



King County Council District 4 Questions

King County Council District 4 Candidate Name: Sarah Reyneveld

Contact information: info@sarahreyneveld.com; 206-795-7555

Hello, King County Council District 4 candidates: To provide a valuable service to our members and the Magnolia community, the Magnolia Chamber of Commerce seeks information about your candidacy for the King City Council, District 4. Your concise answers to the following questions will allow the Chamber membership and other engaged community members to make an informed judgment about your candidacy. As a reminder, the Magnolia Chamber does not endorse candidates, provide financial assistance, or provide campaign support other than sharing information. Your answers will be posted on our website, discovermagnolia.org, unedited and publicly available to website visitors. Thank you for your participation and for answering our candidate questionnaire.

1. Have you reviewed the Metro Connects plan, the approved 25-year plan *Metro Connects*, which acts as a guiding policy framework for the evolution of Metro to accommodate population growth and increase in services? What improvement would you like to see in Metro services, particularly in areas like Magnolia?

I have reviewed the *Metro Connects* plan, and will champion the implementation of *Metro Connects* and the expansion of Metro transit service to connect everyone in King County to fast, frequent, reliable, and safe public transit service. Currently, *Metro Connect* is underfunded, assumes an ST3 Link, and will need a reset to best connect our communities. Additionally, Metro Transit ridership has declined since the pandemic and service has not yet been restored. The 4% service reductions that Metro announced will further cut service, including service commuter routes in the 4th Council District such as Route 28, 15, 16, 18, and 29. Metro transit delays and canceled routes are unacceptable and disproportionately impact those who rely on transit in Magnolia and throughout King County including youth, seniors, workers, people with fixed incomes, communities of color, and people with disabilities. I am running to be a transit leader on the King County Council and increase the reliability of service, restore and expand service delivery, routes, and frequency of service.

It is frustrating to me as a transit rider and District 4 resident that Magnolia Metro transit service has been stagnant for too long and Magnolia bus routes such as 19 were cut and not restored.

Route 24 is indirect, and has a loopy design, serving both 28th and 34th avenues West, and providing slow service to Magnolia Village. I have heard from some Magnolia residents that it takes them up to 20 minutes taking Route 24 to get off Magnolia, which is not convenient, and does not incentivize people to get out of their cars and into transit. Routes 31 and 33 use 22nd Avenue West, a narrow 25-foot street and service is slowed by buses and stop signs at West Dravus Street. Route 32 uses a slow pathway between Fremont and Uptown. Additionally, we lack direct bus routes from Magnolia to Queen Anne or Ballard. As a result, many Magnolia residents and commuters, including high school students commuting from Magnolia to Ballard High School, must take multiple buses which is unacceptable considering these neighboring communities should be easily accessible by transit.

As a County Councilmember, I will champion improvements in Metro service in Magnolia to better ensure that Metro transit routes, including Route 24, 31, and 33, are more frequent, direct, and convenient for Magnolia residents and those who are commuting to and from Magnolia. Here are some of the direct improvements I will advocate for to ensure better Magnolia service:

- Streamline Route 24 to serve Magnolia Village and 34th Avenue West in direction and share the Route 33 terminal;
- Revise Route 33 to serve 20th Avenue West rather than the narrow 22nd Avenue West, using a wider arterial and serving more multifamily housing;
- Stagger the arrivals and departures of routes 24 and 33 for an even headway with a common terminal;
- Revise Route 31 to serve West Dravus Street and 28th Avenue West, Magnolia Village, and Viewmont;
- Swing Route 32 to serve Ballard and Sunset Hill.

I will also advocate for more direct routes from Magnolia into neighboring communities and frequent circulator buses that run from Magnolia to Queen Anne and Ballard and help to connect Magnolia with fast, reliable, convenient transit.

- 2. Are you in favor of the over \$600 million investments to protect workers and public safety, the environment, & ratepayer investments at the West Point Treatment Plant? How will you support increasing the resiliency of this county asset while also looking out for the residents of Magnolia immediately adjacent to the facility?**

Yes, I am in favor of over \$600 in critical investments that are critical for the safety of our residents, workers at the Westpoint Treatment Plant, and our environment, and will be a champion for additional federal investments to upgrade the Plant to make sure it is in compliance with environmental law and meets the growing capacity needs. In 2017, a disastrous spill caused by equipment failures and faulty maintenance at the West Point Treatment plant resulted in an estimated 235 million gallons of untreated water—including 30 million gallons of raw sewage and hundreds of tons of partially treated solids—into Puget Sound. In 2018 and 2019, the plant dumped more than six million gallons of untreated or improperly treated sewage into Puget Sound. This is unacceptable and has adversely impacted our environment, workers, Magnolia residents and communities across King County, including frontline communities such as the Suquamish Tribe who was forced to sue King County due to the spills which interfered with the tribe's harvest and sale of salmon and their traditional cultural activities. I will support the resiliency of this county asset while looking out for residents of

Magnolia and all our communities through increased oversight to ensure that the \$600 million in funding is allocated to necessary project updates such as replacing pumps and pipes, retrofitting facilities for earthquake resiliency, and improving the power supply to prevent future spills. Additionally, to protect ratepayer investments, I will champion federal funding for capital improvements to upgrade the West Point Treatment plant to advanced nutrient technology and to expand capacity which is long overdue.

