



Our Mission: *"To champion a healthy, vibrant urban core."*

2009 Candidate Questionnaire

Candidates: *Thank you for taking the time to fill out the Downtown Seattle Association's Candidate Questionnaire. Responses are due by COB June MMMM and should be emailed to jons@downtownseattle.org. For questions, please contact DSA Policy Director, Jon Scholes at 206.613.3216 or jons@downtownseattle.org.*

Downtown Seattle Association: The DSA was founded in 1958 by business leaders who recognized the strength of any region is marked by the strength and energy of its Downtown core. They saw the need to create unity in plan and action to ensure that Downtown Seattle would mature into a wonderful place to live, work, and visit.

Today, with over 450 companies representing over 3,000 employees, the DSA continues its work to ensure that the Center City is a thriving, world-class destination, neighborhood and business center through leadership, advocacy, marketing and partnerships. We are the only organization solely focused on the Center City.

Major Initiatives:

- Following the 2001 Nisqually earthquake, the DSA led the effort to reconnect Downtown to the waterfront and opposed construction of a new elevated highway.
- We've long championed increases in affordable housing and founded the Housing Resources Group in 1980, which has created thousands of affordable units Downtown.
- In 1999, the DSA formed the Metropolitan Improvement District (MID) to provide enhanced safety and cleaning services to the Downtown neighborhood.
- The DSA was an outspoken proponent of the 1811 project to provide housing for chronic alcoholics.
- The DSA implements a comprehensive marketing plan that includes multi-media advertising, public relations and a series of events throughout the year to improve the vitality and attractiveness of the Center City to visitors, businesses and residents.

www.downtownseattle.org

DSA Context

Center City:

The success of any region or state is dependent on the strength and vitality of its largest metropolitan area.

Jobs: Today, the Center City is home to a quarter of a million jobs – 21% of all the jobs in King County and 50% of all jobs in Seattle. By 2024, Center City will be home to 50,000 more employees than in 2004.

Residents: Ten neighborhoods comprise the Center City and are home to 55,000 residents and over 5,600 families. Since 1990, population in the Center City has grown by 63.4%, compared to 14.4% citywide growth during the same period.

Economic, Cultural and Arts Headquarters: The Center City is responsible for nearly half of all retail sales tax generated in the City of Seattle. The Center City is the arts, cultural and sports headquarters for the region and the state, home to first class venues and festivals that attract 18 million patrons and visitors every year.

Did You Know?

- There are more residents in the Center City than in Ballard, Greenlake and Mt. Baker combined.
- Nearly 3,000 children under the age of 18 live in the Center City.
- A 200-unit multi-family building on a 15,000 square foot lot in the Center City provides as much housing as 45 acres of suburban single family housing.
- Rentals make up 84% of the housing in the Center City.
- 28% of the housing in the Center City is subsidized.
- Center City's robust transit system enables 50% of employees to avoid driving alone to work.
- The five largest public companies headquartered in the Center City have combined annual revenues of over \$35 billion (2007 figures).
- The Center City comprises over 43% of the three-county region's office market (39,024,821 sq feet).
- In 2008, the Center City saw 210 vessel calls from cruise ships, up from six in 1999, resulting in over 800,000 passenger boardings.



Metropolitan Improvement District (MID): In 1999, the DSA formed the Metropolitan Improvement District (MID), to improve the safety, cleanliness and vitality of Downtown. More than 60 MID ambassadors patrol the streets of Downtown, providing directions and information to visitors, assisting the Seattle Police Department, offering security escorts, and maintaining a clean urban environment through a comprehensive program of street sweeping, pressure washing, graffiti removal, trash, leaf pickup and more. The MID cleaning and maintenance operation serves as a second chance job program for individuals who were previously homeless or cycling through the justice system. The MID also supports business development and marketing initiatives and events to enhance Downtown's position as a great place to live, work, visit and do business.

In 2008, the MID collected 16,000 bags of garbage, removed more than 19,000 graffiti tags and cleaned 585 Downtown alleys.

COMMUTE SEATTLE



Commute Seattle: In partnership with the City of Seattle and King County Metro, the DSA formed Commute Seattle to develop comprehensive transportation benefit packages for Downtown businesses with the goals of increasing the percentage of employees using transportation alternatives to commute to the Center City. Commute Seattle works directly with employers who are not subject to the state's Commute Trip Reduction (CTR) regulations (those with 99 or fewer employees) to assist them in providing transit benefits and services to their employees.

