



SCA Public Issues Committee

AGENDA

March 13, 2019 – 7:00 PM

Renton City Hall

1. **Welcome and Roll Call** – Ed Prince, Renton, Chair 2 minutes
2. **Public Comment** – Ed Prince, Renton, Chair 10 minutes
3. [Approval of Minutes – January 9, 2019 Meeting](#) 2 minutes
Page 5
4. **Chair’s Report** – Ed Prince, Renton, Chair 5 minutes
5. **Executive Director’s Report** – Deanna Dawson, SCA Executive Director 10 minutes
6. [Children and Youth Advisory Board Appointment](#) 5 minutes
ACTION
Page 17
Ross Loudenback, North Bend, PIC Nominating Committee Chair
7. [2019 State Legislative Session](#) 10 minutes
UPDATE
Page 19
Briahna Murray, Consultant
8. [Initiative 976](#) 10 minutes
DISCUSSION
Page 37
Brian Parry, Policy Director
9. [Challenge Seattle Middle-Income Housing Initiative](#) 15 minutes
DISCUSSION
Page 41
Deanna Dawson, Executive Director
10. [King County Parks Levy Renewal](#) 10 minutes
UPDATE
Page 45
Brian Parry, Policy Director

- 11. [VISION 2050](#)**
UPDATE 10 minutes
Page 53
Brian Parry, Policy Director
- 12. [Homelessness Response System](#)**
UPDATE 10 minutes
Page 65
Christa Valles, Senior Policy Analyst
- 13. [King County Charter Review Commission](#)**
UPDATE 10 minutes
Page 69
Brian Parry, Policy Director
- 14. [Comprehensive Solid Waste Management Plan](#)**
UPDATE 5 minutes
Page 73
Cynthia Foley, Policy Analyst
- 15. [Levies and Ballot Measures in King County](#)**
UPDATE 3 minutes
Page 75
Brian Parry, Policy Director
- 16. [Potential Upcoming SCA Issues](#)**
UPDATE 2 minutes
Page 77
Brian Parry, Policy Director
- 17. [Informational Items](#)**
a. Responsible Recycling Taskforce Recommendations
- 18. Upcoming Events**
a. SCA Networking Dinner (with guest Attorney General Bob Ferguson, sponsor Inslee Best) – Wednesday, April 3, 2019 – 5:30 to 8:00 PM – Renton Pavillion and Event Center
b. SCA Public Issues Committee – Wednesday, April 10, 2019 – 7:00 to 9:00 PM (6:00 PM Pre PIC Workshop with Rob Gannon, General Manager of King County Metro Transit) – Renton City Hall
- 19. For the Good of the Order**
- 20. Adjourn**

Did you know?

The SCA Board held a retreat on February 15, 2019. The theme of the retreat was “Building Our Future.”

The Board noted that 2019 is a year of transition, with many leaders planning to retire. The Board discussed the need to identify and mentor the leaders of the future, and how SCA can be more inclusive and welcoming.

The Board also discussed the various important policy issues facing our member cities, and identified as top priorities in the coming year:

- Affordable housing;
- Transportation;
- Equity and inclusion; and
- Civility, and addressing the influence of toxic social media on public discourse.

Finally, the Board discussed the need for cities to work together in partnership our neighbors. If you’re not at the table, you might be on the menu. But at SCA, we’re setting the table!

Sound Cities Association

Mission

To provide leadership through advocacy, education, mutual support and networking to cities in King County as they act locally and partner regionally to create livable vital communities.

Vision

To be the most influential advocate for cities, effectively collaborating to create regional solutions.

Values

SCA aspires to create an environment that fosters mutual support, respect, trust, fairness and integrity for the greater good of the association and its membership.

SCA operates in a consistent, inclusive, and transparent manner that respects the diversity of our members and encourages open discussion and risk-taking.



SCA Public Issues Committee MINUTES

January 9, 2019 – 7:00 PM
Renton City Hall
1055 S Grady Way, Renton WA 98057

1. Welcome and Roll Call

PIC Chair Council President Ed Prince, Renton, called the meeting to order at 7:00 PM. 32 cities had representation ([Attachment A](#)). Guests present included Alison Bennett, City of Bellevue staff; Doug Levy, City of Renton consultant; Christie True, King County staff; Jenny Huston, King County Executive Office staff; Erika Harris, Puget Sound Regional Council staff; John Sheller, King County Library Systems staff; Alex Herzog, City of Woodinville staff; Kellye Mazzoli, City of Woodinville staff; Brittani Manzo, Future Laboratories staff.

2. Public Comment

Chair Prince asked if any member of the public would like to provide public comment. Seeing none, Chair Prince closed the public comment portion of the meeting.

3. Approval of the December 12, 2018 PIC Minutes

Chair Prince asked if there were any amendments to the December 12, 2018 PIC minutes. **Mayor Nancy Backus, Auburn, moved, seconded by Councilmember Kate Kruller, Tukwila, to approve the December 12, 2018 minutes. The motion passed unanimously.**

4. Chair's Report

Chair Prince reported that a goal for PIC for 2019 should be to continue to work together civilly and remember to have fun. He noted the importance of having a quorum for meetings and encouraged members ask questions and engage in meeting discussions.

5. Executive Director's Report

SCA Executive Director Deanna Dawson reported that the King County Comprehensive Solid Waste Management Plan is expected to be adopted before the next PIC meeting in March and encouraged members to provide any feedback on the plan to SCA Policy Analyst Cynthia Foley so that it may be shared with members of the Regional Policy Committee.

Dawson said that the legislative agenda as recommended to the SCA board by PIC would be considered for adoption at the January 16 board meeting.

Dawson noted the Did You Know item included with the PIC agenda highlighting SCA board members for 2019 and the caucuses they represent. She encouraged members to communicate with their representatives on the SCA board about important regional issues.

Dawson said the next SCA networking dinner will take place on January 30 at the Renton Pavilion Event Center. The keynote speaker will be King County Executive Dow Constantine.

