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KING COUNTY EXECUTIVE QUESTIONNAIRE -- 2009

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Environmental Leadership

1. What is / are your most significant contribution(s) to environmental protection?

Over the course of the last 25 years, I have helped change the conversation and discourse in our communities whereby the environmental ethic of conservation and “being green” are now fully accepted. 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 175-mile regional trail system we have today, extending from the county’s borders both north and south and from Puget Sound to the Cascade Mountains. As a state legislator, I was a prime sponsor of the state’s Growth Management Act to rein in urban sprawl. I also successfully sponsored oil spill prevention legislation and supported and voted for the Regional Transit Authority to bring a light rail transit system to King County and the region. As a King County Councilmember, I have championed open space and natural resource protection, including serving as an early and decisive leader in the successful effort to preserve the Snoqualmie Forest—and area of more than 100,000 acres in the Cascade foothills and more than twice the size of Seattle—from development for all time. I have supported all King County Parks levies to preserve and expand local and regional parks and trails, led WRIA 8 salmon recovery efforts, and fought successfully for mass transit implementation and system expansion as a Sound Transit Boardmember.

2. What are King County's most pressing environmental issues, and how will you take the lead in addressing these issues?

I am passionate about natural resource conservation and protection, and have a lifelong record of public policy achievements to back it up. But there will be no “resting on my laurels” as Executive. As King County Executive, I will continue our efforts to fight global warming, reduce our carbon footprint by reducing vehicle miles traveled, improving building codes and standards, and enhancing transit and multi-modal transportation options, including trails. I will continue to fight to preserve and protect our county's farms and forests, recover salmon stocks and Puget Sound, preserve habitat for fish and wildlife, increase standards for stormwater and water quality, promote clean energy and implement and expand our program for reclaimed water. I will lead in this capacity not only for King County government but as a regional leader for 39 cities and a large rural, unincorporated area and population. The leadership of the King County Executive is needed now to transform our shared “green” values into consistent results for the environment, with a new, sustainable relationship for the land, air and water we all share.

3. What are your short-term (next year) and long-term (next decade) environmental goals for King County? Does your constituency share your environmental goals? If not, how will you persuade your constituents to support them?

- Expanding and promoting mass transit: King County residents—and the environment—need expanded transit service now more than ever; fortunately, with light rail about to open, we are going to have it! I have been a tireless advocate for transit expansion. In the short-term, I will continue to work to preserve existing Metro Transit service in the face of severe revenue shortfalls. In the event that service cuts are absolutely necessary, I will ensure that there is a plan in place to reinstate service expediently and fairly as soon as financial outlooks improve. Long-term, I will work to expand existing transit and multi-modal transportation services (bus, light rail, commuter rail, vanpools, ferries, and bicycle trails). King County residents share these environmental goals and priorities. I will also promote the use of alternative-fuel vehicles and infrastructure. In 2007, I was the first elected official in Washington to drive a plug-in hybrid electric vehicle (PHEV) to demonstrate King County's leadership for innovative, clean transportation.

- Improve energy efficiency: In the U.S., 40% of greenhouse gas emissions, 65% of our waste output, and 71% of our electrical consumption originates in commercial and residential buildings, and local government can positively affect change on this front. In the short-term, I will work to make county government facilities more energy efficient; I was prime sponsor of legislation requiring new county buildings and renovations to be LEED gold standard certified. Long-term, I will work to promote green building standards and ensure that King County remains on the forefront of efforts to help residents and businesses to waste less, recycle more and reduce harmful output and emissions from their homes and offices. As a regional leader, I will also promote energy conversion, moving us away from fossil fuels to more sustainable forms of energy, including solar, wind, and geothermal.