COUNTY EXECUTIVE CANDIDATE QUESTIONS

CANDIDATE	Larry Phillips
COMMITTEE NAME	Larry Phillips for King County Executive
ADDRESS	PO Box 2545, Seattle, WA 98111
CAMPAIGN MANAGER	Scott Whiteaker
PHONE	206.383.0766
E-MAIL	info@larryphillips.com
WEBSITE	www.larryphillips.com

1. Where will you look to reduce expenditures in King County's General Fund?

I have chaired the King County Council's Budget Committee four times, guiding the council successfully through a budget crisis each year. Cumulatively, I have had to review and ultimately propose more than \$200 million in cuts to general fund expenses – a daunting challenge but each of my budgets were unanimously supported by the council, signed into law by the executive with no vetoes, and supported by independent elected officials like Sheriff Sue Rahr. I have always carried out budget analysis and negotiations in a collaborative manner, which allowed me the support to recommend restoring the Sheriff's "top 10" public safety priorities for 2009.

In reviewing potential cuts, I have always prioritized funding constitutional and statutory mandates for law, safety and justice (sheriff, prosecutor, detention, courts and public defense) as well as elections and the assessor functions. When funding shortfalls dictated, discretionary programs like parks, trails, recreation, veterans, therapeutic courts, health and human services have either been cut or moved to other funding sources like voter-approved levies. These have been painful but necessary choices.

I have also worked to reduce employee costs, negotiating successfully during the 2009 budget review process to cut \$10 million in general fund expenditures from employee compensation, and \$37 million in employee health care costs. We will need to cut at least another \$43 million in general fund expenditures in 2010. This means

“everything must be on the table” for potential cuts, including employee compensation, benefits, and contributions to health care costs.

In the future, I will continue to protect public safety services first, while looking to cut discretionary programs, streamline county administrative and overhead costs, and look for every available dollar to be dedicated to service. For example, as budget chair last year, I called for an audit of Metro transit to ensure that every available Metro transit dollar was used as efficiently as possible for service in the face of a \$100 million budget shortfall in 2010. I expected the audit to yield substantial results for area bus service, and so far we have been correct in pursuing this strategy. The Auditor’s first preliminary report indicates the vehicle replacement fund had an excess of \$105 million in it – funds that can be freed-up for service. I also sponsored the Charter Amendment calling for biennial budgets to allow the council to use the off year to delve deeply into the county’s largest capital and operating expense budgets, like Metro, to find savings. This, coupled with other recent charter amendments I sponsored for budget reform - including giving the council an additional 20 working days for enhanced budget review for access to the latest and best data for budgetary decision-making – will give the council enhanced tools for effective budget control and reductions.

I support using currently available resources more efficiently before seeking new revenue. For instance, I supported legislation in Olympia this year removing “anti-supplanting” language so we could use existing mental health and drug dependency treatment taxes to keep our highly successful drug court and mental health courts open, and our jail costs down. The legislation was successful, with no additional tax burden to the public, and got both therapeutic courts out of the general fund budget crisis.

I will, however, consider enhanced revenue for the general fund in the future, particularly for public safety, once a comprehensive regional proposal emerges with strong support from independently elected public safety official and the business community. I will lead this effort for such a package and broad support.

2. Will you propose a modification to the existing Metro service allocation policy that requires 80 percent of new bus service hours to be deployed outside of

Seattle? Will you support a policy to allocate new service hours based on demand for service?

Yes. I am a steadfast supporter of efforts to increase transit service in Seattle and region wide, including:

- the 2000 ballot measure raising the sales tax by 0.2% for Metro Transit in order to replace lost Motor Vehicle Excise Tax revenue from I-695;
- the 2006 Transit Now ballot measure to add the final 0.1% of sales tax available for local transit under state law; and
- Sound Transit, including the 2007 "Roads and Transit" ballot measure and its successful successor, the 2008 ballot measure that will dramatically expand Sound Transit's light rail, regional bus and Sounder service.