SCA will also be hosting a regional board and committee member orientation on February 6 from 6:00 to 8:00 PM at SeaTac City Hall. All SCA appointees to regional boards and committees, including returning members, are expected to attend the orientation.

Dawson noted that the Federal Communications Commission recently issued a ruling affecting city regulatory authority with regard to small cell wireless facilities and recommended members review a recent [MRSC blog post](#) on the topic for more information.

6. 2019 PIC meeting schedule

SCA Executive Director Deanna Dawson reported on proposed PIC meeting dates for 2019 as provided in [Resolution 2019-1](#) in the January PIC packet. The PIC typically meets on the second Wednesday of each month at 7:00 PM at Renton City Hall. SCA also typically holds a pre-PIC workshop in advance of those meetings. There will not be an SCA Public Issues Committee Meeting on Wednesday, February 13, 2019 due to a conflict with the Association of Washington Cities' City Action Days. If necessary, an emergency PIC meeting may be held on February 6, 2019 at SeaTac City Hall (prior to the SCA regional board and committee appointee orientation).

Councilmember Kate Kruller, Tukwila, noted that some members may also have a conflict for the March PIC meeting due to a National League of Cities conference scheduled that week.

Mayor Nancy Backus, Auburn, moved, seconded by Councilmember Kate Kruller, Tukwila, to approve [Resolution 2019-1](#). The motion passed unanimously.

7. King Conservation District Appointment

Councilmember Ross Loudonback, North Bend, reported that the PIC Nominating Committee met in advance of the PIC meeting to consider nominations to fill a vacancy on the King Conservation District Advisory Committee (KCDAC). A call for nominations was distributed by SCA staff and one application was received: from Councilmember Susan Boundy-Sanders, Woodinville. The PIC Nominating Committee recommends the appointment of Councilmember Susan Boundy-Sanders, Woodinville, to the KCDAC. **Councilmember Ross Loudonback, North Bend, moved, seconded by Councilmember Chris Roberts, Shoreline, to recommend the SCA board of directors appoint Councilmember Susan Boundy-Sanders, Woodinville, to the King Conservation District Advisory Committee. The motion passed unanimously.**

8. 2019 State Legislative Session

SCA Executive Director Deanna Dawson reported that SCA contracted with a consultant, Briahna Murray, Vice President of Gordon Thomas Honeywell Government Affairs, to provide monthly updates to PIC members on key legislative priorities in 2019. Murray will provide information to PIC, but is not lobbying on behalf of SCA.

Murray reported that the 2019 Washington State Legislative Session begins January 14 for a 105-day regular session. She said she would report on legislation being considered relating to the three priority issue areas identified in the 2019 SCA PIC recommended legislative agenda: addressing the affordable housing crisis; investing in transportation infrastructure and mobility; and, providing tools for cities to address other critical local priorities.

Murray said she anticipates the Legislature will consider dozens of proposals to address affordable housing. These proposals will likely fall into three categories: 1) increasing funding to construct affordable housing; 2) financial incentives for the private market to construct more affordable housing; and, 3) changes to land use/growth management to affect the housing market.

Murray said the 2019-2021 transportation budget is anticipated to have limited revenue available for new projects. However, Chair of the Senate Transportation Committee, Sen. Steve Hobbs (D-Lake Stevens) has indicated that he intends to introduce a gas and carbon tax proposal to make a new round of transportation investments. Early in the legislative session, he will hold a hearing on a draft bill and make further amendments to the bill draft prior to formally introducing it. Murray also noted that an initiative to the legislature that would limit car tabs to \$30 and restructure how vehicles are valued for taxing purposes filed enough signatures that the legislature will need to act to either adopt the proposal, allow the proposal to go to voters, or send a competing proposal to voters along with the original.

Councilmember Chris Roberts, Shoreline, said SCA should consider taking a position in opposition to the car tab initiative. He said the proposal would have an impact on cities across King County, and in particular those who have adopted Transportation Benefit Districts funded by car tabs. He said the focus of transportation proposals in Olympia should be to maintain existing infrastructure and expanding transit.

Mayor Nancy Backus, Auburn, noted there has been some discussion of a statewide impact fee on new development to fund transportation and asked if Murray expected such a proposal to receive serious consideration. Murray noted that some stakeholders have expressed concerns about the impacts of such a proposal and that more input is expected in hearings when the legislative session begins.

Dawson noted that some of the funding sources under consideration for transportation are also being looked at to fund culvert replacement. Murray said funding for culvert replacement will be a significant issue during the 2019 legislative session. She said the Association of Washington Cities is asking for culvert replacement to be funded on a watershed basis so that projects are leveraged to open the most habitat.

Murray said the 2019 legislature will likely consider several proposals to provide additional funding tools to cities and fund state-shared revenues. She said bills are likely to be introduced that would revise the 1% cap on increases to local property taxes, but that it was unclear if any would be seriously considered. She said bills are expected to be considered that would increase flexibility for spending of Real Estate Excise Tax (REET) funds and extend mitigation to cities to address impacts of the state adoption of destination-based local sales tax (streamlined sales tax). Murray noted that the Governor's proposed budget includes full funding for the Basic Law Enforcement Academy and MRSC. In response to a question from Councilmember Toby Nixon, Kirkland, Murray said she believed that funding for the Corrections Academy was also included in the Governor's proposed budget.

9. Homelessness Response System Recommendations

SCA Senior Policy Analyst Christa Valles presented a [PowerPoint](#) on work occurring around regional homeless response. Valles reviewed the findings of a King County Auditor report, which observed that system fragmentation reduces the efficacy of current investments. Following the King County Auditor's report, Seattle Mayor Jenny Durkan and King County Executive Dow Constantine signed an MOU in May 2018 calling for developing governance recommendations. To that end, Seattle, King County, All Home, and certain philanthropic and business partners retained several consultants to assist with the work identified in the MOU.

Consultant Future Laboratories provided recommendations via a multi-media [website](#) on governance in December 2019. Infused throughout Future Laboratories recommendations is the need to take a customer-centric approach to design and deliver programs. This means giving voice to people with lived experience and allowing them to have an active role in shaping programs and policies. It is believed this will lead to better designed policies and programs that will increase the "take-up rate" and efficacy of such programs because they will be informed by people with lived experience and thus, be responsive to their needs.

