



MARTIN LUTHER KING, JR. COUNTY LABOR COUNCIL, AFL-CIO COMMITTEE ON
POLITICAL EDUCATION (COPE)
1000 FIRST AVENUE, SUITE 206 • SEATTLE, WA 98101 • PHONE: (206) 441-2510 • FAX: (206)

2009 Candidate Questionnaire

Full legal name: James Dow Constantine

Your name as it will appear on the ballot: Dow Constantine

Candidate for: King County Executive
(please include position number, if applicable)

Anticipated opponent(s): Fred Jarrett, Ross Hunter, Larry Phillips & Susan Hutchison

Party Affiliation: Dem. GOP Other

Telephone: Campaign 206-484-7921 Home XXX C Business

E-mail address: info@dowconstantine.com Website: www.DowConstantine.com

Address *(Please include city and zip):*

Campaign PO Box 16285, Seattle, WA 98116

Home XXX

Occupation: Chair, King County Council

Birthplace: Seattle

Years of residence in Washington State: All my life (47 years) Years of residence in King County: All my life

Union affiliation, if any, past or present: Alaska Fishermen's Union

Major business interests:

NA

Major civic interests:

2000-Present	West Seattle High School Foundation <i>Founder, Vice-President</i>
2000-Present	Stone Soup Foundation <i>Board Member, Former President</i>
1998-2005	Delridge Neighborhoods Development Association <i>Board Member</i>
2002-2004	ArtsWest <i>Board Member</i>
1996-2001	West Seattle High School Alumni Association <i>President</i>
1995-1998	West Seattle HelpLine <i>Board Member</i>

Education:

Master's Degree, Urban Planning, University of Washington, 1992
Law Degree, University of Washington, 1989
Bachelor's Degree, Political Science, University of Washington, 1985
Graduate of West Seattle High School, 1980

Please provide comprehensive answers for all questions. You may attach additional pages.

- Why are you seeking the endorsement of the M. L. King County Labor Council? Please list your qualifications and reasons for seeking this office:

I want to set the foundation for a new prosperity, for our economy and working families, with real transit and transportation choices, sensible and humane criminal justice, responsible preservation of our environment, and genuine regional leadership.

At this historic moment this county needs renewal -- to clear away the debris of that which is no longer working, perfect that which is, and build an efficient, effective, 21st-century government.

Building on my record as a reformer unafraid of taking the lead on tough issues, I will work across geographic boundaries and partisan divides to zero in on effective solutions to the problems we face as a region.

- What other endorsements have you received?

Rep. Eileen Cody, State Representative 34th LD
Rep. Bob Hasegawa, State Representative, 11th LD
Rep. Sharon Nelson, State Representative, 34th LD
Rep. Tina Orwall, State Representative, 33rd LD
Rep. Geoff Simpson, State Representative, 47th LD
Rep. Brendan Williams, State Representative, 22nd LD
Sen. Lisa Brown, Senate Majority Leader, 3rd LD
Sen. Ken Jacobsen, State Senator, 46th LD
Sen. Karen Keiser, State Senator, 33rd LD
Sen. Joe McDermott, State Senator, 34th LD
Sen. Ed Murray, State Senator, 43rd LD
Sen. Kevin Ranker, State Senator, 40th LD
Snohomish County Council Chair Mike Cooper
Burien Mayor Joan McGilton
Tukwila City Councilmember Joe Duffie
Tukwila City Councilmember Verna Griffin
Former Covington City Councilmember Rebecca Clark
Port of Seattle Commissioner Gael Tarleton
ATU Local 587
Vashon-Maury Island Democratic Club
34th LD Democrats

- **Please list the most important issues facing you if elected and how you contrast yourself with your anticipated opponent(s). Please be specific about any diverging opinions you hold in regards to specific policy issues.**

To meet the challenges working families across King County face we must make difficult decisions that will require strong, new leadership, a true regional focus, and an emphasis on lasting solutions—not on gimmicks and quick fixes that saddle taxpayers and future generations with even greater problems.

