



## **2019 Seattle City Council Primary Endorsements**

We're excited to announce our endorsements for the 2019 City Council Primaries. As always, Seattle Subway focuses on candidates who we feel will best represent environmental values and stand up for progress on transit and land use issues in city hall. To select candidates, we try to take as much information in as possible. Their resumes, voting records, performance in forums such as the MASS forums we co-hosted this year, and their responses to our candidate questionnaires.

This year making these choices was exceptionally difficult with over 50 candidates running for just 7 council seats. In many races, we saw experience and policy positions we liked in more than one candidate and endorsed two. Even that was harder than we anticipated.

So - without further ado, our 2019 Seattle City Council Primary Endorsements.

### **District 1: West Seattle: No Endorsement**

District 1 has the fewest candidates running and, unfortunately, there is no candidate running for city council in District 1 that we can endorse. While we often find ourselves aligned with incumbent Lisa Herbold's values, in practice she has all too often been on the opposite side of issues we think are critical to Seattle's future. She opposes the Center City Connector but wants to spend \$700 million dollars on a West Seattle tunnel that has no discernable transit benefit. She made multiple attempts to amend the MHA legislation to exclude West Seattle neighborhoods from adding housing. Unfortunately, no one running in opposition presented policy statements that could earn our endorsement either.

### **District 2: South East/South Central Seattle: Tammy Morales and Phyllis Porter**

#### **Tammy Morales**

Tammy Morales clearly understands the regional issues we face, and wants to reduce vehicle miles travelled, traffic jams and CO2 emissions with her focus on expanding the scope of near-term solutions to include the entire county and region, and use equitable funding. The best example of this is her prioritization of expanding bus service from employment centers like Seattle and Bellevue to outlying areas like the Kent Valley in South King County where she points out that a lot of working people have relocated from Seattle. She is also clearly focused on Equity and wants to implement road pricing or congestion pricing in a progressive way. She supports post-ST3 expansion with an incrementalist, experimentation approach: she wants to start with RapidRide right now because it is relatively cheap to install and we need it soon, then build light rail where the most successful lines are. She emphasizes high quality integration of Rapid Ride with Link Light Rail, so that connections are as seamless as possible. She supports



fourplexes citywide. For her clear focus on city-level work to quickly implement more transit with equity in mind, we endorse Tammy Morales for district 2.

### **Phyllis Porter**

Phyllis Porter impressed us with her focus on safety and last mile solutions. Her work as an advocate with Neighborhood Greenways will be a key asset in city hall and District 2 is most desperately in need of improvements. She is also a fan of the Metro 8 line on our vision map for future Link expansion... yes! Though Seattle Subway isn't supportive of local funding for ST3 tunnels, she is one of the few candidates (or politicians in general) that gave a serious answer to how we might fund expensive tunnels. We're interested to hear more about "Tax Incremental Financing" and hope to have the opportunity to in the general election. She also supports fourplexes citywide. Porter is a clear embodiment of our principles and we're excited about a lot of the same things. She has earned our endorsement for district 2.

We were also impressed with **Christopher Peguero**, who performed well in both the MASS forums and their questionnaire responses but felt that Morales and Porter had a slight edge.

### **District 3: East Central Seattle: Logan Bowers and Zachary De Wolf**

#### **Logan Bowers**

Logan Bower's highest transit priority is expansion, including Post-ST3 link expansion in Seattle-- specifically Seattle Subway's airport express, SR-99, Lake City, 23rd Ave routes. He recognizes that transportation is a key issue in solving the climate crisis. He read our minds on his answer to tunnels in ST3; he potentially supports a Ballard tunnel if it's the only way to avoid a movable bridge, but says the money is better spent on system expansion. He supports fourplexes citywide. He wants to make a much greater effort to enforce blocking the box and transit priority rules. Bowers is another candidate that has done enough homework on transportation issues to embody our principles. He's earned our endorsement in District 3.

#### **Zachary De Wolf**

Zachary De Wolf's highest transit priority is opening Judkins Park Link Station and the connections to it, he considers Seattle Subway's Madison Line the biggest priority for Post-ST3 Link expansion, and supports citywide fourplexes - we're big fans of all of that. We like his ideas about off-board payment and agree that lining up to tap on delays buses. We endorse Zachary De Wolf in District 3.

We strongly considered endorsing sitting councilmember **Kshama Sawant**. We find most criticism of her unfounded and she has been a reliable vote for progress on the council since taking office. She gave solid answers on our questionnaire and supports a connected Seattle and the Metro 8 subway. Our biggest concern and primary reason to look to new candidates is her tendency to lean on policy solutions that are not within the purview of the City Council.



#### **District 4: Northeast Seattle: Joshua Newman and Shaun Scott**

##### **Joshua Newman**

Joshua Newman doesn't just agree with our principles, he is a past President of Seattle Subway and showed sound leadership as we worked through issues in our early days. We know that Newman is a leader who will always stand up for what's right and his values are absolutely in the right place. We are also impressed with his transportation plan and his clear support for prioritizing transit over parking on arterials in our growing city, as well as citywide fourplexes. We endorse Joshua Newman for City Council in District 4.