Future Laboratories recommends consolidating Seattle and King County homelessness services staff, functions, and funding. The recommendations also include reference to the need for sub-regional plans to account for local differences in the region. King County Executive Dow Constantine and Seattle Mayor Jenny Durkan have embraced the recommendations and their respective staff are working together to implement them in 2019.

As part of the process for developing recommendations, SCA staff were invited to participate in on-going weekly meetings with Seattle and King County staff while an Executive Leadership Group (ELG) has met three times since October 2018 to receive progress reports and provide feedback. The ELG is comprised of the Seattle Mayor, King County Executive, SCA representatives (Bellevue Mayor John Chelminiak, Auburn Mayor Nancy Backus, and Renton City Council President Ed Prince), and representatives from business, philanthropy, and people with lived experience.

SCA ELG representatives have indicated SCA needs more detail before members can consider endorsing the recommendations. They have also communicated that SCA wants equal representation with Seattle and King County on any governance board created to oversee the newly consolidated agency on homelessness.

Valles said work in 2019 will focus on implementation. Many policy and operational issues remain outstanding, including board representation, staff and labor issues, and what funding streams will be appropriated. Consultant work will be on-going, including an assessment of regional investments and the creation of a regional action plan. The All Home Coordinating Board also needs to decide how its role and function will fit within the new structure. The ELG will continue to meet periodically for updates on a schedule yet to be determined.

Mayor Nancy Backus, Auburn, thanked Valles for the work she put into the memo, noting that it synthesized a lot of complex information. Backus noted consultant work is still going on and

that the three SCA members on the ELG have some concerns about the specific details related to governance for a consolidated entity. Backus also said the region needs to deal with the crisis.

Mayor John Chelminiak, Bellevue, said there remains a need to maintain local control over how homeless issues are addressed.

Councilmember Bill Boyce, Kent, asked how the region ensures the funding in the system now is being spent effectively and if there was there a “target” for funding that is needed. Valles said there was no target and one goal of consolidation was to ensure that current funding going into the system was being spent well. The current system lacks coordination and needs to be more nimble and responsive.

Council President Angela Birney, Redmond, said the Seattle Times graphic provided in the PIC packet did not include what other cities in the region were spending on homelessness. She also said she appreciated some of the recommendations that had been made, but it wasn’t clear whether it reflected things that other cities in the region are doing. She noted there is money being spent wisely in some places. She asked if anyone was looking at what SCA cities are spending. SCA Executive Director Deanna Dawson responded that one set of consultants is currently looking at funding by other cities in the region, along with Seattle and King County, and a request was sent out to all city managers the morning of January 9.

Mayor Nancy Backus, Auburn, noted that people are not going to agree there needs to be additional funding until we know the current money is being well spent. SCA ELG representatives have communicated repeatedly the need for cities and subareas of the county to be represented in the governance structure.

SCA Executive Director Deanna Dawson said that at an All Home meeting that afternoon, a discussion item was added to consider a new Theory of Change for the region’s homelessness response system. The proposed Theory of Change provided at the January 9 All Home meeting was: *“If we create a homelessness response system that centers customer voice, then we will be able to focus on responding to needs and eliminating inequities, in order to end homelessness for all.”*

Mayor Nancy Backus, Auburn, said that the proposed Theory of Change was strictly being considered in front of All Home at this time. She explained that All Home is the region’s continuum of care (CoC) responsible for HUD funding, which is about \$35 million annually. Backus said the Theory of Change seems benign as an overarching concept, and that she was hoping to get comments about whether PIC members think it is an acceptable statement. Backus said we need a shared theory of change, but it should be something that works for everyone.

Mayor John Chelminiak, Bellevue, said it was unclear to him where the proposed Theory of Change originated, but his understanding was it came from the Future Laboratories based on discussions primarily with providers and people experiencing homelessness. Valles said she thought it was also based on hundreds of interviews that Future Labs conducted. Brittani

Manzo from Future Laboratories was in attendance at the PIC meeting and said it was “all of the above” and a staff working group developed the first draft, which was then shared with providers and people with lived experience and revised.

Mayor Chelminiak said the statement read as being relatively benign, but that the wording was not clear and may mean different things to different people. He said he agrees with the emphasis on making homelessness “rare, brief, and one-time” and focusing on clients, but the message and where it will lead is not clear in the proposed Theory of Change.

Councilmember Chris Roberts, Shoreline, said he agreed with the goal of making homelessness rare, brief, and one time. He noted that Durkan has said the proposed consolidation of governance does not address the root causes of homelessness and asked for clarification about what it will address.

Councilmember Janice Zahn, Bellevue, said she reads the Theory of Change to say that we will be centering the homelessness response system on the people the region is trying to serve. She said centering the Theory of Change on the voices of people experiencing homelessness resonates with her.

Chair Prince said the phrasing is too nebulous. He noted that there are many different reasons why people become homeless, and the factors are complex.

Mayor Chelminiak said we can’t expect providers to solve every aspect of homelessness and that they are focused on dealing with people in crisis. He said it was the responsibility of regional leaders to work on the continuum of issues exacerbating the homelessness crisis.

Councilmember Traci Buxton, Des Moines, asked whether SCA’s input on the Theory of Change is going to have any impact on its wording moving forward. Dawson said that the All Home Coordinating Board will meeting again in February and PIC input would be shared with members.

Mayor Christie Malchow, Sammamish, asked how governance and addressing the root causes of homelessness were related. Dawson said it is expected the root causes of homelessness would be addressed by the new entity, and that the governance discussion was about the make-up of that decision-making structure.

Councilmember Toby Nixon, Kirkland, said the phrasing “centers customer voice” was confusing, but that he agreed with the idea of customizing services and response based on the needs of the individual. He said there are many approaches, and to succeed we must meet the unique needs of individuals. Valles said all the ideas on the Future Laboratories’ website assume customized approaches prioritizing the customer needs. Dawson said if people have more feedback, they were encouraged to share it with SCA staff prior to the January 16 board meeting, where the issue will be discussed.