I offer a real record of reform, a focus on regional cooperation, and the vision to lead King County forward. And I have never hesitated to take on the tough issues and do the “heavy lifting”.

I’ve taken on the tough issues, and I have the scars to prove it. So I am not intimidated by the problems we face, nor by the campaign we must wage to bring my message of focus and change to voters across King County.

Specifically, I want to address three critical areas:

Building a 21st century transportation system. In the wake of the defeat of the Roads & Transit measure in the fall of 2007, while other candidates in this race were busy trying to figure out which way the wind was blowing, or simply opposed to moving forward with light rail altogether, I called for an immediate public vote on Sound Transit 2 (Seattle Times op-ed, March 13, 2008) — the first regional leader to do so. I spent the next several months on the Sound Transit board working to craft a ballot proposal. My continuing work as chair of ST’s Transit Operations Task Force will help assure that the agency can make the transition from primarily a systems *builder* to becoming an efficient *operator* of sustainable bus and rail service.

As executive I’ll build on this track record of action and assure that Phase 2 is constructed. No other candidate in this race can match my record of consistent commitment and action on transit and transportation.

I was also the only consistent supporter of a tunnel solution for replacement of the Alaska Way viaduct, speaking out against an elevated replacement even when one of my opponents was trying to spend \$300,000 in county resources for a “redo” on the Governor’s recommendation, and others in the legislature were silent on the issue. In fact, I was the only candidate who was in the room with the Governor, Mayor, Executive, and legislative transportation leaders, in meetings over the course of a year, as we struggled to give life to the tunnel proposal.

Investing in clean, family wage jobs. I am the one candidate for executive with significant manufacturing, light industrial, port and freight distribution facilities in my district. I have been a longtime champion for protection of industrial lands and investment in Port facilities and worker training.

As executive I’ll make creation of family wage jobs a real priority, making the county a partner to cutting edge firms committed to clean energy, green building and other innovations, and working to keep our traditional industries competitive in a changing economic environment.

Smart government reform. A serious difference between my opponents and me is my commitment to positive, worker-driven reform of county government. As costs rise and revenues stagnate, King County is faced with a structural deficit no amount of new taxes and happy talk will “fix”. We have to be smarter about providing critical services, and I have the track record and vision to accomplish this. We can and must protect worker security, and we will fail if we are lulled into complacency by unfulfillable promises of endless new revenue - that’s clearly not going to happen.

My plan is to keep jobs secure in financially challenging times by engaging the creativity and insights of our workers, providing incentives for innovation in the workplace. Our workers know how to streamline and improve services, and they should be protected and rewarded for helping make government more efficient. King County wastewater services has saved more than \$50 million in a similar program. Ideas like this should be tried wherever deficits threaten services and the jobs of dedicated public employees.

• Have you ever been involved as a worker in union-related mediation, negotiations, arbitration or labor disputes? (If so, please explain.)

I have publicly supported organizing drives, walked the picket line and invaded a board meeting for striking nurses at the former West Seattle Mental Health. At the request of a UFCW local I have recently urged the board of a local nonprofit (to which I have in the past been a donor, no less) to come to the table and reach an agreement. From my days as a salmon cold storage plant worker, when we organized for the Alaska Fishermen's Union, to the days of the teachers strikes that sent my parents to the picket lines, I have always been with the workers, and will continue to stand up for workers' rights at King County Executive.

• Would you publicly support workers in their efforts to organize a labor union or to exercise their right to strike for a fair contract?

Absolutely. See previous question. I have supported organizing efforts as a member of the Legislature and King County Council. I will continue to advocate publicly and behind the scenes for workers.

• What process or system have you or would you use to guarantee that labor was given an opportunity for input on issues that affect working people?

I will have a strong, highly placed labor liaison. In the Legislature and on the County Council I have worked closely with unions to ensure that county resources are spent in the best interests of our working families, and I will involve unions at the negotiating table as public projects develop.

