

Cascade Bicycle Club

Candidate Name: Larry Phillips

Election Information

Office Sought: King County Executive

Campaign & Candidate information

Campaign Name: Larry Phillips for King County Executive

Address: PO Box 2545

City/State/Zip: Seattle, WA, 98111

Campaign phone: 206.383.0766

Campaign email: info@larryphillips.com or swhiteaker@gmail.com (manager)

Additional campaign information

Please list the endorsements of note you have received or anticipate receiving?

Current endorsements include:

- More than 1,100 individuals, dozens of elected officials and Democratic Party leaders, and many organizations
- Seattle/King County Building and Construction Trades Council, AFL-CIO (sole endorsement)
- Pacific Northwest Regional Council of Carpenters (sole endorsement)
- Amalgamated Transit Union Local 587
- International Brotherhood of Teamsters, Locals 117 and 174 (sole endorsements)
- Washington State Council of City & County Employees (sole endorsement)
- Carpenters Local 1797 (sole endorsement)
- Laborers Local 242 (sole endorsement)

I am seeking the endorsements of community leaders, labor unions, environmental groups, editorial boards and Legislative District Democrats in King County.

I was honored to receive the Cascade Bicycle Club's endorsement in 2003 and 2005.

In addition, the following organizations endorsed me during my last election to the King County Council (2007):

King County Democrats Central Committee, 33rd District Democrats, 36th District Democrats, 37th District Democrats, 43rd District Democrats, 46th District Democrats, Metropolitan Democrats Club, King County Young Democrats, King County Labor Council, Washington Conservation Voters, Aerospace Machinists Industrial District Lodge 75, SEAMEC highest rating: 5, SEAMEC straight "A's" on interview questions, Recommended by the King County Women's Political Caucus, Retired Public Employees Council of Washington State, SEIU Local 6, SEIU 775, UNITE HERE Local 8, IBEW Local 46, Corrections Guild Local 1350, King County Juvenile Detention Guild, Joint Council of Teamsters Local 28, Public Safety Employment SEIU Local 519, United Brotherhood of Carpenters Local 1797, Allied Arts, The Seattle Post-Intelligencer

What is your primary campaign budget? Approx. \$400,000

Raised to date? \$340,000 (we have not yet held a major fundraiser, but I'd like to invite you to ride your bike to Discovery Park on Saturday June 6 at 1 p.m. for our campaign kickoff/annual Salmon Bake.)

What is your total campaign budget? \$750,000

Candidate Information (Personal/Political Background)

Relevant information should include:

- Your personal background/history/education
- Elected offices you have sought and/or held, include dates
- Election results from past races
- Appointed offices you have held, and the body or individual responsible for the appointment
- Community/volunteer experience
- Membership in CBC and other cycling organizations; memberships in other non-profits.
- Have you participated in any CBC events, such as the annual rides to Portland (STP) or Vancouver (RSVP)?
- Do you commute to work, school or errands by other means than single-occupant vehicle?

I have great respect for bicyclists and recognize bicycling as an effective, healthy, and environmentally friendly mode of transportation for a significant number of individuals and families in our region who commute to work, school, and play by bike. A great number of my current Council district constituents are bicycle commuters and Cascade Bicycle Club

members—I understand that my state legislative district (36th) is home to one of the highest concentrations of CBC members in the state.

I learned to bike when I was six years old and have owned a bike ever since. Some of my most romantic dates with my wife Gail were spent as a young couple bicycling around Washington D.C., and we have always been avid bikers. After we moved back to Seattle, and our son Brett grew older, Gail, Brett and I participated in the STP three times. I was pleased to sponsor and attend this year's April 28th Bike to Work breakfast launching May 2009's Bike to Work Month. Two of my Council staff members commute via bicycle and participate annually in Bike to Work Month—one staff member has co-captained the King County Council's Bike to Work Month team for the past two years—and my son is a triathlete and regular bike commuter.

When the King County Council offices were remodeled over 15 years ago, I successfully advocated for multiple shower facilities on the floor to serve bicycle commuters. I believe this workplace support is one reason that at least 15% of King County's legislative branch employees commute via bicycle with some regularity. I enjoy cycling and wish that my work/campaign schedule allowed me to commute via bicycle; on most days my schedule dictates that I use public transportation or drive my car, a Toyota hybrid. I carpool to work and appointments with family and staff members whenever possible.