- Improve wastewater treatment and stormwater management: Brightwater, King County's new wastewater treatment plant, is currently under construction. When complete, Brightwater will make a significant and measurable difference in improving water quality and effectively managing growth in a manner that respects our great natural resources. State-of-the-art wastewater treatment is necessary for the long-term environmental health of our region, and in particular, the recovery of Puget Sound. In the short-term, I will continue to work to complete Brightwater as quickly and cost-effectively as possible. Over the long-term, I will work to expand state-of-the art wastewater treatment systems such as membrane bio-reactor technology, which will be used at Brightwater, continue efforts to utilize all King County biosolids as fertilizer for forests along the Mountains to Sound Greenway and cropland in Eastern Washington, work to expand reclaimed water use to irrigate crops and open space, thus diverting outflow to Puget Sound and recharging groundwater, and preserve and enhance efforts to build the infrastructure necessary to significantly reduce combined sewer overflow (CSO) events. I will also take the lead in promoting enhanced stormwater management systems and technologies, including working with our state legislature and area municipal leaders to find effective improvements. This will include consideration of significant changes to our code and the codes of area municipalities.

Healthy Communities

1. What human health issue (e.g., soil and water toxicity, air pollution, asthma rates, etc.) is your biggest priority?

Soaring obesity and diabetes rates are a high priority for me, as they are easily solvable lifestyle-caused conditions with devastating implications for human health. I believe that we can take great steps toward reducing obesity and diabetes rates—as well as reduce greenhouse gas emissions—by creating livable, walkable, bikeable, transit-oriented urban communities. Thus, in addition to advocating for expanded transit and multi-modal service, I have long advocated that our transit agencies operating in King County must make the best use of historic opportunities to combine great land use planning with transit investments for light rail, commuter rail, and Metro expansion (like RapidRide). Redevelopment around existing stations and routes, as well as planned expansions, provide a great opportunity to reduce auto dependency and driving while creating dense, quality urban environments that encourage people to live active, healthy lifestyles. Making transit-oriented development a “transportation” priority not only maximizes our public investment of transit dollars and helps avoid the extraordinary added cost of expanded road and highway capacity, it also creates high quality urban neighborhoods that help residents stay healthy.

2. How do you propose to increase access to organic produce for lower-income areas, especially in South King County?

It is critical that we work to support local, organic farmers in King County so that farming can remain economically viable in our region. This includes helping farmers with farmland protections (including Agricultural Protection Districts) and economic incentives (including property tax breaks for commercial agriculture), as well as outlets to sell farm products and the infrastructure to get crops to market. Studies have shown that farmers markets in our area sell local, organic food at prices at or below supermarket prices. By supporting the efforts of Puget Sound Fresh and farmers market advocacy groups like the Neighborhood Farmers Market Alliance, we have come a long way toward strengthening and expanding agriculture and farmers markets in King County. We must focus on increasing the number of farmers markets in South King County to ensure access to reasonably priced local and organic farm products for these communities, and access to area grocery stores in South King County via programs like Puget Sound Fresh so that low income individuals can purchase organic produce on a regular basis.

3. What steps will you take to strengthen the environmental goals of the WA Association of Counties? How will you work with counties that put a lower priority

on environmental goals to ensure that the Association still works in favor of strong environmental policies beneficial to King County and central Puget Sound?

I have a proven track record of working with other counties in our state and nationwide to further environmental goals. I am a founder and the National Co-Chair of Climate Communities, a national alliance of locally elected officials who lobby the federal government for support of local climate change initiatives. We received over \$7 billion in the recently approved federal economic stimulus bill to be distributed to local governments nationwide for energy efficiency grants and vehicle emissions reduction programs. We also have the active commitment of U.S. Senate leadership that Climate Communities, representing local governments, will have and will write chapters in any federal legislation affecting climate change, like Cap and Trade. Through an already strong relationship with the Washington State Association of Counties, King County has the opportunity to work together with counties statewide to implement federal climate change legislation and energy efficiency grants. In other areas, I will work with the Washington State Association of Counties to show them environmental success stories, where a regulatory or incentive program has worked well to protect the environment and been accepted by landowners and residents. Where necessary, I will encourage the Washington State Association of Counties to let us set and achieve higher environmental standards beneficial to King County and Central Puget Sound. We have often done this by promising to reduce or eliminate our Washington State Association of Counties dues if they do not “favor” such outcomes.