• Do you feel public entities should use taxpayers' dollars to hire outside labor relations consultants for negotiating with unions? (Yes or No, please explain.)

No, I do not agree with this practice. The incentive for an outside firm is to perpetuate or even manufacture conflict and discord in order to justify higher billable hours and a longer contract. I believe and have always engaged in open and honest communications with unions and their representatives and would hire competent in-house staff to carry out negotiations and seek common ground with integrity and openness.

• What companies will be doing your campaign signs and campaign literature?

As always, I am using only union shops for my campaign signs and literature including Capitol City Press in Olympia and Boruck Printing and Overnight Printing in Seattle.

• Do you support and will you abide by the local and national AFL-CIO "Do Not Patronize/Unfair to Worker" lists?

Yes. Absolutely.

• On which committees are you presently serving? On which committees would you be interested in serving, if elected?

I am the Chair of the County Council, and Chair of the Regional Transit Committee and Sound Transit's Transit Operations Task Force. I am also the Chair of the Ferry District and Flood District, and Co-Chair

of the Green/Duwamish (WRIA 9) salmon recovery effort. I am also a member of the Council's Employment & Administration and Physical Environment Committees.

The National Employee Free Choice Act would ensure that when a majority of employees in a workplace decide to form a union, they can do so without the debilitating obstacles employers now use to block their workers' free choice to organize and collectively bargain.

- **If elected, would you support such resolutions and what would you do to ensure their passage?**

Yes. Laws protecting the right to organize are, in a sense, bringing our shared democratic principles into the workplace. And there is no more democratic notion than this: The majority rules. You win an election by majority vote. If it works in politics, it should apply to union elections as well. I will use the access and visibility of the office of executive to advance this legislation.

BUILDING TRADES:

Project labor agreements have been used for decades on large public works projects and provide stability on complex construction projects. PLAs improve job opportunities for minorities, females and low-income people in local communities who are trying to break into the construction trades through the use of apprenticeship training programs.

Supported broadly by labor, community and environmental organizations, PLAs result in better, cheaper, faster and more environmentally sustainable construction projects as well as ensuring that construction work will be done with the highest possible quality standards.

- **If elected, what would you do to advocate for the use of project labor agreements and do you support PLAs on the following projects: (Yes or No please explain.)**

-Alaska Way Viaduct replacement?

I have always supported, worked on and voted for PLAs. Done properly, they are fair to workers, provide management with certainty, and protect the taxpayer.

As a staffer to the King County Council in the early-mid 1990s I worked on what was then referred to as "Boston Harbor Agreement" language – project labor agreements – to guarantee prevailing wage and benefits and project stability. Just after I joined the council in 2002 we passed the Harborview agreement that led eventually to the 2005 PLA for that major construction project.

-Children's Hospital expansion?

Yes, to the extent the county could influence that project. See above.

-Sound Transit 2 construction?

Yes. I am a Sound Transit Board member. See above.

-Washington State Trade and Convention Center expansion?

Yes. I support the expansion, and worked for passage of SB 6116, which would have allowed King County to use visitor taxes for a range of job-creating projects, and to place requirements on the use of those funds. See above.

For public work projects estimated at \$200,000 or less, state agencies and local governments may use the "small works roster" to award contracts. When an agency or local government elects to use this process, it

must solicit bids from at least five contractors who have requested to be listed. The agency or local government, if it decides to award the contract, awards it to the lowest responsible bidder.

- **If elected, how would you ensure companies awarded bids on the small works roster uphold wage, hour, safety and apprenticeship utilization standards?**

I would first require departmental staff to make these protections part of every contract and demand follow through on monitoring their implementation. I have raised significant questions about whether we are defining the term “responsible” broadly enough to include practices that protect workers and the public, not merely the ability to complete a contract. I would invite independent review and site-visits on projects of all sizes by labor representatives to assure standards are being met.

- **What solutions would you seek for stronger regulation, monitoring and enforcement of these standards on projects that do not mandate the application of Davis Bacon laws?**

In addition to internal and external monitoring described above, I would work with the legislature and governor for uniform, statewide standards that ensure compliance. In the state legislature I supported and voted for increased funding for enforcement of prevailing wage laws.