10. Regional Transit and Road Maintenance

SCA Policy Analyst Cynthia Foley reported that during the recent King County budget process, the Council passed a motion directing the Executive to address regional transit and transportation infrastructure needs, including convening regional leaders to develop a transportation funding plan. Specifically, the motion calls for developing a strategy to implement Metro Connects and fund maintenance on county roads.

Foley noted that Metro's long-range transit plan, Metro Connects, estimated that \$7.8 billion in new capital investment would be needed by 2040, as well as funding for over 1.2 million new service hours. There was no identified funding source for these capital projects or service hours. She added that the Bridges and Roads Task Force and the [Regional Transportation System Initiative](#) identified billions dollars of unmet maintenance and capacity needs in the regional roads system through 2040.

Foley reported that the region last pursued a countywide transportation funding proposal in 2014, that would have increased investment in transit. She noted that SCA was actively engaged in negotiating that package. Ultimately, the proposed Transportation Benefit District was rejected by voters. In response to the measure failing, Seattle leaders proposed a transit funding package of their own. In November 2014, the Seattle-only Transportation Benefit District was approved, which has given Seattle leverage to increase transit in the City while much of the planned service outside of Seattle remains unfunded.

Foley stated that Seattle's Transportation Benefit District expires in 2020, which may open the door to working on a regional package. She said, the motion that passed during the 2019-2020 budget process, asked the County Executive to work with three members of the County Council, SCA, and other community groups, to develop a process for discussing regional transportation funding.

Foley reported that the Regional Transit Committee (RTC) will be briefed on the motion at its meeting on January 16, 2019 and the first report on the status of this effort is to be delivered to the King County Council by May 31, 2019.

SCA Executive Director Dawson noted concerns about tax fatigue among voters and the challenge of funding local priorities. She asked members to provide feedback on the extent to which they would like SCA to be involved in the funding discussion initiated by King County.

Council President Angela Birney, Redmond, said that any new proposal would need to be developed through a robust public engagement process to have any chance of succeeding. She said there are many new and innovative approaches to transit being pursued in the region that voters may be more willing to support.

Council President Tola Marts, Issaquah, said that he is concerned about existing transportation needs in the City of Issaquah and how any countywide effort could impact efforts to work with the community to fund those projects.

Mayor Christie Malchow, Sammamish, said Sammamish similarly has significant transportation needs and that residents are already concerned about the level of service they receive.

Councilmember Kate Kruller, Tukwila, asked if approving a countywide Transportation Benefit District (TBD) would preclude cities within the county from also having a TBD or limit the funding they could collect under state law. SCA staff said they would research the issue.

Councilmember Ross Loudonback, North Bend, noted that the costs to implement Metro Connects had varied, and asked about staff's confidence in the numbers.

Foley said that Motion 15252 requests updated cost estimates from the King County Executive.

11. King County Parks Levy Renewal

SCA Policy Director Brian Parry reported on the King County Parks Levy renewal. He said the King County Parks Levy funds operations and maintenance of King County's more than 200 parks, regional trails, and open spaces, as well as providing support for the Woodland Park Zoo and city park projects. The Levy was approved by voters in 2013 and will expire at the end of 2019 unless renewed. The King County Executive is developing a proposal to renew the Parks Levy and is expected to transmit his recommendation to the County Council in February with the goal of placing a measure on the ballot in August 2019. The County Council would need to approve the final ballot proposal in May for a measure to be placed before voters in August.

Parry said the Parks Levy was originally approved at a rate of 18.77-cents per \$1,000 of assessed value and has declined to about 13-cents per \$1,000 due to increasing property values. King County staff have provided a presentation to cities and stakeholders indicating the County Executive is considering a "status quo" levy with additional "enhancement options" that would amount to a total proposed levy rate of 18.05 cents per \$1,000. The enhancement options would provide funding for the Seattle Aquarium, and increase funding from the levy for regional trails, park infrastructure, and land conservation. Under this proposal, approximately \$6 million per year would be distributed directly to cities in King County for local park projects.

Parry said SCA staff have met with King County staff and members of the King County Council to begin discussing the proposed levy renewal and ensuring city priorities are reflected in the ballot measure. He encouraged PIC members to provide feedback on the proposed levy and city priorities to inform these ongoing discussions.

Councilmember Chris Roberts, Shoreline, said funding should be flexible so that it can be used for more to improve parks and not just land acquisition.

Councilmember Toby Nixon, Kirkland, said the Kirkland City Council recently discussed the parks levy renewal and drafted a letter to be sent to King County. He said the council was very cognizant of tax burden and also would like to see the amount of funding in the levy distributed to cities doubled and support the proposed funding for regional trails and community partnerships. He said he would be interested in seeing SCA take a position on the levy if consensus could be reached.

Councilmember Benson Wong, Mercer Island, asked for clarification about where cities could see additional funding from the levy to support local parks. Parry said that any additional funding for cities as currently proposed was likely to come from a portion of the "enhancement options" under consideration by the county or as part of an increase to the overall levy.

12. King County Charter Review Commission

SCA Policy Director Brian Parry reported on the King County Charter Review Commission. King County reconstituted a Charter Review Commission in July of 2018. Initial solicitation of input from the general public, community organizations, and governmental organizations including SCA cities is ongoing. The Commission has begun compiling an initial set of proposals to amend the King County Charter, which can be found in the [December 19, 2018 Commission meeting materials](#). The Commission is expected to narrow their list of potential recommendations over the next two months before seeking feedback on those proposals in March of 2019. The County Council has final authority to determine which amendment proposals, if any, are sent to the voters.

Parry noted that PIC members Mayor Sean Kelly, Maple Valley, and Councilmember Toby Nixon, Kirkland, are members of the Commission (though not appointed by SCA).

In addition to guiding the roles and responsibilities of the branches of King County government and decision-making processes, the King County Charter also affects cities by guiding how regional policy decisions are made. This includes the roles and responsibilities of the charter-established King County regional committees upon which SCA members serve (Regional Policy Committee, Regional Water Quality Committee, and Regional Transit Committee).