Clean Water

1. What changes (if any) would you propose to the Critical Areas Ordinance? How would you develop support for these kinds of changes?

The CAO is a critical tool for protecting habitat, preventing urban sprawl, protecting open spaces, promoting urban growth, and preserving the rural character that makes King County such an incredible place to live. This landmark legislation also helps control flooding, maintains forests, protects wildlife habitat, and ensures that King County streams will be home to salmon.

I supported and voted for the adoption of King County's CAO, and as a prime sponsor of the state's Growth Management Act, am committed to regulatory protection for local critical areas. I remain so today, and was pleased that in Citizens' Alliance for Property Rights vs. Sims, only one section of one of the CAO ordinances we adopted was challenged, and that the underlying science for the 65/35% clearing and grading provision was not challenged at all. Consequently, the bulk of our CAO work stands! However, our State Supreme Court determined that the 65/35% clearing and grading provision ran afoul of a state law prohibiting a "tax, fee, or charge" on land use, and therefore must be stricken. I disagree with the Court's reasoning and decision, but am aware it has left us with an untenable situation: the Growth Management Act requires us to use "best available science" to determine protection of critical areas, and best available science leads us to a 65/35% clearing restriction standard. The Court has not undermined the science, yet it has stricken our scientifically supported clearing and grading requirement!

Somehow, we must reconcile conflicting state statutes and the Court's finding, which may lead us to a legislative fix or to doing review of rural development proposals on a case-by-case basis for critical areas—a very expensive proposition for landowners. If it leads us to a legislative fix in Olympia with regard to state law prohibiting a "tax, fee, or charge" on land use we will need to build a coalition of support for effective change. As King County Executive, I will work with experts in the environmental community and citizens to propose the best, most effective ways to remedy this situation and enhance our protection of critical areas.

2. The county's urban stream and river buffers and fish and wildlife habitat protections are currently not in compliance with the King County Comprehensive Plan.¹ What barriers do you see in reaching compliance and how would you overcome them?

Most property along urban streams and rivers was acquired decades ago, and owners built homes and other structures within today's recommended buffers, and without fish and wildlife habitat protections recommended by today's best available science. All this occurred before the Comprehensive Plan was even conceived, so most urban stream- and river-side properties have grandfathered-in homes and other structures that would not be allowed today on new construction. By doing outreach to streamside property owners, we

can help them to create more natural shorelines that enhance fish and wildlife habitat. As founder and Co-Chair of the Cedar River Council, I have successfully worked to bring government together with riverside property owners to cooperate on these kinds of efforts. King County already works with landowners to restore streamside parcels that have important benefits as aquatic resources, but much more education and outreach to individual property owners must be done. As Executive, I will also ensure that King County continues to build stream and wetland enhancement projects as well as habitat restoration projects including streamside and wetland planting and in-stream improvements to habitat.

3. Given population growth and climate change, what measures will you advocate for to ensure communities continue to have an adequate supply of clean drinking water?

Ensuring an adequate supply of clean drinking water means that we must focus on both the quality and quantity of our drinking water. Due to the foresight of previous generations, our region is fortunate to have the comparatively pristine Cedar River and Tolt River watersheds serve the largest portion of King County residents' drinking water needs. We must remain vigilant in keeping these watersheds clean. For communities and individual households dependent on groundwater, it is imperative to keep Public Health's Drinking Water Program funded so that wells can be tested and problems can be identified. King County supports a groundwater protection program that works to monitor and improve groundwater quality; as Executive I will work to strengthen this program's efforts to resolve identified groundwater problem areas.

Drinking water quantity is an ongoing problem, especially as our region's population continues to grow into the foreseeable future. Businesses and residents must be encouraged to continue to conserve water whenever possible; as Executive I will continue to promote rebates on water-saving household appliances, rain barrels, and education about simple things to do at home such as turning off the faucet while brushing your teeth. As longtime Chair of the King County Council's Regional Water Quality Committee, I have held strong despite pressure from regional drinking water providers to ensure that infrastructure is built to allow reclaimed water produced by King County's wastewater treatment plants to be used for irrigation, industrial, and other non-potable uses. Reclaimed water is a large part of the upcoming Brightwater project, and in addition to water conservation, also has the added benefit of reducing output into Puget Sound.