Apprenticeship utilization requirements in Washington State have brought thousands of workers into living wage employment. The current requirement is 15% for public works with the intent to broaden opportunities for workers to gain job skills and advance across a broad spectrum of construction trades. In the interest of short-term cost savings, contractors are often found to utilize only one (and generally the lowest paid) craft to fulfill these requirements, circumventing the objective of apprenticeship utilization.

- **Would you support instituting a craft-by-craft requirement in city and county projects or alternative solutions to address this issue?**

Yes. The idea of apprenticeships is to train workers across a spectrum of crafts. I strongly support ensuring opportunities for workers and a supply of skilled workers for our economy.

PUBLIC SECTOR

The published report *Value Subtracted*¹, which contains the results of a recent study conducted by the International Federation of Professional and Technical Engineers, states that contracting out services in the public sector led to cost overruns of an average 20 to 30 percent when work was sent to private companies.

- **With local governments across Washington State struggling with severe budget deficits, please list what alternative solutions you would propose to address current shortfalls and/or diversify available revenue streams?**

At King County I have tried to lead by example, initiating performance measures, proposing reforms that do not impact critical services, even streamlining and reforming council staffing. The approach of lurching from crisis to crisis, of chopping off valued programs and starving critical services, is bad for the workers and the citizens they serve. As stated earlier, here is what we need to do: Engage the workers, the people who actually deliver the services, in determining how to help more people, better, for the money we have available. They're the ones who know what works about their jobs, and what could be done better. Protect those workers so that they need not fear that the efficiencies they create will cost them or their colleagues their jobs. Create clear and meaningful performance measures so that managers have to show that the dollars they spend are getting the greatest amount of benefit for the people. Don't be afraid to ask “how can we get more bang for the buck”, rather than “how much do we have to cut this year”? Our employees, some 15,000 individuals in 13,000 full time equivalent positions, are our greatest

¹ http://www.ifpte17.org/publications/docs/Value_subtracted.pdf

resource in figuring out how to do more in an era of limited resources, and to provide long-term security for our workers.

- **What is your position on contracting out public services?**

I oppose contracting out services performed by union employees, the trained and accountable professionals who make county government work. Contracting out generally doesn't save money, and shouldn't save money if a government is well-managed because government, unlike private business, does not need to turn a profit. I oppose contracting out of government services to save money. That doesn't mean that the government is stuck doing the same things it always did, regardless of their utility. I have saved the county print shop several times during my tenure, including once again just last week. But technological and other changes challenge some of our old lines of work. And some things, like running an animal shelter, have proven to be beyond the county's competence. Shops that simply fail to function have to be either radically reformed, or closed in favor of better investments.

I support creating and bringing new lines of work – like the passenger ferry service I created – in house and under union contracts.

- **If elected, what will you do to ensure the City of Seattle lives up to its responsibilities for the health and safety of fire fighters and other employees?**

Working on a fire engine places extreme physical demands on members and exposes them to many different hazardous conditions and substances. Seattle Fire Fighters undergo thorough medical examinations prior to being hired to ensure there are no pre-existing medical conditions. However, fire fighters are more susceptible to certain types of cancers. More than 1/3 of fire fighters hired in Seattle before 1977 have developed cancer. Fire fighters are also 10-100 times more likely as the general public to have a heart attack.

While serving in the State House and Senate I voted consistently for the protection and expansion of fire fighter health benefits, including presumptive illness legislation and other bills that recognize the unique health care needs of first responders.

As far back as the 1984 legislative session I had the opportunity, as an intern for Sen. Phil Talmadge, to work on the proposed "Worker and Community Right-to-Know Act", which would have required disclosure of chemical hazards in the workplace. And, as a Council aide to Greg Nickels in the early 1990s I worked on proposed sprinkler requirements for multifamily buildings.