Parry said initial proposals under consideration include amendments that could:

- Affect how the King County budget is approved and managed;
- Expand or contract the role of charter regional committees, including the role of regional committees in developing countywide levies;
- Change the membership of charter regional committees; and,
- Change how elections are conducted, including timelines and signature requirements for initiatives and referenda as well as the number of, and procedures for, electing members of the King County Council.

Parry said the Commission is continuing to develop the range of potential amendments it may recommend to the County Council. The Commission is expected to narrow their list of potential recommendations over the next two months before seeking feedback on those proposals in March of 2019.

Parry said SCA staff is considering bringing together staff from SCA cities to discuss potential charter amendments and would be looking for feedback from elected officials, in particular those who have experience serving on charter regional committees.

Councilmember Toby Nixon, Kirkland, said the Commission expects February to be the end of the first phase of the process to identify potential charter amendments. He said the Commission would be looking for additional input in March and April before finalizing any recommendations for the County Council.

Mayor Sean Kelly, Maple Valley, said the charter review process provides a great opportunity to improve procedures in King County.

SCA Executive Director Deanna Dawson noted that SCA members have experience as members of the regional committees established in the charter, and that this experience gives members insight that could lead to improvements to how regional policies are developed.

Councilmember Tom Stowe, Beaux Arts Village, asked where to provide input. Councilmember Toby Nixon, Kirkland, said that each city should have received a packet of information from the Commission and that there is also a tool on the [Commission website](#) to provide feedback. Dawson noted that cities could also provide feedback to SCA staff to share.

Council President Angela Birney, Redmond, said the members of the Regional Policy Committee are developing their workplan for 2019 and that they could consider adding a discussion of the charter review process and potential amendments. She agreed that SCA could provide valuable input to improve how the charter regional committees operate.

13. Future Levies and Ballot Measures in King County

SCA Policy Director Brian Parry reported on upcoming levies and ballot measures in King County. He noted a new addition from December: that the King County Library System is considering proposing to voters a levy lid lift in 2020.

Chair Prince said that the Renton School District will have a levy on the ballot in February.

Councilmember Toby Nixon, Kirkland, said that there has been discussion of a bond measure proposal from Evergreen Hospital for April 2019 and that he would provide SCA staff with more information to share in future updates.

14. Potential Upcoming SCA Issues

SCA Policy Director Brian Parry said that the list of potential issues for PIC in 2019 provided in the PIC packet was based on PIC discussion in December. He said the list was not prioritized, and the SCA board would be reviewing the list further to prioritize where SCA should focus its energy in the coming year.

15. Upcoming Events

Chair Prince said there will be an SCA Networking Dinner on Wednesday, January 30, 2019, at 5:30 PM at the Renton Pavilion and Event Center.

Chair Prince said there will be an SCA regional board and committee appointees orientation on Wednesday, February 6, 2019, at 6:00 PM at SeaTac City Hall.

Mayor Sean Kelly, Maple Valley, noted that it is National Law Enforcement Appreciation Day and asked that the minutes reflect the respect PIC members have for the law enforcement professionals serving their communities.

Councilmember Janice Zahn, Bellevue, said the City of Bellevue recently developed new regulations affecting small cell technology deployment. She said she would be happy to share

the city's research and new policies with PIC members and that they should contact her if they were interested in more information.

SCA Executive Director Deanna Dawson said that she would be participating in a meeting Friday, January 11, hosted by MELO to discuss how SCA can lead on racial equity and inclusion.

Adjourn

The meeting was adjourned at 8:54 PM.

**Public Issues Committee Meeting
January 9, 2019**

City	Representative	Alternate
Algona	Dave Hill	Bill Thomas
Auburn	Nancy Backus	John Holman
Beaux Arts Village	Tom Stowe	Aletha Howes
Bellevue	John Stokes	Janice Zahn
Black Diamond	Janie Edelman	Tamie Deady
Bothell	James McNeal	Davina Duerr
Burien	Austin Bell	Nancy Tosta
Carnation	Dustin Green	Kim Lisk
Clyde Hill	Barre Seibert	George Martin
Covington	Fran Hollums	Joseph Cimaomo, Jr.
Des Moines	Traci Buxton	Matt Mahoney
Duvall	Michelle Hogg	Jennifer Knaplund
Enumclaw	Anthony Wright	Mike Sando
Federal Way	Lydia Assefa-Dawson	Martin Moore
Hunts Point	Joseph Sabey	
Issaquah	Tola Marts	Chris Reh
Kenmore	David Baker	Nigel Herbig
Kent	Bill Boyce	Toni Troutner
Kirkland	Toby Nixon	Jay Arnold
Lake Forest Park	Catherine Stanford	Tom French
Maple Valley	Sean Kelly	Linda Johnson
Medina	Sheree Wen	Alex Morcos
Mercer Island	Benson Wong	Tom Acker
Milton	Shanna Styron Sherrell	Mary Tompkins
Newcastle	Allen Dauterman	Carol Simpson
Normandy Park	Sue-Ann Hohimer	Jonathan Chicquette
North Bend	Ross Loudenback	Ken Hearing
Pacific	Leanne Guier	David Storaasli
Redmond	Hank Margeson	Angela Birney
Renton	Ed Prince	Armondo Pavone
Sammamish	Christie Malchow	Karen Moran
SeaTac	Erin Sitterley	Pam Fernald
Shoreline	Chris Roberts	Keith Scully
Skykomish	Henry Sladek	
Snoqualmie	Katherine Ross	Matt Larson
Tukwila	Kate Kruller	Zac Idan
Woodinville	James Evans	Elaine Cook
Yarrow Point	Dicker Cahill	
SCA	Deanna Dawson Brian Parry	Christa Valles Cynthia Foley

Voting members are highlighted. Cities represented are **bolded**.