Smart Growth

1. How will you promote the protection of the Urban Growth Boundary?

As a State Legislator, I was a prime sponsor of the Growth Management Act and fought to establish the concept of Urban Growth Boundaries in statute. As a King County Councilmember, I fought to establish our Urban Growth Boundary, downzoning 50,000 acres of urban zoned property to rural zoning in establishing it. I have fought to maintain it ever since.

Every year, when King County undertakes updates to its Comprehensive Plan, the Urban Growth Boundary is assaulted by property owners on the boundary who file requests to breach the Urban Growth Boundary outward, parcel by parcel. During the last major review of the Comprehensive Plan in 2008, I was joined by a majority of the Council in successfully defeating many specific proposals by property owners that would have expanded the Urban Growth Boundary. In addition, we encouraged more dense growth within the Urban Growth Area by providing incentives for increased participation in the Transfer of Development Rights program, and revising transportation concurrency models in order to permit more dense housing development where there are existing roads, sewers and other infrastructure to support it. The King County Executive serves as the frontline “gatekeeper” to ward off assaults on the Urban Growth Boundary as the first reviewer of all petitions to change the Comprehensive Plan, and my record conclusively shows that I will be a strong and decisive “gatekeeper” in favor of keeping the boundary intact and inviolate. This aspect of the King County Executive’s job is critical; it is nearly impossible to reverse development once the boundary is expanded. Hence, I will propose even stronger Comprehensive Plan policies to keep the Urban Growth Boundary “as is,” and work with key interest groups to ensure the political will exists to support stronger policy protections.

2. How should King County promote affordable housing within incorporated cities, reducing pressure for unincorporated County housing? How will you lead on this?

We must continue to densify housing in urban King County—whether in incorporated or unincorporated urban areas awaiting annexation, in order to protect rural areas, prevent

sprawl, preserve natural resources, and create new, livable, walkable, quality urban neighborhoods. King County has a myriad of policies and programs to promote affordable housing that as Executive I will continue to uphold and expand. From ensuring that surplus county-owned properties are developed for affordable housing to lowering fees and reducing financing costs for developers who include affordable housing in their projects, I will continue to fight for dense, livable, transit-oriented and affordable housing in our region as housing costs rise relative to incomes.

3. Are current development guidelines strong enough to prevent sprawl while still meeting the County's commitment to the policies and targets outlined in the PSRC's multi-county Vision 2040?ⁱⁱ What improvements do you propose?

I participated in the "Reality Check" exercise in 2008 when policymakers used legos to represent population growth, jobs, housing, and other growth components, and was reminded firsthand how challenging it will be to accommodate the influx of new residents we expect while holding firm on the Urban Growth Boundary and preventing sprawl. I support Vision 2040 and am committed to implementing its policies and targets as King County Executive. This will require more aggressive transit expansion, increased incentives for dense urban housing, and jobs and infrastructure growth in our urban areas. I look forward to implementing as Executive the vision outlined by this plan. I am, however, open to challenging current development guidelines, as well as the Vision 2040 Plan, to ensure sprawl is prevented and that our policies, growth targets, and urban infrastructure are realized. In particular, I want to ensure that our planning horizon matches the "Cascade Agenda" for the 100 year growth plan. If not, I will propose changes to make sure we are on track to maximize the current urban area for growth.

Transportation

1. What are your priorities for new transportation infrastructure investments in the County? How will your plan affect land use patterns, the mix of transportation modes, the number of trips, and vehicle miles traveled? In particular, will it reduce travel times for low-moderate income people (for example, a bus trip from Rainier Valley to Burien takes over an hour and a half)?