At the County Council I have continued to be a champion for health care and safety of emergency personnel. I was an ardent supporter of Medic One—even when some of my colleagues waffled on staffing and other provisions in the most recent levy.

As Executive, I'll be an advocate for safety and benefits for those who, in turn, keep our communities safe and protect our quality of life.

Currently, fire fighters who suffer catastrophic injuries on the job and are no longer employable by the Seattle Fire Department lose all medical coverage. Local 27 and the Washington State Council of Fire Fighters are working with the Governor and the Legislature to pass legislation that would allow fire fighters who are catastrophically injured on the job to purchase health insurance from the state.

- **Do you support extending the option to purchase health insurance coverage for fire fighters who are disabled due to a line of duty catastrophic injury?**

Yes, I do. Generally speaking all of us need greater flexibility and options for insurance coverage and health care access. This is especially true for those in need of more acute care.

An emergency response to a citizen begins with a call to a fire fighter/dispatcher. This person is responsible for obtaining all necessary information from the caller, dispatch the most appropriate resources, and continue to assess, calm, and assist the caller until help arrives. A mistake in call-taking and dispatching can have grave consequences. Once fire fighters are on the scene the dispatcher monitors the radio and assists the fire fighters on the scene. These essential tasks are only effective if the dispatcher has fire-fighting experience. Lives are saved based on the actions and fire fighting experience of uniformed dispatchers.

- **If elected, will you actively support the continued use of uniformed fire dispatchers in the Seattle Fire Department?**

Yes, if elected, I will support the continued use of uniformed fire fighters in the dispatch center. To me, this is a fire fighter and public safety issue that should not be compromised.

With the economic downturn, the demands on the Seattle Fire Department will increase dramatically. As citizens lose health care coverage and home and business maintenance deteriorates, we will see a rise in both medical and fire calls. Emergency services should be strengthened in times like these.

- **Will you oppose any reductions to fire department service?**

I will oppose efforts to reduce fire and other emergency services. My County Council district includes a unique mix of Seattle, suburban city, rural and urban unincorporated neighborhoods. Representing those urban and rural unincorporated areas, I am the only candidate with first-hand experience standing up for and protecting emergency services that directly impact my constituents. I have worked directly with fire and sheriff personnel to improve services, even as budgets have been threatened. That is a record no other candidate can match.

The National Fire Protection Agency (NFPA) sets national standards for the fire service to protect the public and make fire fighters as safe as possible when they do their job. Four-person staffing is a result of NFPA 1710. Every fire engine and truck needs at least four fire fighters on it to effectively and safely get the job done. Seattle Fire Fighters negotiated four-person staffing for every fire engine and truck in Seattle. They even agreed to work extra shifts to help pay for it because it is so critical to public safety and fire fighter safety.

- **If elected, will you preserve four-person staffing on every fire engine and fire truck in Seattle?**

This is not an area where I have direct jurisdiction, but I will be a voice where needed in support of four-person staffing.

- **Please describe what you feel are the most pressing public safety issues facing Seattle and how you would address these issues as a member of the Seattle City Council.**

Clearly the main issue is providing services to a more scattered, more rural population in the unincorporated areas of King County at a time when budgets are shrinking and needs are increasing. As I mentioned earlier, I am the only candidate who has worked directly on these issues, and I will continue to provide leadership as Executive.

Another pressing issue is the increasing reliance on first responders—in particular fire and EMT personnel—to provide care and services that in the past would be rendered by a doctor, mental health professional, or in a hospital setting. As the economy suffers and people lose jobs and benefits, a 911 call is often the last remaining strand of the safety net.

We must work collaboratively with cities, the county, fire districts and the firefighters unions and police guilds to better plan, staff, and fund our response networks.

MARITIME

As recognized in a report by the Seattle Planning Commission², Seattle is struggling to maintain industrial lands for industrial uses due to widespread speculation on zoning changes in industrial areas. This has caused difficulties for industrial businesses trying to relocate or expand in the city, thus jeopardizing 220,000 middle class jobs that make up 25% of the total employment in the City of Seattle.

