

CASE

2019 Seattle City Council Candidate Questionnaire

Thank you in advance for taking the time to answer this questionnaire, which was developed by the Civic Alliance for a Sound Economy (CASE). Please note, answers will be shared with CASE members and we reserve the right to publish any information provided in this questionnaire.

Your responses to the following questions will be used as part of the screening process to determine which candidates are interviewed as part of our endorsement process.

Responses will be accepted on a rolling basis but are due no later than Friday, May 24th by 5:00p.m.

To submit your completed questionnaire, or if you have any questions, please contact Michael McIntyre at Michael@casecampaigns.com

About the Civic Alliance for a Sound Economy

The Civic Alliance for a Sound Economy (CASE) is a political organization representing diverse local business interests. Sponsored by the Seattle Metropolitan Chamber of Commerce, CASE is committed to creating an affordable, livable, and safe city for all Seattleites to thrive.

CASE endorses candidates who demonstrate a strong commitment to improving the quality of life and economic opportunities for all Seattleites. CASE is focused on four core issues:

Good Governance:

Trust: Seattle deserves a City Council we can trust to put our city on the right track, not one that has failed to make meaningful progress on many of the critical issues we face.

Accountability & Transparency: Seattle deserves a City Council that is accountable to all of us and acts transparently. We need to know whether our city's resources are being used wisely.

Solutions: Seattle deserves a City Council that stays focused on issues facing our city and our neighborhoods - and offers ideas that work. We need leaders who will take a balanced approach and work collaboratively with local leaders, not fight them.

Homelessness:

Big Picture Thinking: Seattle deserves a City Council that will advance long-term systemic reforms to address homelessness in our city, which continues to rise while the U.S. average remains almost flat. We need to do better to help our homeless neighbors.

Best Practices: Seattle deserves a City Council that provides resources to effective programs and groups and holds contractors accountable for meeting performance standards.

Regional Approach: We need prompt implementation of thoughtful, regional solutions with clear leadership and accountability to ensure that homelessness is rare, brief, and one-time.

Affordability:

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Housing for All Income Levels: Seattle deserves a City Council that recognizes the importance of building housing for people and families of all incomes. We have a diverse population and broad-based economy, and we all do better when more people can afford to live close to jobs and transit.

Local Businesses & Jobs: Seattle deserves a City Council that is focused on the success of all our neighbors, especially those getting left behind as our city experiences incredible prosperity. We need leaders who will help grow local businesses and expand family-wage jobs.

Transportation:

Congestion & Livability: Seattle deserves a City Council that prioritizes improving transit, reducing traffic congestion, and helping people and goods move around the city faster. We need leaders who continuously strive to make Seattle one of the best places in the nation to live and work.

BASIC INFORMATION

Candidate Name: Lisa Herbold	City Council District: 1
Party Affiliation: Democrat	Phone Number: 206-920-LISA
Email Address: d1forlisa@gmail.com	Facebook: @district1forherbold
Website: www.district1forherbold.com	Twitter: @d1forLisa

CAMPAIGN INFORMATION

Political Consultants: Dean Nielsen
Campaign Manager: pending
Fundraiser: n/a
Money Raised to Date: \$55,722 plus unredeemed democracy vouchers
Are you participating in the Democracy Voucher Program? Yes
Total Democracy Vouchers Collected: \$64,300
Money Raised Outside of Your District Vs. Within Your District: 69% within District 1
Fundraising Target for Primary Election: The spending limit is \$75,000 for candidates who participate in the democracy vouchers program, unless organizations such as CASE engage in spending

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Fundraising Target for General Election: The spending limit is \$150,000 for candidates who participate in the democracy vouchers program, unless organizations such as CASE engage in spending

Total Doors Knocked On: getting on the doors this weekend!