March 13, 2019
SCA PIC Meeting

Item 06:
Children and Youth Advisory Board Appointment
ACTION

SCA Staff Contact

Christa Valles, Sr. Policy Analyst, Christa@soundcities.org, (206)495-5238

Potential Action

The PIC Nominating Committee will meet in advance of the March 13, 2019 PIC meeting to make a recommendation on appointment to fill a vacancy on the Children and Youth Advisory Committee. The recommendation of the PIC Nominating Committee will be presented for consideration by PIC at the March 13 meeting.

Children and Youth Advisory Board

The Children Youth and Advisory Board (CYAB) provides advice to the King County Executive and Council on policy related to children and youth, and serves as the advisory and oversight body for Best Starts for Kids (BSK) levy proceeds. SCA has two appointments to the CYAB. Other members include representatives from the cities of Seattle and Bellevue, social services agencies, child development, education, and health experts.

The specific duties of the CYAB are informed by the Youth Action Plan (YAP) and BSK Levy Ordinance. Issued in April 2015, the YAP called for the creation of a body to advise King County policymakers as they consider outcomes, policies, and investments for children, families, youth, and young adults. In November 2015, voters approved a six-year BSK property tax levy, which funds approximately \$392 million in prevention and early intervention programs for children, youth, families, and communities. The CYAB is charged with making recommendations on and monitoring the distribution of the bulk of the levy proceeds.

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March 13, 2019
SCA PIC Meeting

Item 07:
2019 State Legislative Session
UPDATE

SCA Staff Contact

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Government Affairs

SCA Legislative Committee Members

Mayor Leanne Guier, Pacific, Chair; Mayor David Baker, Kenmore; Mayor Dana Ralph, Kent;
Mayor Amy Ockerlander, Duvall; Deputy Mayor Catherine Stanford, Lake Forest Park

Update

Briahna Murray, Vice President of Gordon Thomas Honeywell Government Affairs, will provide an update to PIC members on the 2019 legislative session and priority issues identified in the 2019 SCA Legislative Agenda.

Background

The SCA 2019 Legislative Agenda focuses on legislative requests in three priority issue areas: Address the Affordable Housing and Homelessness Crisis; Invest in Transportation Infrastructure and Mobility; and, Provide Tools for Cities to Address Other Critical Local Priorities. SCA contracted with a consultant, Briahna Murray, Vice President of Gordon Thomas Honeywell Government Affairs, to provide regular updates on SCA legislative priorities which have been distributed weekly by email to PIC members. The latest SCA Legislative Report from March 3, 2019 is included here as [Attachment A](#).

Next Steps

Please share this information with your city. Questions may be directed to SCA Policy Director Brian Parry at brian@soundcities.org or 206-499-4159.

Attachments

- A. [SCA Legislative Report – March 3, 2019](#)
- B. [SCA 2019 Legislative Agenda](#)



Sound Cities Association Legislative Report

SCA Consultant Briahna Murray; bmurray@gth-gov.com; (253) 310-5477
March 3, 2019

While Governor Jay Inslee [announced his candidacy](#) for U.S. President, the fiscal committees of the Legislature met late into the evening voting on bills prior to the fiscal committee cutoff deadline. Hundreds of bills did not advance prior to the deadline and are technically no longer under consideration this session. However, a bill is never truly "dead" in the Legislature, and several bills have been designated "necessary to implement the budget" and are exempt from cutoff deadlines. Such instances are rare however, and after last Friday's deadline there are significantly fewer bills under consideration.

The House and Senate also found time to pass handful of bills and refer them to the opposite chamber for consideration, including the Clean Energy Bill ([Senate Bill 5116](#)) - a major policy priority for the Governor and democratic caucuses. For the next week and a half, the House and Senate will be on the floor voting on bills. Bills need to pass out of their chamber of origin (i.e. House bills need to pass the House; Senate bills need to pass the Senate) by 5PM on Wednesday, March 13th.

Legislative Priorities

Affordable Housing and Homelessness

Several affordable housing proposals did not pass out of committee prior to the cutoff deadline. However, committee chairs have indicated that the discussion around funding affordable housing and the many associated bills, are "necessary to implement the budget" and, therefore, are not subject to cutoff deadline. Attached to this report is an extensive list of those bills that survived the fiscal committee cutoff deadline, and a list of those bills that are technically dead but have been deemed necessary to implement the budget. Some items to highlight from those lists:

- [House Bill 1406](#), sponsored by [Rep. June Robinson](#) (D-Everett), would allow local jurisdictions to impose a .02 credit against the state sales tax to fund affordable housing. This bill was one of the few bills that passed out of the House Finance Committee. This confirms what we have been hearing, which is that this bill is the House Democrats preferred mechanism for increasing funding for cities at the local level. The Senate version of the bill did not advance, indicating that if this policy advances forward it will be through the House first.
- Real estate excise tax bills stalled in their respective fiscal committees, including [Senate Bill 5357](#), sponsored by [Sen. Jeannie Darneille](#) (D-Tacoma), and [House Bill 1493](#), sponsored by [Rep. Melanie Morgan](#) (D-Parkland), which would authorize cities and counties to councilmanically impose an .25% real estate excise tax to fund affordable housing. And, also including House Bill 1921, sponsored by Rep. Noel Frame, which would adjust the current state-imposed flat-rate real estate excise tax to a graduated rate based on the price of the home being sold. Rep. Frame and others have indicated that the revenue raised from this proposal would augment state general fund dollars to potentially offset the cost of House Bill 1406 (above) and increase funding to the state Housing Trust Fund. These bills stalling in the fiscal committee indicates that the discussion around real estate excise taxes is one that will be intertwined with the negotiations around the operating budget. It's worth noting that while the Governor proposed to use real estate excise tax revenue to fund fish barrier removal projects,

the Legislature has indicated that it will look at other revenue sources, not real estate excise taxes, to fund those projects.

- [House Bill 1590](#), sponsored by [Rep. Beth Doglio](#) (D- Olympia), allows cities and counties to councilmanically impose a .01% sales tax increase to fund affordable housing. Under current law, voter approval is required. This bill advanced out of the House Finance Committee. Communities have had mixed reactions to whether an increase in sales tax is an appropriate revenue source to fund affordable housing.