While many areas of Seattle are conducive to real estate and commercial development, this is not the case for industrial zoning. Being uniquely situated close to major waterways, freight lines and cargo terminals makes preservation of our industrial lands critical.

- **Please state your position on what kind of development and zoning laws you see as appropriate within these jurisdictions.**

In my career as a legislator and on the County Council, and even earlier, I have consistently supported preservation of our industrial areas, including supporting the Terminal 5 project in my home neighborhood of West Seattle, opposing conversion of Pier 46 to residential uses, and supporting the city in containing the further spread of residential zoning in SoDo.

Some 1,800 port trucks expose thousands of people working and living in the communities near the Port of Seattle to dangerously high levels of diesel pollution. The men and women driving the polluting trucks cannot afford to meet higher environmental standards because they do not have the rights to negotiate safe and fair working conditions for themselves.

To be sustainable and effective, the Port of Seattle's clean truck plan must hold profiting motor carriers responsible for providing clean and fuel efficient trucks and ensure truck drivers' abilities to negotiate fair and safe working conditions. An effective clean truck plan — like those implemented at the Ports of Los Angeles and Vancouver, BC — would ultimately bring hundreds of good, green jobs to King County and increase the Port of Seattle's operational efficiency.

- **As Port Commissioner, what would you do to reduce dangerous port truck diesel pollution in the Port's backyard communities and ensure port truck drivers' rights to negotiate fair and safe working conditions?**

I am not seeking Port Commission but in principle support this proposal, with the understanding that there are legal and other issues to be sorted out.

The Port is an economic engine for Washington State generating and sustaining thousands of living wage jobs and over \$31 billion in revenue each year. Several proposals have gone before the state legislature to repeal the Port of Seattle's taxing authority. The tax levy is dedicated to capital improvement projects used to maintain and improve the infrastructure necessary to keep the Port of Seattle a competitive destination for international trade.

- **Please state your position on the Port of Seattle's taxing authority?**

² http://www.cityofseattle.net/planningcommission/docs/ILReport07_web.pdf

I know that Seattle's ports have always been one of the principle engines of our economy. I support the Port Tax Levy because I recognize its importance in keeping the Port of Seattle strong and promoting investment in Puget Sound Cleanup and other areas where the region truly benefits.

HOSPITALITY TRADES

One way to address the issues surrounding living wages is to encourage unionization. One of the main reasons union density has declined sharply in the service industry is that employers have grown much more willing to (illegally) fight organizing campaigns. As a result, language guaranteeing tools such as card check neutrality and break room access ("non-work areas") is critical to effectively exercise worker's rights to organize.

- **Would you support amending the city's comprehensive plan and planning code to include language requiring an "economic impact statement" for all new large hotel and retail development? Such an amendment would require applicants to provide a detailed and credible analysis of the effects of such a development on existing public revenues, on area wages and benefits, on the demand for public services, on environmental infrastructure, on total vehicle miles traveled and the like.**

I would not have jurisdiction over city adoption of such a proposal, but support the concept, yes.

One tool that has proven effective in giving communities a voice in certain large-scale mixed-use development is a Community Benefits Agreement. CBAs are private contracts signed by community groups and the developer, which set forth a range of community benefits that the developer agrees to provide as part of the development project:

- **Do you support the concept of a Community Benefits Agreement?**

Yes, I do support CBAs. I think it is critical to have these broader discussions before a project begins than to either force a community to deal with negative impacts of a development or see that project delayed through litigation and other conflict.

- **Would you support language within a CBA that mandates union card check neutrality and access to employees and to non-work areas?**

Yes.

- **If a developer is not willing to negotiate a CBA at first request by the community, would you use whatever legal and appropriate means at your disposal to encourage a developer to enter into a CBA with those groups? (yes/no)**

Absolutely.

- **What other solutions do you propose to ensure public benefits in the development or redevelopment of private property?**

I have been a longtime and vocal supporter of impact fees and other tools that assure that the public is not forced to subsidize the cost of development, and that proper infrastructure—from sewers to sidewalks to schools—are constructed.