I was born and raised in Seattle's Rainier Valley/Mt. Baker neighborhoods, and am proud to call King County my lifelong home. I grew up hiking, camping and fishing in the Cascades, earning an Eagle Scout award along the way, attending Seattle Public Schools, swimming in Lake Washington, and playing varsity basketball for Queen Anne High School.

After earning a B.A. from the University of Washington in Political Science, and a law degree from Willamette University, I went to work as a legislative aide for U.S. Senator Henry "Scoop" Jackson. While working for Scoop, I earned a Masters degree in labor law from George Washington University. In 1981, I returned home to manage Randy Revelle's successful Democratic campaign for King County Executive and then became an integral member of his Executive Office staff, working as his Chief of Staff, serving in that capacity until 1986. Following my time in the Revelle administration, I served as the executive director of a well known local law firm, Shidler, McBroom, Gates and Lucas. In both positions, I served in an Executive capacity, hiring qualified professionals and holding them accountable to get things done. This

Executive experience, both inside and outside county government, sets me apart from my opponents, preparing me to be your next King County Executive.

In 1988, I was elected by the voters of the 36th legislative district to represent them in the Washington State House of Representatives. As a legislator, I successfully fought for lower class sizes and better funding for education. I also was a prime sponsor of the state's Growth Management Act to rein in urban sprawl. I also successfully sponsored oil spill prevention legislation, supported and voted for the Regional Transit Authority to bring a light rail transit system to King County and the region, and voted for Governor Booth Gardner's state income tax legislation as a member of the House Revenue Committee.

After winning two terms in the legislature, the voters of King County Council District Four elected me to serve them on the Metropolitan King County Council. As a councilmember, I have championed open space and natural resource protection, helped preserve 165,000 acres of open space, expanded local and regional parks and trails including the contentious East Lake Sammamish Trail, led salmon recovery efforts, and fought for mass transit implementation and expansion. For these leadership efforts and accomplishments, I was recognized by the Municipal league in 2001 as their "Public Official of the Year." In 2003, I was elected Chair of the King County Council and served three years in this leadership role. I am the only Councilmember in the history of the County Council to be elected by his colleagues to serve three successive years in that capacity. I have served as the chair of the council's budget committee four times, and despite intense budget pressures, I have made funding for human services, public health and public safety services top priorities each time. Despite these tough choices being made in a "budget crisis" atmosphere, my budgets passed unanimously each time and were signed into law by the Executive.

I serve on many local boards, including Sound Transit, the Evergreen Forest Trust, 4Culture, the Greater Lake Washington (WRIA 8) Salmon Recovery Council, the Cedar River Council, and the Henry M. Jackson Foundation. I am the National Co-Chair for Climate Communities, a national alliance of locally elected officials who work to secure Congressional status and funding for local governments through federal climate change initiatives and legislation, like Cap and Trade. I have also been a member of the regional Growth Management Planning Council, the Seattle Center Advisory Board, and the Puget Sound Water Quality Authority.

On a more personal note, I have been a longtime coach for young athletes in a variety of sports. I coached football (3 years), basketball (11 years), baseball (2 years), soccer (1 year), and taught young people to swim and snow-ski over many seasons. Coaching has taught me the value of effective communication and leadership; patience in working with others whose involvement is ultimately critical to success of the venture; “failure” as a great teacher and motivator for “victory,” and competition as a great means by which to improve skills and build teamwork. As a former high school and college athlete, and as a coach, I know the value of good coaching for the athletes involved, their families, and the community at large. I also know that the lessons of skill development, teamwork, sportsmanship, and competition are transferable to public life and my role as a King County elected official.

Revenue & Funding

Funding for enhancing transportation choices has always been constrained. In the Puget Sound region's urban centers, bicycling is the fastest-growing form of transportation. According to the American Communities Survey and the US Census Bureau, bicycling trips grew 27% and walking trips grew 15% in Seattle from 2000 to 2005. Unfortunately, these modes are funded at a rate that is a fraction of their share of all trips.

In addition to being the fastest growing commute modes, the Puget Sound Regional Council's 2006 travel survey showed that 8.6% of all trips in the central Puget Sound region are made by bicycling and walking. Considering the lack of facilities in so many communities, it's promising that such modest investments in bicycling and walking have increased trips made on foot and by bike, reducing long-term infrastructure costs.