As a citizen, and now as a member of the Sound Transit Board, I have long fought for a multi-modal transportation system that includes light rail, commuter rail, and regional bus service. We are now about to realize the benefit of those efforts with the opening of light rail revenue service on July 18th. I also fought after the 2007 defeat of Proposition 1 to quickly bring back a revised transit-only package for voter consideration in 2008. I prevailed in this effort, with the ST Board voting 16 – 2 to place the measure on the 2008 ballot. With resounding approval of ST II last November, our region is now poised to finally be served by a fast, reliable, energy efficient transit system that many other international cities on par with Seattle have enjoyed for decades. As Chair of the Sound Transit Central Link Oversight Committee, I have overseen delivery of the initial segment on time and within budget, a goal we will achieve this year. As CLOC chair, I am also committed to expanding light rail east, north and south as fast as we can. Light rail has already affected land use patterns; residential development along the initial light rail line in Rainier Valley is booming, and a recent Seattle Times article reported that this neighborhood is one of the only areas in King County to see real estate appreciation over the past two years. Because light rail is convenient, reliable, as fast or faster than driving, and cheaper than driving, I expect it to quickly become the preferred travel option for many residents, including low-moderate income families, greatly increasing travel options and reducing vehicle miles driven.

So, my overall priority for new transportation infrastructure is a significant increase in funding for transit, ferries, and non-motorized modes like trails. This includes Metro Transit and passenger ferry service as part of the mix, all of which means when combined with a fixed urban growth boundary, land use patterns will call for dense, walkable, transit friendly re-developments in our urban core. And combined, they will significantly reduce vehicle miles traveled. It will also lead to much greater “mobility options” for low to moderate income individuals, reducing their travel times (especially to and from work).

2. How can the county maintain Metro Transit's service levels in the near future? What changes, if any, should the county make to ensure transit service is insulated from future economic turmoil?

Metro Transit is a workhorse for our region, with nearly 120 million riders per year using our bus system. But Metro is largely dependent on sales tax revenue to operate, so while

ridership is soaring the tough economy means that revenue is plummeting and it is increasingly tough to find enough money to keep current service levels operating. I am committed to finding efficiencies within Metro Transit to free up more money to maintain services. Last year I initiated an in-depth audit of the agency that has already uncovered \$105 million in one-time capital funding that is not needed in a reserve fund, and this will begin to fill the hole in the agency's budget for next year. I expect the audit will find more savings opportunities. And I will also continue to work with the State Legislature to help provide more revenue flexibility to cover existing transit costs. In the worst case scenario, should cuts become necessary, I am committed to making those cuts equitably across our region, and, when the funding outlook improves, to restoring service equitably in the same manner that it was cut. (Please see my op-ed in the Seattle Times to learn more: "Act Now to Preserve Metro Service:

http://seattletimes.nwsourc.com/html/opinion/2008916639_opinc25phillips.html)

We may also need to take Councilmatic action on the new 7.5 cent property tax authority the state legislature gave us to enhance transit revenues. While this only raises about \$25 million per year, when combined with audit savings in Metro we have found we may be able to hold off severe cuts for 2 to 3 years—time for the economy to recover and sales tax revenues for Metro with it. I would also return again to the legislature to find more transit revenue authority to ensure transit is appropriately insulated from future economic downturns.

3. How can the county become a more significant player in the design and financing decisions surrounding replacement of the SR 520 floating bridge? In your answer, consider the importance of the corridor to Metro Transit and to regional transit in general. Are there changes to the current planning discussion that you would like to see, and why?

Transit ridership across the SR 520 corridor is significant; Metro and Sound Transit currently carry about 7,000 riders each direction on a typical weekday, and westbound ridership during morning peak hours is equivalent to $\frac{3}{4}$ of one general purpose lane had those riders been traveling in cars. I will work to make sure that King County advocates for HOV lanes, bus traffic improvements including direct ramp connection from 520 to the I-5 express lanes and direct HOV access ramps at chokepoints, and seamless transfers at both ends of 520, both to

Eastside bus routes as well as to Seattle bus routes and Link light rail in the University District. I will also insist that the State allow King County greater influence in the design and financing of the SR 520 replacement since our transit systems save the state billions of dollars by carrying so many people that would otherwise drive, increase demand for highway expansion, wear out the bridge faster, and contribute to global warming.