Please list all endorsements you have received:

Organizations: 11th District Democrats, King County Young Democrats, MLK Labor, SEIU Local 6, SEIU Local 1199, UNITE HERE Local 8, Ironworkers Local 86, Laborers Local 242, National Women's Political Caucus, International Union of Painters and Allied Trades

Elected Officials: U.S. Representative Pramila Jayapal, 34th District Senator Joe Nguyen, Seattle City Councilmember Lorena Gonzalez, State Rep. Zack Hudgins, 11th District, State Rep. Steve Bergquist, 11th District, Senator Bob Hasegawa, 11th District State Rep. Mia Su-Ling Gregerson-Dahle 33rd District, King County, State Rep. Nicole Macri, 43rd District, King County Councilmember Joe McDermott, King County Councilmember Rod Dembowski, King County Councilmember Larry Gossett, Port Commissioner Peter Steinbrueck, and School Board Member Leslie Harris, plus numerous individuals

ISSUE Questions

Homelessness

Most Seattle voters rank homelessness as their number one issue and believe the current City Council has not offered workable solutions despite increased funding.

Q1: What are your top two strategies for addressing homelessness?

The [leading causes](#) of homelessness are 1) lack of affordable housing, 2) lack of a living wage, 3) domestic violence, 4) medical bankruptcy, and 5) untreated mental illness and addiction disorder conditions.

There is no single solution, so we need a multifaceted approach. It's clear homelessness is a regional issue that requires regional solutions. The move to have a new joint King County/Seattle approach, that includes alignment of strategies and, most importantly, regional decision-making, is welcome.

More affordable housing is needed--that's one reason progress is limited. Permanent supportive housing is effective, 97% of people served by permanent supportive housing stay housed, and prevention programs have proven successful at preventing homelessness. Diversion, rapid rehousing can be effective at removing people from homelessness, with low rates of return.

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Because of more people becoming homeless daily, we must do what we can to reduce this. Eviction prevention is one key area for this, [as a recent report, Losing Home, by the Women's Commission noted. A recent Zillow report makes evident, more people become homeless every day, because for every 5% of increase in rents, about 258 more people become homeless.](#) Though there was a small dip early in 2019, from 2010 to 2018 Seattle area rents have increased by 69%, more than double the national average of 32%.

Q2: Do you believe that achieving these objectives will require additional financial resources?

Yes. Increased funding in the state housing trust fund the City lobbied for will help; I lobbied King County to increase affordable housing beyond the minimum level required by state law for the lodging tax; Councilmember McDermott sponsored a measure to increase funding by over \$180 million.

Seattle leads the nation in growth among large cities, At a time when the population of many cities is declining, Seattle is adding a high volume of high-paying jobs. Rents have increased significantly, as has the cost of buying a house or a condo. This places pressure on those with lower incomes, and contributes to homelessness.

To give one example, 21% of jobs in Seattle are related to information technology, whereas only 3% are in manufacturing, compared to 6% and 11.5% nationally. This places stress on the housing market for those less able to afford housing.

By one measure 85% of new housing built over the last 10 years has been luxury housing, so while it has served newer residents with high-paying jobs, it hasn't helped enough to address the vast needs of lower income residents. [More than 22% of Seattle residents are severely housing cost burdened,](#) meaning they spend more than half of their income on rent. We not only need more affordable housing to address homelessness, but also to address climate change (60% of carbon emissions in Seattle are from transportation, and longer commutes mean more emissions), and to have a sustainable and diversified employment base.

Q3: What are the most critical things that must change in order to implement your strategy?

A funding source needs to be identified to bring to scale the model that we know works, and in some cases innovated here in Seattle, enhanced shelter, diversion, prevention, permanent supportive housing (housing first) and interventions like the Law Enforcement Assisted Diversion program.

Transportation

We need to meet our region's growing mobility needs, allowing employees to get to work and efficient transportation of goods. Traffic, congestion and public transportation are also top issues for Seattleites. Considering the approval of the 9-year, \$930 million Move Seattle Levy:

Q1: How would you pursue budget transparency and accountability for these funds, and what are your metrics of success?

I sponsored the creation of a capital oversight program for major capital projects, so that the Council receives regular, quarterly updates on the progress of capital programs, including SDOT transportation projects and ongoing programs. The legislation requires transparency, and quarterly updates. Previously, updates were required only with the submittal of the annual budget. This allows for early identification of problems.