Are you committed to enhancing support for the development and maintenance of bicycle and pedestrian facilities that encourage more trips be made by walking and bicycling? Would you still be supportive if it meant less money spent on new roads and capacity for cars? Finally, how many cents from every local transportation dollar do you believe should be allocated towards non-motorized transportation?

I am absolutely committed to supporting development and maintenance of bicycle and pedestrian facilities. Bicycle and pedestrian facilities have been proportionally underfunded in the past, and I would consider and promote proposals to increase funding for non-motorized transportation in order to start to remedy this historic imbalance. Investing in pedestrian and bicycle improvements encourages more people to try non-motorized transportation. Over time, these improvements, combined with a transit network and land use patterns that promote dense, livable, urban communities, and leads to decreases in driving cars.

The promotion of urban density is one reason I have been a strong advocate for investing in light rail for our region. In fact, after the 2007 defeat of the Roads and Transit initiative, Sound Transit Board Chair Greg Nickels and I were the first elected officials to call for bringing a transit-only measure back before voters in 2008 (See *The Stranger*, March 4, 2008). I advocated tirelessly among my ST Board members to place ST II on the 2008 ballot and campaigned alongside the Cascade Bicycle Club and many other advocates and rejoiced when voters approved it, allowing us to finally dig ourselves out of a 40-year hole in transit infrastructure investment.

As you know, allowing bicycles on transit vehicles significantly expands transit's geographic range, allowing for customized commutes where bicycles and transit can be used interchangeably to fill in the "missing links" in the trip. I supported Sound Transit's recently updated bike policy, which ensures that bicycles can be loaded onto all Sound Transit vehicles, that bike racks and lockers are available at all stations, and that Sound Transit will partner to plan and fund bicycle facilities and innovative programs to further integrate bicycles and transit. I appreciate the Cascade Bicycle Club's work and collaboration in developing these policies. Further, I appreciate the Cascade Bicycle Club notifying me about concerns that Sound Transit plans to exclude bicycles from the opening weekend of Link light rail this July, and was pleased to urge Sound Transit to reconsider and allow bicycles from the very beginning (see enclosed letter to Joni Earl).

As an elected leader responsible for King County Metro Transit and the King County Ferry District Board, I have supported maintaining and expanding opportunities to load bicycles on Metro buses and Ferry District boats, as well as bike racks and lockers at transit centers and upcoming Ferry District docks.

The City of Seattle's 2009 budget allocates approximately 5 cents of every transportation dollar on non-motorized transportation infrastructure (trails, bike paths and sidewalk capital improvements, maintenance, and operations). While Seattle's urban density creates a greater need for bicycle infrastructure than rural and unincorporated King County, which the King County Executive oversees, many simple road improvements in rural King County would significantly help bicyclists ride safely. Ideas include widening road shoulders and keeping rural road shoulders clear of hazardous debris. As King County Executive, I would work with the Cascade Bicycle Club and other advocates for non-motorized transportation to determine an appropriate amount of cents per dollar for King County to spend on non-motorized transportation infrastructure.

Our region is on the cusp of a "Mobility Revolution" with the opening of Link light rail's initial segment on July 18th and voter approval of further light rail expansion. As King County Executive, I will work with the Cascade Bicycle Club to move beyond incrementalism to a bigger, more significant, bicycle component to augment our Mobility Revolution now!

Land Use & Growth Management

Compact neighborhoods and mixed-use centers do more than foster connections between friends and neighbors. Research has shown that people living in pedestrian and bicycle-friendly areas drive less and bicycle and walk much more than their counterparts living in auto-centric sprawl communities. Lack of physical activity has severe public health consequences (1. Frank, et al, 2006), with rates of obesity, and chronic and cardiovascular disease all higher in sprawl communities. Further, good planning will be an essential part of maintaining climate protection and VMT (vehicle miles travelled) reduction strategies required by state law. Smart Growth can reduce greenhouse gas emissions from transportation while alleviating pressure to build new highway lanes.