As a King County Councilmember, I voted against the 40:40:20 policy when it was implemented in 2002 because the policy diverts new bus service hours from Seattle, which has seen a continually growing demand for transit service. My vote was overruled by a majority of Metropolitan King County Council members, most of whom represented suburban and rural King County, and the 40:40:20 policy went forward. While it is very constraining to Seattle transit riders for new service, the 40:40:20 policy is at best a political compromise between proponents of more aggressive policies to re-balance total bus service equally among the subareas, and those like me who advocate for addressing the need for more bus service in the West Subarea where demand and rider slip is high.

The good news for Seattle is that despite the 40:40:20 policy for new revenue, Metro's West Subarea (including Seattle) still has the majority of Metro service hours; in 2006 the West Subarea had 63% of all service hours. Even after Transit Now is fully implemented, the West Subarea will still have 57% of Metro's total service hours systemwide. Also, in addition to Metro bus service, Seattle is gaining Sound Transit's Central Link light rail and King County Ferry District service. Thus, in spite of 40:40:20, Seattle will continue to have more transit service and mobility options than any other part of the Central Puget Sound region. I will continue to

advocate for increased transit in Seattle and region wide, and will advocate review of the 40:40:20 policy with the goal of maximizing transit options and investing transit dollars where the return on the taxpayers' investment is the highest in terms of ridership and makes the most sense in terms of mobility and reduced vehicle miles traveled. I will lead a regional summit to ensure this occurs.

3. Do you support modifying Metro's existing policy that requires the City of Seattle to absorb a majority of the reduction in bus service if Metro experiences a funding shortfall?

I absolutely support modifying Metro's existing policy that requires the City of Seattle to absorb a majority of bus service cuts. In fact, I was the Councilmember who discovered this unfair and alarming policy and who has been advocating to change it; I am working to ensure that any "last resort" service cuts are distributed evenly and equitably throughout King County, and that when revenue outlooks improve, that bus service hours are added back in the proportions that they were cut. Please see my recent columns on this topic in the Seattle Times and Seattle P.I.:

http://seattletimes.nwsourc.com/html/opinion/2008916639_opinc25phillips.html
<http://blog.seattlepi.com/larryphillips/archives/169803.asp>

4. For a measurement of Metro's effectiveness, should we measure usage such as "butts in seats" or "passenger miles?"

While measuring passenger miles is important, especially for reducing V.M.T. and our impact on Climate Change, the true measure of Metro's effectiveness is the total number of people the system is moving, or "butts in seats." The added bonus is that with the exception of riders within the Downtown Ride Free Area, more butts in seats also means higher fare revenue, which is desperately needed by Metro right now to help retain transit service levels in the face of the recent economic downturn.

5. The Bored Tunnel project as proposed by the City, County and State included proposed new transit service from the south and north of Center City to ensure that the project maintained mobility and access to the Center City not

just through it. Will you prioritize investment in this new transit service so that it is in place once the Viaduct is removed?

Yes. As King County Executive, I will prioritize the “total success” of the Bored Tunnel solution, and could not agree more that new transit service investment is key to this success. I have been an early and consistent advocate for replacing the SR99/Alaska Way Viaduct with a Bored Tunnel/Transit/Surface Street hybrid solution to ensure the flow of people, goods and freight through our geographically constrained Downtown core, as well as avoiding the enormous negative impact of viaduct-related construction on the central waterfront and the regional economy. I wrote a letter to the legislature advocating for funding for a transit component of the plan and will continue to push for this as executive. The Bored Tunnel option will also create a much more inviting waterfront for businesses, developers, tourists and residents, again enhancing our Center City overall, making it a great place to live and visit, not just work. Along with street and signalization improvements, enhanced transit investments are critical to making this tunnel solution work for effective mobility and access to the Center City.

6. Do you support changing the King County jail’s current policy of releasing inmates in Downtown, no matter which jurisdiction they were arrested in? Would you support a policy that required offenders to be released back to the jurisdiction of origin?

Yes. Downtown Seattle should not be a “dumping ground” for other jurisdiction’s miscreants. While we must by contract house them during their incarceration, there should be no requirement that they remain on the Center City’s streets as an ongoing responsibility. Releasing inmates back to their jurisdiction of origin makes sense and sets up an opportunity for greater success—both for the Downtown community and for the individual inmates, returning to family, friends and familiar communities for support. As King County Executive I will work with our regional partners to establish a policy that requires offenders to be released back to their jurisdiction of origin.