- 3. King County released a 40-year wastewater services plan outlining strategies and costs to address our regional wastewater treatment system's future capacity, maintenance, and operational needs. Unfortunately for some, due to the plan, wastewater rates increased significantly this year. How do you plan to address the concerns of ratepayers as the county's Clean Water Plan is implemented over the next decade?**

King County has some of the highest wastewater rates in the country. I will work to provide appropriate oversight to ensure that the increase in rates is allocated to necessary project updates such as replacing pumps, pipes, retrofitting facilities, and improving the power supply to prevent future spills. I will also work to address the concerns of ratepayers by advocating for federal funding for the capital improvements necessary to upgrade King County wastewater treatment plants to advanced nutrient technologies and expand capacity to prevent future increases to ratepayers.

- 4. What are your views on levies impacting property owners? What statutory and constitutional changes would you advocate for, and do you want increases in property tax authorities? How do you envision the various taxing entities in King County and Seattle working together in proposing levies impacting property owners?**

According to King County Executive Constantine, King County has to address a projected \$50 million dollar shortfall in this next budget that is the direct result of the Washington State Legislature's failure to fix the 1% property tax annual growth limit. Additionally, the King County Council is currently legally limited to primarily regressive sources of revenue including property tax, sales tax, grants, and charges for service. I'm committed to working with state and local leaders to fix the property tax limits in the 2024 legislative session by passing legislation to lift the 1% property tax limit and make the property tax less regressive by passing a real homeowner's "homestead" exemption and continuing to expand the exemptions for seniors, people with disabilities, and Veterans. I will also work to build a coalition to gain authority to pass progressive taxes on the County and State level to relieve King County's burden on property tax.

- 5. The Interbay corridor and various transportation and growth-oriented planning efforts impact the 15th Avenue W corridor, the essential route to access the Magnolia peninsula's three bridges. The corridor's growth and transportation are under the jurisdiction of multiple governments, agencies, and authorities. What role do you play in helping coordinate or encourage collaboration among the numerous planning efforts affecting the 15th Ave W corridor? What are your positions regarding the Magnolia Bridge replacement, given that Metro busses depend on the bridge for the significant routes serving workers and residents working and living in Magnolia?**

The District 4 representative to the King County Council will play a critical role helping to coordinate the 15th Avenue W corridor's growth and transportation with King County, the Port of Seattle, State of Washington, City of Seattle and Sound Transit. I hope to serve on the Sound Transit Board and work directly with Magnolia community members and transit riders across King County to deliver the West Seattle Ballard light rail link on-time to connect our communities in the 4th Council District. I will work with transit riders to ensure we are enhancing rider experience, maximizing ridership, and also minimizing impacts to residents during construction. Additionally, the armory will require planning and collaboration and the Port of Seattle will be planning some expansion over the next millennium on Pier 91 with a short-term plan to construct associated infrastructure. I am in favor of a 1:1 replacement of the Magnolia bridge that maximizes bus routes and ridership. We need to connect all of our neighbors to transit and that is not possible without a full investment in needed infrastructure. As a County Councilmember, I will collaborate with city, county and state policymakers and partners to ensure we are investing in necessary infrastructure, including a Magnolia bridge replacement, to better facilitate fast, frequent, and reliable bus service to Magnolia.

Please respond to this questionnaire by June 22, 2023, by emailing a .pdf file of your replies to Jason Thibeaux, Executive Director, Magnolia Chamber of Commerce, at Jason@discovermagnolia.org.

In addition, if you have questions or concerns, please call Jason at 206.618.1589 or Ann Goos, Magnolia Chamber Board member and Chair, Community Engagement Committee, at agoos@seanet.com or 206.465.5136.

The questions and your unedited answers will be featured on the Magnolia Chamber of Commerce website and in a newsletter to the more than 450 Chamber members representing businesses and residents of the 4th King County Council District. So again, if possible, please send your replies in a .pdf document so our members can easily access your campaign's positions.

Thank you for your participation and your candidacy.