Do you support using zoning codes to promote compact, sustainable development that makes bicycling a more convenient transportation option? If so, how? (provide examples)

I absolutely support using zoning and growth regulations to promote compact, sustainable development. As an author and a prime sponsor of the Growth Management Act, I am acutely aware of, and completely committed to, the idea of keeping our green areas green, and

densifying our urban areas. The Growth Management Act has been successful in containing urban sprawl in King County and the region for the past two decades, and transit-oriented development (TOD) has been a big part of King County's growth management planning for several years with great success. The following are examples of recent actions I have taken toward promoting transit-oriented, compact, sustainable communities:

- In 2008, the King County Council conducted a major update of **King County's Comprehensive Plan**, the policies that dictate how growth and development occurs in unincorporated King County. Last October, I was pleased to support and vote in favor of an updated plan that further encourages placing growth in urban communities by providing incentives for participating in the Transfer of Development Rights program, and revising the model for computing transportation concurrency in order to permit more housing units per development where sufficient and required infrastructure and services are present to support them. The 2008 update replaced the previous concurrency system with a more transparent model and a growth map that clearly defines where there are enough roads, sewers and other infrastructure and services that can support more growth.
- As a Sound Transit Boardmember, I have taken every opportunity to advocate for **light rail alignments, transit centers, and other facilities that promote transit-oriented development**. I successfully sponsored policy changes—adopted as part of voter-approved ST2—to ensure that Sound Transit consistently pursues opportunities for TOD. I steadfastly and successfully advocated for the final light rail alignment north of the University of Washington that travels through neighborhoods—spurring transit-oriented development—even when the majority of the Sound Transit Board favored a cheaper option to build an elevated line along I-5 which would not have promoted TOD. Last week I voted for a more costly East Link alignment that serves south Bellevue neighborhoods—and does not run along highways—for this same reason. I have also successfully worked with Sound Transit to adjust the design for the Capitol Hill Station to create more TOD opportunities for nearby housing and shopping.
- As the Budget Chair last fall, I led the King County Council in restoring 2009 funding for **King County's transit-oriented development program**, which the Executive had proposed to cut.
- I supported **HB 1490** and advocated during this year's state legislative session for passage of the bill. As an author and a prime sponsor of the original 1990 Growth Management Act, I welcomed this bill which would have fine-tuned the GMA to promote walkable, bikeable,

vibrant, mixed-use communities that are well served by transit. While disappointed that HB 1490 did not pass this year, I look forward to supporting future versions of “transit-oriented communities” legislation.

Complete Streets

No one asks whether most roads should be paved, but discussions over the placement of bicycle lanes and sidewalks are often made on a site-by-site basis. This approach leaves gaps in the bicycle network and makes our local transportation system less flexible.

Accommodating Bicycle and Pedestrian Travel: A Recommended Approach is a policy statement adopted by the United States Department of Transportation. The key principle states that "bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist." A Complete Streets policy may be adopted in the next federal transportation reauthorization bill, but communities such as Kirkland, Issaquah, and Seattle have shown leadership in adopting local ordinances.

The Cascade Bicycle Club is working to see that public agencies and others commit to integrating bicycling and walking into the transportation mainstream, building and maintaining streets that work for everyone.

Do you support policies requiring the routine accommodation of bicyclists and pedestrians? How would you work to see Complete Streets policies adopted and implemented in your community?

I support policies requiring routine consideration and accommodation of bicyclists and pedestrians, and look forward to working with the Cascade Bicycle Club as your King County Executive to develop a plan for “Complete Streets” in urban unincorporated King County.

The needs of non-motorized transportation users must be discussed and carefully weighed as part of any transportation infrastructure project. King County oversees road and transportation improvements in unincorporated King County, the majority of which is rural. We must work together to develop “Complete Streets” in unincorporated urban King County. Rural roads are more challenging, due to a less dense population, lack of transit service, and shopping and

employment centers that are fewer and farther between. While it may not always be prudent or practical to include separated sidewalks or bicycle lanes in every rural road project, I will work to ensure that consideration and accommodation of pedestrian and bicyclist needs are always part of every project discussion, planning and decision.

Multi-Use Trails

Multi-use trails are the most visible and popular bicycle facilities in many communities. Regional trails like the Burke-Gilman and Interurban Trails are nationally recognized. Trails increase recreational opportunities and, when properly planned and located, are viable commuting routes.

What position do you hold on any proposed or planned multi-use trails in your jurisdiction? What previous positions, stances or votes have you made or taken? Please identify the trail(s) you refer to in your answer.

What, if any, other specific bicycle and pedestrian projects are planned in your jurisdiction, or are likely to come up during your tenure if elected, and what is your position on each?

