of the King County Council in taking this local option.

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

- _1__ preservation of one-seat rides to major job centers
- _2__ 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. These are promises to be kept to voters who overwhelmingly approved Sound Transit 2 ballot measure in 2008.

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

Yes. I believe a ST 3 ballot measure is needed. Of course the continuing challenges will be affordability and cost effectiveness. Lower-than-planned sales tax receipts has affected ST as much as Metro and all other transit authorities.

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

Prioritize completing the North and South links. East-west connection on 520 bridge.

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

Yes. We cannot support unlimited development in unincorporated areas with amenities citizens of King County expect with public infrastructure such as roads, utilities, schools, and other basic services.

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

Yes. It is the most direct user fee.

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

Some should be used to fund 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?

TOD for the long term solution but also provide P&R's for wider area access and equity and to meet current needs.

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

Yes. I believe public facilities such as park-and-ride operators must use market forces and other management tools and options to sustainably fund operations and manage demand.