In addition to these proposals, the Legislature continues to look at reforming the Residential Landlord Tenant Act. There are several proposals that survived the committee cutoff deadlines as part of this effort. It's unclear which of the proposals is most likely to advance.

As another note - [House Bill 1591](#), sponsored by [Rep. Mia Gregerson](#) (D-SeaTac), did not survive the fiscal committee cutoff deadline and is no longer under consideration this session. The bill would have established a “**right to be homeless.**” Under the proposal, a person who is experiencing homelessness may not be subject to penalties by law enforcement for surviving in a public space.

And finally, the discussion around affordable housing continues to be accompanied by a discussion around increasing density in cities. There are two efforts underway – one that focuses on preempting city authority around accessory dwelling units (ADUs) and one that focuses on forcing cities to take action to increase density and housing affordability in their community.

First, on ADUs, [Senate Bill 5812](#), sponsored by [Sen. Guy Palumbo](#) (D-Maltby), would preempt city authority to regulate **accessory dwelling units (ADUs)**. The bill advanced out of the Senate Housing Stability & Affordability Committee and is currently in the Senate Rules Committee. Sen. Guy Palumbo is meeting frequently with city representatives to develop a floor amendment to the bill. In the most recent versions of the bill, cities and counties would have until June 1, 2021 to comply with the following requirements:

- (1) all single-family lots must be allowed to have either one attached or one detached ADU;
- (2) the city may not establish a minimum lot size requirement for ADUs;
- (3) attached ADUs cannot be required to have a separate utility connection unless there is a finding of site-specific considerations that warrant a separate connection;
- (4) attached or detached ADUs may only be charged a utility connection fee that is proportionate to the burden on the utility system;
- (5) the city may not require off-street parking for any ADU within ½ mile of bus service that is at least every 15 minutes;
- (6) the city may not require owners to reside in a housing unit on the same lot.

Meanwhile, the House version of the legislation, House Bill 1797, sponsored by Rep. Mia Gregerson (D-Kent), was amended by the House Local Government Committee to be exclusively optional for cities. It's likely that as the bill advances out the Rules Committee to the floor for a vote that there will be amendments offered to make provisions of the bill mandatory rather than optional.

Second, on **density and housing affordability requirements**, [House Bill 1923](#), sponsored by [Rep. Joe Fitzgibbon](#) (D-Burien), would require cities to select off of a menu of options to increase density and increase housing affordability in their community. If a city doesn't select off the menu of options, the city is then required to update the housing element of their comprehensive plan and comply with new criteria provided for in the bill. If a city does neither, they are then ineligible for a series of grant programs (very similar to how a city would be treated if found noncompliant with the GMA). The House Appropriations Committee approved the bill on a narrow vote as a “work in progress.” [Click here](#) to view the most current version of the bill. Rep. Joe Fitzgibbon has convened a series of

stakeholder meetings to refine and improve the bill. It is anticipated that the bill will be further amended through the legislative process.

Transportation & Infrastructure

There has been a lot of discussion on “big picture” transportation issues during the first seven weeks of the legislative session. Attached is a list of bills that are still under consideration after the fiscal committee cutoff deadline. Meanwhile – it’s worth noting a few large topics:

The House and Senate Transportation Committees held public hearings on **I-976 related to \$30 car tabs** and heard overwhelming opposition to the measure – particularly from communities that have created a Transportation Benefit District and imposed vehicle license fees. In response, it is likely that the Initiative will be placed on the November ballot. An opposition campaign to the measure has already begun organizing, and that is believed to be the best way to defeat the Initiative.

The Senate Transportation Committee Chair, Sen. Steve Hobbs (D-Lake Stevens), introduced a 10-year **comprehensive transportation package** that generates funding through a \$15 per metric ton carbon fee, a 6-cent gas tax increase, transportation impact fees, vehicle weight fees for trucks and motorhomes, and more. [A full list of funding sources can be found here.](#) The package includes funding for 80 projects, maintenance of the existing state system, and fish barrier removal projects. [For a full list of projects, click here.](#) The package includes three separate bills: [SB 5970](#), [SB 5971](#), and [SB 5972](#), which codify the project list, revenue sources, and bonding component of the package respectively. A public hearing on the package was held last week, with most organizations testifying in support of funding being allocated to various projects. **Of interest to Sound Cities Association**, the package includes \$375 million in funding for direct distribution to cities and counties. The transportation package will likely be advanced out of committee in tandem with the 2019-21 Transportation Budget and will be wrapped into overarching budget negotiations later in the legislative session.

Of interest to many cities throughout the region, the Legislature is also considering legislation to **authorize tolling on I-405/SR 167 and SR 167/SR 509**. This past week, House Transportation Committee Chairman [Rep. Jake Fey](#) (D-Tacoma) introduced [House Bill 2132](#) this week. The bill builds on legislation that was previously introduced at the request of the Washington State Department of Transportation that would have authorized tolling on I-405 and SR 167 as a single corridor, and SR 509 and SR 167 as a single corridor. House Bill 2132 would not only authorize tolling as WSDOT requested but would also authorize bonding of the toll revenue and would accelerate delivery of the Puget Sound Gateway project. Because the legislation authorizes bonds, in order it to pass into law, the bill must be approved by 60% of the members of each chamber. While this bill was introduced on the fiscal committee cutoff deadline, Rep. Jake Fey has indicated that the bill is “necessary to implement the budget.”

Finally, restoring funding to the **public works assistance account** is one of the Association of Washington Cities’ proposals to provide increased infrastructure funding for cities. House Bill 1691 and House Bill 1680 would both restore funding to the account; the former restores solid waste tax revenues to the account and dedicates it to fish passage barrier projects and the latter restores real estate excise tax revenues to the account and dedicates it to infrastructure to support affordable housing.