4. What is your vision for the King County ferry district? What key waterfront destinations might require public acquisition or long-term use leases?

In our region surrounded by lakes and Puget Sound, I believe it makes sense to revive our old “mosquito fleet” concept to bring new waterborne transit alternatives to life. Passenger ferries are simply “buses on water” and should be considered part of our transit system. The Water Taxi has been a resounding success—with ridership growing every year—and year-round service next year will help get car traffic off the West Seattle bridge, especially as Viaduct replacement construction ramps up. I have supported all the currently planned demonstration routes for the Ferry District, in particular the ferry route between Downtown Seattle and Ballard/Shilshole Marina, with possible stops for tourists visiting the new Port of Seattle cruise ship terminal at the foot of the Magnolia bluff. All proposed dock locations (Ballard, Kenmore, Kirkland, UW, Renton, Des Moines, etc.) will likely require public acquisition or long-term use leases. We are on the cusp of a “mobility revolution,” and passenger ferries need to be an integral part of that future.

5. Transit integration: What steps would you take to ensure Metro Transit and Sound Transit planning and service implementations are better integrated? Are there any changes to the structure of transportation governance in the region that you would not consider, and why?

For several years, state government has been interested in “reforming” transportation governance. I have publicly and repeatedly informed state elected officials that regional transit agencies already do a great job of coordinating; in short, “if it ain’t broke, don’t fix it.” Examples of successful cooperation include the new ORCA Smart Card fare payment system, engineered by seven public transportation system partners who have worked closely to simplify travel for the growing number of citizens who transfer between systems; Metro operation of several Sound Transit Express bus routes since 1999; reconfiguration of Metro’s

bus service to coordinate and support Sound Transit's Express bus service, light rail, and commuter rail; close coordination between Metro and Sound Transit to prepare the Downtown Seattle Transit Tunnel for shared operation of Metro buses and light rail trains, which Metro will operate for Sound Transit; and long-standing coordination between Metro and the Washington State Ferry service to provide passenger service from Coleman Dock, as well as more recent coordination between the state and King County Ferry District to continue to provide passenger-only ferry service between Seattle and Vashon Island.

I would not support a formation of a distant, unaccountable state-controlled mega-agency for transit. In all of my discussions with citizens about our transit future, no one has asked me for a bigger, distant bureaucracy with more elected officials. Transit agencies need to be local or regional, with great accessibility to decision-makers by voters/transit users. Also, the state does a lousy job on highways, so they are a poor structure to emulate.

Climate Change

1. How will you use the purchasing power of King County to continue to promote development of energy efficiency and renewable energy?

King County's vehicle fleets, including Metro Transit, by virtue of their sheer size, represent significant opportunities to influence the market by demanding clean vehicle alternatives. As Executive I will continue to purchase green buses, including biodiesel and hybrid buses, buy hybrid and plug-in vehicles—I was the first test driver of King County's first plug-in fleet vehicle—and prioritize purchasing green vehicles on the cutting edge of innovative technology.

I have also committed to a thorough review of King County's purchasing practices as a top priority beginning in 2010. As part of that review, I will make use of our purchasing power to promote energy efficiency and renewable energy so it is a priority for county purchases.

As I mentioned earlier, thanks to legislation that I introduced as prime sponsor, all new King County buildings and renovations are now required to be LEED gold standard certified.

2. How will you ensure that King County meets its commitments to county, regional and

state reduction goals for greenhouse gases and vehicle miles traveled?

As King County Executive, I will continue and expand our government's efforts to curb greenhouse gas emissions by using hybrid vehicles and buses, biofuels, water reclamation, green building, and waste-to-energy innovation. While most of these issues are detailed elsewhere in this questionnaire, I want to mention my support for a specific waste-to-energy effort to reduce waste and emissions by recapturing methane gas produced from decomposing garbage at the county-owned Cedar Hills landfill. This greenhouse gas should not be released into the atmosphere, and is too precious a resource to waste. I supported King County's efforts to partner with private companies to build facilities to capture gases at Cedar Hills and convert them to natural gas, a project that will be online soon.