I also support and have voted for sunseting of tax breaks and other incentives and auditing of incentives in order to make them accountable to taxpayers.

Motivated by public sentiment to end government purchasing from sweatshops and prompted by local grassroots campaigns, over 180 states, cities, counties, and school districts in the United States have adopted "sweatfree" procurement policies. These policies require contractors to assure that they and their subcontractors maintain good working conditions in return for public contracts to supply uniforms and other products.

- **As an elected official would you advocate for a sweat free procurement policy on all publicly purchased uniforms?**

Yes, I believe this is an easy step to take to walk the talk on worker rights.

- **Considering no single local government has the resources to monitor and verify working conditions or enforce sweat free procurement requirements at supplier factories beyond their immediate jurisdiction, what solutions would you propose to ensure compliance with any adopted "sweatfree" procurement polities?**

I would require full research utilizing the online and other resources provided by human rights, worker monitoring, union and other watchdogs to help assure compliance and good faith effort to uphold these provisions.

EDUCATION

Historically, the labor community, the American Federation of Teachers and the Washington Education Association have opposed the sole use of the Washington Assessment of Student Learning (WASL), or any other single test, in making high-stakes decisions about students and schools, instead advocating for the assessment of student learning by using multiple measures of student and school success. This legislative session, the Governor signed into law the elimination of a requirement that students keep taking the Washington Assessment of Student Learning's math test every year until graduation and beginning in spring 2010, the state will replace the WASL with two new tests: the Measurements of Student Progress (MSP) in grades 3-8 and the High School Proficiency Exams (HPSE).

- **What alternative assessment tools would you advocate to provide more diagnostic information (strengths and weaknesses) to teachers/families, shorten the turnaround time on student test scores, increase the use of technology and minimize the costs of administering the test?**

In the legislature I supported making standardized testing fair and equitable in terms of race, culture and other factors and I am happy to see the WASL on the verge of replacement. I support the recently passed reforms.

- **What is your position on taxpayer-funded vouchers for private schools?**

As the son of a retired AFT member and a retired WEA member, and a product of our public schools, I am 100% committed to public education and will vote against anything that may undermine them including taxpayer-funded vouchers.

Having well-trained, well-qualified educators teaching our children is critical to improving the quality of our public schools in King County. Fair compensation includes full funding for cost-of-living increases and health care benefits, adequate retirement benefits and making up what has been lost to inflation. This year Washington public schools and colleges are potentially facing more than \$2 billion in budget cuts and are currently at risk of the suspension/permanent loss of the I-732 COLA for two years.

- **What solutions would you propose at a local level to mediate current budget shortfalls and ensure investments are made to ensure public school students, teachers and employees have the necessary resources to succeed?**

Two of my opponents voted this past session to cut I-732 while at the same time approve massive unfunded “reforms” that are little more than statements of good intention at a time when overall state assistance to our school has been slashed. At the local level, I will continue to support passage of levies and creation of string partnerships between cities and school districts in areas like transportation, after school and health programs, and other areas where school can drive limited resources into the classroom and avoid layoffs, overworking teachers and overcrowding classrooms.

- **What solutions would you propose to address the achievement gap, reduce class sizes and improve school facilities in your jurisdiction?**

See above for ideas on class size and facilities: I believe we can improve partnerships with other jurisdictions to address maintenance, transportation, public safety, and other areas where there is room for efficiency and collaboration—so long as contracts and other provisions are respected.

In terms of achievement gap, a county executive use the office as a bully pulpit for students and families, in Olympia and local communities for investment in our schools, and provide the transportation and other infrastructure needed so parents can spend less time commuting and more time with their kids. Further, the county has and should seek in the future to support programs designed to keep kids in school, keep them out of gangs and other trouble, and assist families in participating in their children’s lives.

Signed Dow Constantine

Date: May 8, 2009

opeiu8/afl-cio