##### **Shaun Scott**

Shaun Scott has impressed us since we first met with him earlier this year. He has a solid vision for transit and is clearly a very serious policy thinker. His support of funding the CCC, fourplexes and the 35th bike lanes all show his commitment to good urban values. We echo his thoughts on making transit free for riders and think he would bring a valuable perspective to the city council. We endorse Shaun Scott for City Council in District 4.

District 4 was a particularly difficult endorsement, there are just too many good candidates such as Neighborhood Greenways leader **Cathy Tuttle** who would have earned our endorsement were she running in literally any other district. **Emily Meyers** and **Beth Mountsier** were also great at the MASS forums and had solid questionnaire answers.

#### **District 5: North Seattle: Debora Juarez**

##### **Debora Juarez**

Debora Juarez is a fantastic advocate for transit and pedestrian safety in District 5 and understands the major last-mile issues D5 faces. She supports fourplexes citywide. And she is looking for options to better serve east-west travel across D5 with transit, including potentially redistributing service to serve the two planned Link stations in D5. We expect she will have a long uphill fight for more pedestrian infrastructure, and for east-west transit service to connect to Light Rail in D5, but we support those goals at the city level and we think she's right for the job. We're hopeful she will be an advocate for Seattle-funded Link light rail expansion beyond what is included in ST3 in her new role on the Sound Transit Board.



## **District 6: Northwest Seattle: Melissa Hall and Dan Strauss**

### **Melissa Hall**

We've been consistently impressed with Hall's policy positions. She is the only candidate we know of who suggests tolling, which is already legal, as a way to enforce bus lanes. Her innovative out-of-the-box thinking pairs well with solid positions on the issues we care about: Yes to fourplexes, the Center City Connector, the BGT Missing Link, and No to overspending on ST3 features. Our only quibble with her responses is that she doesn't support congestion pricing, which we consider to be a critical tool for the future, though we don't believe it's coming soon so it might be beside the point. We can infer from her other responses that her position is well considered. Hall is a clear leading thinker on transportation issues which is why we are happy to offer our endorsement of Melissa Hall for Seattle City Council District 6.

### **Dan Strauss**

What impressed us about Strauss is his emphasis on the fact that we need transit solutions **now**. We appreciate that he advocates for "connected and protected bike lanes" and "a network of dedicated bus lanes." Dan Strauss also supports fourplexes citywide. He clearly agrees with our principles. He has worked hard for Seattleites on transit while serving on Sally Bagshaw's staff. And we expect to be front and center to support his fights for dedicated transit lanes in and to District 6, and to use the standard green buses we already have to implement Rapid Ride lines **now**--long before we can complete ST3 or get new red buses. However, he has had one giant red flag: In a lightning round yes/no question session at the MASS District 6 Candidate Forum, he said he didn't support completing the Burke Gilman Missing Link as currently planned. He prefers that dedicated bus lanes and a Missing Link alternative with safe and separated pedestrian and bicycle paths are all built on Leary Way, and he does not want to change Shilshole. Our problem with that? We've already litigated it in *actual* court. The BGT Missing Link fight should be over, and we should build it. Apart from this issue we liked Strauss' responses enough for him to earn our endorsement.

We were also impressed with **Jay Fathi**, but beyond being against completing the Missing Link on Shilshole as currently planned, his inconsistent answers in regards to allowing multi-family housing (triplexes and fourplexes) in single family zones between our questionnaire and the forum put him out of contention for our endorsement this round.

## **District 7: Downtown, Queen Anne, and Magnolia: Andrew Lewis and Jason Williams**

### **Andrew Lewis**

Andrew Lewis supports "aggressive expansion of light rail across the region" and guess what? So do we. We appreciate his support for fourplexes citywide and his thoughts on bus lane scofflaws and box blocking on 3rd avenue downtown. We're very concerned about his opposition to the CCC, but can appreciate his thoughts on trolleybuses. Given that the CCC is in



District 7, his lack of support almost disqualified him. It's our hope that when he learns that center lane exclusive trolleybuses have lower capacity, and are not better nor less expensive than the CCC, he will come around to supporting it. While we feel that additional Link funding should go to Link expansion, his thoughts on funding possibilities were surprisingly sensible. We endorse Andrew Lewis for District 7.

### **Jason Williams**

We like Jason William's focus on increasing transit frequency and commitment to equitable transportation solutions. He did well in the candidate forum and on our questionnaire, supporting fourplexes citywide, the CCC, and congestion pricing. However, we disagree with Jason on traffic policy changes and the addition of cameras, which he is against. However, we're particularly interested in his idea of using a hospitality tax to fund future transit investments. We endorse Jason Williams for District 7.

We also strongly considered **Michael George** for our endorsement, he wisely supports both the CCC and traffic safety policy improvements, but his opposition to allowing fourplexes citywide, instead supporting only one fourplex per block in single family zones, was a deciding factor.

As a side note: All District 7 candidates support spending around \$420M on a Magnolia bridge replacement, which we find generally disappointing considering other priorities for transportation funding citywide.