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This new accountability policy means that the Council now approves a “watchlist” of large projects based on risk factors re: scope, schedule, budget, coordination, community impact, and political risks. The 2019 watch list includes 18 projects, including major capital projects included in the levy, such as the Delridge Multimodal Corridor and the Roosevelt Multimodal Corridor. Quarterly reports based are required, with risk factors identified by green, yellow, or red, based on project status.

In addition, my legislation required reports for ongoing capital programs included in the levy, such as street paving and the pedestrian master plan, to track progress on whether the budget is on track, and whether new risk factors are emerging.

This reporting process allows for clear measurements. For example, the Center City Streetcar is well above the original budget. The Lander Street Overpass project, by contrast, is currently projected to come in below budget. We'll get updates soon on these trends, and whether, for example, concerns about areaways in Pioneer Square, and the limited load-bearing capacity of streets there, and consequent limitations on heavy vehicles, could affect the projected budget for the Center City Streetcar still further.

For ongoing programs, for 2018, we found that more school zone projects were constructed than planned, but pedestrian master plan improvements were behind schedule. These kinds of measurements were not provided before--now they are institutionalized.

Q2: What are the top transportation needs in your district and how would you address them?

Public transportation is an important need in both West Seattle and South Park. I strongly support bringing light rail to West Seattle that will ensure the maximum long-term benefit to the community. I've worked on ensuring city plans are met for West Seattle neighborhoods, as noted elsewhere regarding Admiral and Seattle's urban growth strategy; I also supported amending the original criteria for Proposition 1 to allow for additional bus service in areas like Delridge. Increases in service funded by the City now account for 1/3 of the highly successful C Line. Extending it to the employment center of South Lake Union also resulted in increased ridership.

Transportation infrastructure is also important for multi-modal transit. I am working with SDOT on assessing and addressing failed pavement condition on key arterials. Pavement conditions have no vocal constituency, but I believe they should. Pavement conditions significantly impact freight, transit, and bike transit.

Housing

Seattle must have more affordable housing to address critical workforce needs. The passage of Mandatory Housing Affordability is a first step in addressing this pressing issue.

Q1: Now that MHA has passed, what would be your top legislative priority be for creating more affordable housing options in your district?

Adequate funding is needed for affordable housing. I am also working on displacement prevention, to ensure that new construction maintains the number of affordable units. Persons who are displaced can fall into homelessness, exacerbating the problem. I am also supporting planning in transit areas in West Seattle, specifically the West Seattle Junction and Delridge in order to support transit-oriented development.

Growth and Competitiveness

Seattle is a geographically constrained city experiencing unprecedented growth. We need City

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Councilmembers who can plan for the needs and challenges that come with that growth, including how the city can physically accommodate large increases in people and jobs.

Q1: How and where should our city direct new growth?

The City's application of the State Growth Management Plan is focused on Urban villages. It's important that we accommodate these areas with services that match. To name one example: bus service. That's why I had my office analyze the City's Comprehensive and Transit Plans, and found that service in the Admiral Urban Village lagged behind other Urban Villages, and successfully advocated for additional bus service funded through the Seattle Transportation Benefit District funds dedicated to Metro bus service. Bringing light rail to West Seattle is a high priority.

I am interested in the recommendations of the Seattle Planning Commission's report, *Neighborhoods for All*. If coupled with a multifaceted approach to addressing displacement and an actionable plan to fund infrastructure, I believe that a productive citywide community discussion about these recommendations is possible.

Q2: As more neighboring cities develop the housing, transit, and commercial infrastructure needed to support larger employment bases, how will you as a Councilmember encourage employers of all sizes to locate, stay, and grow in Seattle?

Access to transportation infrastructure is critical. A second subway line in Downtown, extending into South Lake Union, will help long-term. The Elected Leadership Group I served on considered the long-term needs of the Expedia campus when planning station locations, as well as Port facilities in the Duwamish, Ballard/Interbay, and industrial businesses in SODO.