As Executive, I will continue King County's leadership as a member of the Chicago Climate Exchange, a voluntary market organization that binds members to specific commitments to reduce greenhouse gas emissions using financial incentives. I will also continue to ask our federal and state governments for faster implementation of adopted strategies for greenhouse gas reductions and reduced VMT.

3. What County infrastructure do you regard as most at risk from climate change impacts? What do you propose to do to lessen this vulnerability?

King County's roads, bridges, levies, seawalls, offices and other facilities, stormwater management systems and wastewater treatment plants are all at risk from climate change impacts. As King County Executive, I will ensure that best-available science is being employed to evaluate possible climate change-related risks, and that new capital projects and repairs are undertaken with this in mind. Water—with both extreme possibilities of increased precipitation and drought—is an issue of particular importance. King County must manage flood hazards and shorelines to adjust to probable increases in fall and winter flooding, and possible coastal flooding if sea levels rise. As I mentioned earlier, King County's new reclaimed water system at Brightwater promises to deliver significant savings in drinking water supply by using reclaimed water for irrigation, industrial and other non-potable uses. This will be a powerful resource and priceless infrastructure in the face of any climate change-induced drought.

Campaign

1. How much money will it take to win this campaign and what are your fundraising plans?

My fundraising goal for the primary and general election is \$750,000 and to date I have raised \$362,000. We will run a robust, targeted campaign to reach out to donors and voters. I've hired Colby Underwood as my professional fundraiser, and together we've raised the bulk of these funds. We've also started to phone bank at our campaign headquarters and will dramatically increase political outreach as our campaign progresses. We plan to speak to thousands of voters in their own communities, host dozens of fundraising and volunteer events (with several done already) and phonebank relentlessly before Election Day.

My campaign is heavily organized around electronic media, so fundraising dollars raised will stretch far. Our campaign will continue to use email, social networks like Facebook and tools like Twitter and Tatango to reach out to voters, especially younger voters, throughout the campaign. As our presence and reach increases during the campaign, we will leverage these resources, translating online activity into grassroots advocacy.

2. Upon which environmental issues is your main opponent weak? How viable are your opponents?

My opponents include environmentalists, and I applaud and thank them for their efforts to protect our environment. However, my environmental record and conservation priorities are broader and deeper and wider than any of my opponents. In comparison to my opponents, I have built a career as a "conservation forerunner" with the vision to see the environmental challenges facing our region, the strategic ability to chart new effective ways in which to deal with them, and then push for environmental initiatives to help solve those problems. From the inception of the Growth Management Act to salmon recovery, from preservation of over 100,000 acres of forest in the Cascade foothills to working on climate change, I have taken the lead on the most critical issues facing our county's environment.

As far as viability, I have the best organized, best financed, most endorsed campaign of all candidates in this race. I am the only candidate with strong support from labor, business and

environmental leaders. I am also the only candidate in this race with executive experience in both the public and private sectors.

Finally, over many years I have established trust and a large network of colleagues, friends and working relationships in King County's rural area, which is often "ground zero" for important environmental initiatives. I understand how to bring opposing parties to the negotiating table and build consensus to get things done. This isn't easy and it takes time, but it pays off in the long term and will help King County overcome the regional divisions that have prevented productive dialogue about environmental solutions between all parties. My background, knowledge, network, and commitment—all proven over time—distinguish my ability to fight for and enact significant, positive change for our environment.

Additionally, my candidacy for King County Executive is supported by the following environmental leaders:

- Denis Hayes
- Maryanne Tagney Jones and David Jones
- Rob Johnson
- Doug and Maggie Walker
- Kathy Fletcher
- Doug Schindler
- Ron Sher
- Jim Ellis
- Gene Duvernoy
- Charlie Raines
- Bill Pope
- John Howell
- Jennifer Belcher

ⁱ <http://www.kingcounty.gov/property/permits/codes/growth/CompPlan.aspx>

ⁱⁱ <http://psrc.org/projects/vision/index.htm>