King County's Regional Trail System is extensive—it contains over 175 miles of trails, including 71 miles of paved trails, that extend from the county's borders both north and south and from Puget Sound to the Cascade Mountains. It is a unique regional transportation web that we must utilize, maintain, and expand. I have supported every expansion of our great King County Regional Trail system since 1981. As Chief of Staff to King County Executive Randy Revelle, our administration was the first to solidify an initial 1975 sketch of what our regional trail system could become; by updating and detailing this map, we created the foundation for the extensive trail system we have today. I supported and helped implement the 1989 Open Space Bond, which was responsible for creating over 70 miles of our current trail network over a nine-year period.

Here are a few specific trail victories that I am especially proud of:

- I was an early and steadfast supporter of the **East Lake Sammamish Trail**, a critical 11-mile trail that suffered from neighbor opposition, legal challenges, and long delays in

completion. I joined bicyclists, walkers, and community advocates in celebrating its completion after a fierce 10-year political battle. While it is currently an interim soft-surface trail usable for off-road bikes, I support King County's commitment to fully pave this trail, which will allow road bikers to also use it to link with the Issaquah-Preston Trail and Sammamish River Trail via the new Marymoor Connector Trail (see below).

- I celebrated the May 14th opening of King County's **Marymoor Connector Trail**, which connects the popular Sammamish River Trail with the East Lake Sammamish Trail, filling in the last gap in the finally-complete contiguous network of regional trails stretching from Issaquah to Seattle.
- When King County was faced with the onset of our current and ongoing budgetary crisis in 2002 due to the passage of Eyman's I-747, our government was forced to start realigning our general fund priorities and took a close look at our parks and trails, which are not state-mandated services, as one place for realignment. I supported moving our government's overall responsibilities for parks and recreation to jurisdictions most able to fund them, but insisted on **maintaining our focus on regional trails**, parks and open spaces. With a combination of service realignments, new entrepreneurial ways of doing business, and voter-approved levies, I am proud that we have been able to not only maintain, but to continue to expand, our regional trails, parks and open space system.
- Despite this grim financial outlook for King County, in 2004 I sponsored and voted for legislation updating King County's Regional Trail System Plan. This plan sets a goal of **expanding our current trail network to 300 miles of trails** that link cities to other cities and urban to rural areas. We continue to make steady progress on the expansion of trail linkages.
- I wholeheartedly supported placing two King County Parks levies before voters in 2007, and campaigned successfully for voter support. Both levies were approved; one 6-year levy renewed a 2003 levy for operations, keeping parks and trails open and maintained, while the second 6-year **King County Parks Levy is raising significant funds to acquire and further develop regional trails**—as noted above, the goal is a 300-mile regional trail network.

BNSF Corridor

The Port of Seattle has postponed its purchase the Eastside rail corridor from the BNSF railroad. Feasibility studies show estimates for providing passenger rail in this corridor in the hundreds of millions of dollars, with projected ridership equal to or below that of a multi-use trail. The solution that lets us preserve rail access to the corridor in perpetuity when it's not in active rail use is called "railbanking." An interim trail constructed on the existing rail bed, while making the facility available to thousands of commuters each day, will bestow ironclad protection for rail to return this uniquely valuable corridor.

Are you committed to "rail banking" the BNSF Eastside corridor and expediting the construction of an interim multi-use trail? If not, why? How will you engage in the process to protect this vital asset?

Absolutely. I was one of the earliest and most vocal supporters of rail banking the BNSF Eastside corridor. I argued persuasively that the highest priority was to gain public ownership of this key transportation corridor, and that the public cannot afford to lose it to private ownership and development. I have advocated consistently—both publicly and in policy discussions—for railbanking the corridor, an interim trail, and a regional planning process to evaluate dual use for rail and trail. In 2007, I drafted and sponsored a successful amendment to ST2—the Sound Transit expansion plan approved by voters last November—enabling Sound Transit to help buy the corridor should the need or opportunity arise, and have encouraged Sound Transit to partner with other regional agencies in preserving this corridor. Given recent developments at the Port of Seattle, this option may now be more important than ever in the effort to preserve the corridor. I am also reviewing King County's budgets for opportunities for King County to participate at a higher level of funding in purchasing the corridor from BNSF. Despite our current budget crisis, this review looks promising for greater county participation.

Support from the Cascade Bicycle Club and other trail advocates has been essential to the effort to acquire this critical corridor for public ownership. Thank you for your ongoing advocacy and involvement in planning for the corridor. Your leadership is more important now than ever, and I look forward to working closely with you on this issue as your next King County Executive.