I opposed the proposed SODO arena street vacation, in part due to the need to maintain transportation access for our maritime trade businesses. Access to the Port is an important issue not just locally, but for farmers in Eastern Washington, whose use of our port help keep jobs in Seattle.

As chair of the Council committee with oversight of the Office of Economic Development, as well as my service on regional economic development committees like the PSRC's Economic Development Council of Seattle King County, I am keenly aware that we have to work to create balance in the growth of Seattle's strategic industry sectors: manufacturing, maritime, life science/global health, information technology/startups, green business/technology, film/music/nightlife, and the restaurant/hospitality sectors. To do so we must not only increase support for the technical assistance programs for small businesses getting a start in these sectors but we must also enhance programs that allow communities that have traditionally been left behind to be job-ready for the employers in these sectors.

I am looking forward to working with the Office of Economic Development's new director, Bobby Lee, who is being appointed through my committee to explore how Foreign Direct Investment programs can promote middle wage jobs by attracting companies who are both accustomed to both paying higher wages and have as a mission to hire Seattle workers, with an emphasis on Seattle workers from diverse communities. I am excited the Director Lee intends to also use public benefit agreements to ensure that FDI companies make purchases from local minority, women-owned small businesses .

Public Safety

Every Seattleite deserves to be safe in their neighborhoods. However, many Seattleites feel less safe in their neighborhoods than they did just two years ago.

Q1: Please describe the top public safety concern in your district.

Police coverage is the top public safety priority throughout District 1, as reflected in the Micro Community Policing Plans, and in what I've heard from constituents as well.

Q2: How would you better allocate resources to address this issue?

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I have voted to increase the budget of the Seattle Police Department by \$100 million in three budget cycles, the largest three-year increase in Seattle's history. I voted to increase the number of officer positions by over 100; voted to increase officer salaries; voted to implement a bonus program; the mayor proposed bonuses for officers who transfer from other departments; I supported extending it to all new officers hiring, because the SPD hiring plan assumed 80% of officer hires would be new officers, rather than "lateral" hires.

I co-sponsored the re-establishment of the Community Service Officer program, to ease the load on sworn officers, and assist them in focusing on 911 response and patrol. These job positions were listed this week, through June 4. If you know of any good candidates, [please send them here](#).

Government Accountability

We know that most Seattle voters do not trust the current City Council. They want a Council that is transparent, accountable and delivers results.

Q1: What would you do to restore trust and accountability?

I will continue the Council oversight of capital projects process that I sponsored. Projects such as the combined utility billing system and the seawall had significant overruns, but there was no mandatory, regular reporting mechanism to alert the Council. The new quarterly reporting for projects placed on the Watchlist, adopted by Council resolution, allows for institutionalized oversight, and allows for Council to prohibit spending beyond established limits. I have sponsored spending limits for two projects so far. To name one example, on the Delridge Rapid Ride corridor, a spending restriction allowed for an opportunity for me as a Councilmember to ensure that public questions and concerns were addressed before providing additional funding. This project also has resulted in the city's major capital project departments agreeing to use standardized terminology.

A major capital project in my direct oversight is SPU's Ship Canal Water Quality Project. As I reported in a recent weekly newsletter, the project will cost \$570 million, funded with ratepayer funds. Because of the size and importance of this project, during the 2018 budget process I led the Council to include a spending proviso on this project in order to exercise our oversight role on the project to have accountability for the rate payer dollars used for the capital construction of this project. A budget proviso ensures that spending can't occur at a certain stage in project development, until the Council specifically allows additional spending. In the case of the SCWQP, the Council stopped spending at the 100% design phase of the tunnel portion of the project. After reporting on the status of the project, the Council can choose, if there's good news, to vote in favor of releasing the funds to proceed with the rest of project. If there's bad news, the Council can stop spending on a project, or change the project scope to address problems that might arise.

The good news is, SPU has updated their confidence rating from 65% to 70%, which means that the project is 70% likely to cost \$570 million or less (the City's share is approximately \$393 million). The confidence rating increases as the project moves closer to completion and as risks go down. The SCWQP is actually five major construction projects. The storage tunnel is the largest project estimated at \$218 million. As SPU moves closer to securing a contractor for construction of the tunnel - which will be in the 3rd quarter of this year - the confidence rating should continue to go up.