7. A recent Journal of the American Medical Association (JAMA) study found that the 1811 Eastlake housing project for chronic alcoholics has saved taxpayers

\$4 million in avoided emergency service costs during the first year of operations. Do you believe the 1811 Eastlake housing project is an effective and appropriate model to deal with chronic alcoholics in our community?

Absolutely! The 1811 Eastlake housing project and the JAMA study proves my long-held belief that stable housing is the key to treatment, recovery, and transition to a better, more stable life for chronic alcoholics. And stable housing, like that at 1811 Eastlake, saves taxpayers millions of dollars otherwise spent on emergency response or incarceration. This is true for individuals with all kinds of substance abuse issues as well as mental health issues. Once an individual feels safe, and has privacy and a certain degree of autonomy, options for improving their life become possible.

8. King County Metro, along with the City of Seattle and the Downtown Seattle Association, jointly fund commute trip reduction programs for employers in Downtown with fewer than 100 employees to reduce drive alone trips into the Center City and promote transit use. These programs include direct outreach and consultation with businesses to inform them of alternative methods of getting their employees to work. Will you support a continuation of this existing partnership to reduce carbon emissions and increase transit use to and from the Center City? (www.commuteseattle.org)

Yes. I applaud and appreciate the significant work done by the Downtown Seattle Association via Commute Seattle to increase the numbers of transit commuters to and from our Center City. By providing outreach and incentives to smaller employers and helping them promote transit use by their employees, you have helped fill an important "gap" in increasing transit use in Downtown Seattle and enhancing it throughout the region. Thank you! As King County Executive I will definitely support continuing and enhancing this successful partnership.

9. Currently King County owns the land (Convention Place Transit Station) that is being considered for a potential expansion of the Washington State Convention and Trade Center. Do you support leasing or selling the air rights over the Convention Place Transit Station for the expansion of the Washington State Convention and Trade Center?

Yes. I support an expansion of the Washington State Convention and Trade Center, and I am especially excited about the possibility of housing being included in this project, further strengthening our residential community Downtown. Expansion will help ensure the center city is a thriving, world-class destination, neighborhood and business center, and a wonderful place to live, work and visit. Consequently, I support leasing or selling the King County's air rights over the transit station property for this purpose, and I am looking for the best opportunity to advocate for expansion to improve our regional economy.

This would be an important piece of my overall plan to revitalize the local economy and create jobs.

10. King County has indicated that by 2013 it will no longer be able to house misdemeanor offenders, which could require construction of at least two new jails in King County by a consortium of North King County cities and a separate consortium of South King County cities. Some have suggested that because the county's jail population has leveled off, that the county will have the capacity to house misdemeanor offenders beyond 2013. Do you support extending King County's contract with cities to house misdemeanors in the jail beyond 2013?

Yes. As a King County Councilmember, I have been pushing the Executive to extend King County's contracts with area cities for jail space since early last year. Last summer, I sponsored and voted in favor of Council legislation formally calling upon the Executive to reopen discussion between King County and area cities about our current contracts for jail services, and to engage in a wider discussion about the future of regional jail services in light of changing budgetary and jail services needs. The legislation specifically asked for at least a 2-year extension through the end of 2014, an expansion of bed space at the current Kent Regional Justice Center, and a long term partnership with cities to promote efficiencies and best practices in the criminal justice system.

Also, we cannot afford to waste the obvious opportunities for cost-containment and efficiencies by continuing to have one regional entity, King County, provide integrated jail services throughout the county, and we need time to assess our true

future regional jail space needs, which may be temporarily curtailed due to successful county justice system reforms and the falling crime rate. As King County Executive, I will lead the regional discussion to find short- and long-term, effective solutions for these issues.

As you know, there is great news on this issue! On June 11th the current King County Executive announced that he has listened to the King County Council and other important stakeholders such as the Downtown Seattle Association, and is preparing to offer a multi-year extension of contracts with the 36 cities it provides jail services to after a new analysis shows a decline in jail use. I could not be more pleased. Extending the contracts avoids having to build and operate new jail facilities, and allows time for a more productive regional discussion.