If e-elected, I would continue my policy of publishing a detailed weekly newsletter. I get weekly appreciation for the level of detail I provide in my newsletter, giving the public insight to Council deliberations and improving confidence in my representation.

I have regularly requested the City Auditor to examine different aspects of City government, for example, on hate crimes, and on the Navigation Team. If you're able, I'd appreciate it if you could use your influence with the Mayor to further implement the Auditor's recommendation on the Navigation

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Team, to improve outcomes to people living unsheltered as well as the residential and neighborhood business communities surrounding unsheltered encampments.

I sponsored legislation and led Council passage of an ordinance crafted with community providers, HSD, and community-based researchers requiring the Human Services Department to utilize a results-based framework (RBA) for designing all of its human services investments. Before passage, results-based accountability was utilized in 77% of HSD's contracts.

Equal to policy work, constituent services can result in increased trust in local representation. This is where some of the most satisfying moments of my job come in - the constituent work my team and I do. In a district system, constituent work can reaffirm - or in some cases restore - our faith in government. For instance, homelessness in our city is a big issue that many are very frustrated that we haven't been successful in solving.

But when I get the derelict building in my district boarded up, or help get the street lights fixed on a street where there have been assaults, or get a crosswalk installed where our kids walk to school, or add hours for the teen center, or fight alongside the businesses in Luna Park and Fauntleroy to save some of the parking that the city wants to take, then my district knows that I work for them and together we get things done. When my constituents see that I can, with them, successfully address their needs for city services, then they know that we can tackle the big issues too.

Q2: Specifically, how would you evaluate spending priorities and measure their effectiveness?

I consider the likely effectiveness of a proposal, and the spending. For example, a Center City Streetcar that is 200% over budget before breaking ground that would be expensive to construct, and operate, while taking operations funding from metro and deliver few real transit benefits. By contrast, spending in the voter-approved bus service measure has resulted in 67 percent of Seattle households being within a 10-minute walk from 10-minute service, compared to 25% in 2015 and 51% in 2016. This is noteworthy progress, and an efficient use of resources. Number of vehicle miles traveled per resident is also declining. This program deserves to be re-authorized at the ballot in 2020--otherwise we risk losing this measurable progress.

As mentioned above, I proposed legislation the Council adopted to require grants from the Department of Human Services to use results-based accountability in its investments. Data is provided for the effectiveness of programs in order to guide future investments.

Revenue

Many Seattleites believe that there is a spending problem, not a revenue problem.

Q1: Please list the different sources of revenue for the city of Seattle.

The principal sources of the general fund are property taxes, sales tax, B&O tax, and utility taxes. Other funding sources include Admissions Tax, court fines, business license fees, sugary drink taxes, and parking meters.

City Light and Seattle Public Utilities are ratepayer-funded, in accordance with state law.

A 0.1% sales tax, and \$60 in car tab fees approved by voters funds additional bus service, through the Seattle Transportation Benefit District.

Real Estate Excise Tax revenues are primarily dedicated to capital projects, in accordance with state law.

Other sources include federal and state grants.

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Various voter-approved levies provide funding for dedicated purposes. Voters also approved a Parks District.

Q2: Do you believe Seattle has enough revenue to address our most critical issues? If so, please explain which additional tools you would propose.

Washington State has the most regressive tax systems in the United States. According to the Institute on Taxation and Economic Policy, Washington State households with incomes below \$21,000 paid on average 16.8 percent of their income in state and local taxes in 2015, whereas households with income in excess of \$500,000 paid only 2.4 percent.

Local economist Dick Conway has noted [we finish last](#) when you consider fairness, transparency, adequacy, stability, and economic vitality. Our tax system inhibits affordability for middle and lower income residents. Less revenue available contributes to our difficulties keeping people housed and results on our increasing and unsustainable reliance on property tax levies. I have sought to address this.

I sponsored a tax on personal income that is over \$250,000 for individuals, or \$500,000 for couples. The first purpose listed for the legislation states, “(1) lowering the property tax burden and the impact of other regressive taxes, including the business and occupation tax rate.” The legislation is currently under legal challenge.

In Conway’s study, [Washington State and Local Tax System: Dysfunction and Reform](#), he noted,

“high-tech job creates two or three other jobs in the economy through the multiplier process. These workers and their families place demands on the public sector for schools, roads, and safety. If the added costs of these public goods and services were to fall disproportionately on low and middle-income households, as they do now under Washington’s sales-based tax system, those households would in effect be subsidizing the high-tech companies and their employees”.

Given the limitations of our tax system, I co-sponsored an employee hours tax, and limited it to only those companies with the highest revenues, in the same way I supported limiting the business license tax increase supported by the Chamber for hiring police officers to only businesses with the 15% highest revenues. A corporate income tax on net income, as in most other states, would be a fairer approach.

Much has been made of the increase in spending over recent years. In 2017, an Seattle Times article referenced a 40% increase in spending over five years, but when adjusted for inflation the 40% increase was about 30% and when that number was adjusted for population growth, the increase was 17%, or 3.5% per capita. More recently, as mentioned above, the Council has, over the last 3 years increased SPD’s budget by \$100 million, the largest in Seattle’s history. This not only included raises for officers, but \$40 million in back-pay for the years that they didn’t have a contract.

Child Care

Seattle is facing a child care crisis. There are more kids that need care than there are available child care services.

Q1: How would you support increasing access to high-quality, affordable child care for Seattle families?

I supported a budget measure to work toward establishing a child care center at City Hall, or another site if not viable at City Hall. I voted to support the Families, Education, and Promise Levy to support child care programs and the families who need them. I’ve also supported funding for child care for homeless families. I also sponsored the creation of a Child Care Mitigation Fund, to address the displacement of before-and-after school child care from Seattle School District buildings. Including updates to allow for additional child care incentives in the forthcoming Incentive Zoning proposal would be a good step.

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The development for additional child care facilities requires additional support from the city, including incentives for building childcare services in new commercial buildings.

Labor Laws

Labor laws like Washington's Paid Family Leave Law are most effective when they benefit both employees and employers.

Q1: If a new labor law is proposed, how and when would you engage the business community to help inform your position and approach?

I would continue my approach of seeking to work with both labor and the business community.

When I worked on Secure Scheduling proposal, I invited both labor and business to participate in working meetings at the committee I chair.

The discussions and research helped to clarify and define where the problem was. This resulted in a proposal which ended up being considerably more narrow than some would have preferred, focusing only on large businesses where practices in real time schedule changes were most prevalent.

I sought a similar approach with the employee hours tax, and invited the Chamber to participate in the public meetings where a task force worked on a proposal.

I would continue this approach of inviting business to participate and have a seat at the table; however, it is not within my power to force anyone to participate who chooses to decline a seat at the table. I recognize that some are not comfortable participating in transparent public discussions and will always seek other ways of seeking and obtaining engagement when it is apparent that some voices are not represented at the table. In the case of the Employee Hours Tax proposal, I sought and obtained many opportunities to speak at neighborhood chambers to discuss the proposal, as well as demographic-based chambers like the GSBA.

Business Climate

Seattle's business community is a willing partner and expects its elected officials to lead the public policy conversation around solutions to the pressing problems in our city.

Q1: How would you work with the Seattle business community if you were elected to office?

A current example is I am currently working with BIAs from across Seattle regarding the report they published, System Failure (re: Prolific Offenders). I have attended their events to discuss the report as well as, this week, co-sponsored a public forum to highlight the issues they have brought forward, and seek solutions with them.

Q2: Specifically, how would you collaborate with our members to address the city's current challenges while balancing the needs of a business community that drives economic opportunity?

As noted earlier, I've reached out to the business community on legislation that could affect it, and will do so in the future. I've also accepted invitations to meet from various business groups, both the Chamber and neighborhood business groups.