Tools for Cities

The Legislature is considering several proposals that would positively impact cities, and several proposals that would be negatively impact cities. City advocates are encouraging legislators to ensure that at the end of the legislative session, cities overall are “ahead.” We know that some proposals, such as the **wrongful death proposals** (HB 1135) would increase liability and cost for cities and is highly likely to pass into law. However, there are other proposals that the Legislature could adopt that

would benefit cities to help offset this negative impact. House Bill 1718 would provide cities and counties with more flexibility with existing resources, Senate Bill 5644 would provide cities with a new economic development tool like the local revitalization financing, increased funding to indigent defense, and legislation to restore the public works assistance account or increase local options to increase funding. The attached chart shows which bills are still live and under consideration.



Sound Cities Association Live/Dead Bills List

Address the Affordable Housing and Homelessness Crisis

Live Bills

<u>Bill Details</u>	<u>Status</u>	<u>Sponsor</u>	<u>Priority</u>	<u>Position</u>
<u>SHB 1168</u> Self-help housing dev./taxes Concerning sales and use and excise tax exemptions for self-help housing development.	H 2nd Reading	Leavitt	Monitoring	
<u>HB 1219</u> Real estate taxes/housing Providing cities and counties authority to use real estate excise taxes to support affordable housing and homelessness projects.	H 2nd Reading	Walén	Monitoring	
<u>SHB 1377</u> Housing dev./religious orgs. Concerning affordable housing development on religious organization property.	H 2nd Reading	Walén	Monitoring	
<u>SHB 1406</u> Affordable housing/sales tax Encouraging investments in affordable and supportive housing.	H Rules R	Robinson	Monitoring	
<u>SHB 1576</u> Construction defect actions Concerning construction defect actions.	H 2nd Reading	Senn	Monitoring	
<u>HB 1590</u> Housing tax/councilmanic Allowing the local sales and use tax for affordable housing to be imposed by a councilmanic authority.	H 2nd Reading	Doglio	Monitoring	
<u>SHB 1754</u> Homeless hosting/religious Concerning the hosting of the homeless by religious organizations.	H Rules R	Santos	Monitoring	

<u>2SHB 1767</u>	Arrest & jail alternatives	H Rules R	Lovick	Monitoring	Establishing a law enforcement grant program to expand alternatives to arrest and jail processes.
<u>SHB 1797</u>	Accessory dwelling units	H Rules R	Gregerson	Monitoring	Concerning local governments planning and zoning for accessory dwelling units.
<u>2SHB 1923</u>	Urban residential building	H Rules R	Fitzgibbon	Monitoring	Increasing urban residential building capacity.
<u>SSB 5025</u>	Self-help housing dev./taxes	S Rules 2	Das	Monitoring	
<u>SSB 5160</u>	Sr's, disab. vets/prop tx ex	S Rules 2	Dhingra	Monitoring	Concerning property tax exemptions for service-connected disabled veterans and senior citizens.
<u>SSB 5183</u>	Mobile home relocation asst.	S Rules 2	Kuderer	Monitoring	Concerning relocation assistance for manufactured/mobile home park tenants.
<u>SB 5195</u>	Real estate taxes/housing	S 2nd Reading	Kuderer	Monitoring	Providing cities and counties authority to use real estate excise taxes to support affordable housing and homelessness projects.
<u>SB 5219</u>	Condominium warranties	S 2nd Reading	Padden	Monitoring	Concerning condominium construction warranties.
<u>SSB 5261</u>	Homeless persons/city hiring	S Ways & Means	Zeiger	Monitoring	Creating a pilot program for certain cities to hire homeless persons for local beautification projects.

<u>SSB 5289</u>	Nonprofit homeownership dev. Concerning nonprofit homeownership development.	S Ways & Means	Palumbo	Monitoring
<u>ESB 5334</u>	Common interest ownership Concerning the Washington uniform common interest ownership act.	H Civil R & Judi	Pedersen	Monitoring
<u>SSB 5358</u>	Housing dev./religious orgs. Concerning affordable housing development on religious organization property.	S Rules 2G	Saldaña	Monitoring
<u>SSB 5363</u>	Urban center dwellings/taxes	S WMDPS	Palumbo	Monitoring
<u>SSB 5366</u>	Urban centers/multiple-units Expanding the property tax exemption for new and rehabilitated multiple-unit dwellings in urban centers.	S WMDPS	Wagoner	Monitoring
<u>SSB 5382</u>	Tiny houses as ADUs Concerning tiny houses serving as accessory dwelling units.	S Rules 2	Zeiger	Monitoring
<u>SSB 5383</u>	Tiny houses Concerning tiny houses.	S 2nd Reading	Zeiger	Monitoring
<u>SSB 5384</u>	Tiny house comm. locations Concerning the location of tiny house communities.	S Rules 2	Zeiger	Monitoring
<u>SSB 5812</u>	Accessory dwelling units Concerning local governments planning and zoning for accessory dwelling units.	S Rules 2	Palumbo	Monitoring
<u>SSB 5946</u>	SEPA/shelters & encampments	S 2nd Reading	Nguyen	Monitoring

Concerning the application of the state environmental policy act to temporary shelters and transitional encampments.

Invest in Transportation Infrastructure & Mobility

Live Bills

<u>Bill Details</u>	<u>Status</u>	<u>Sponsor</u>	<u>Priority</u>	<u>Position</u>
<u>SHB 1174</u> Cities/lowest resp. bidder Clarifying the contracting procedures for cities.	H Rules R	Walsh	Monitoring	
<u>SHB 1359</u> Local government procurement Concerning local government procurement modernization and efficiency.	H Rules R	Leavitt	Monitoring	
<u>SHB 2022</u> Fish barrier removal funding Providing funding options to local governments for addressing fish passage barrier removals.	H Rules R	Chambers	Monitoring	
<u>HB 2038</u> Pavement condition reporting Concerning pavement condition reporting requirements.	H Rules R	Ramos	Monitoring	
<u>SSB 5104</u> Local gov. vehicle tolls Prohibiting local governments from imposing vehicle tolls.	S 2nd Reading	Sheldon	Monitoring	
<u>SB 5304</u> Local infrastruct. financing Concerning the financing of local infrastructure.	H Cap Budget	Mullet	Monitoring	
<u>SSB 5418</u> Local government procurement Concerning local government procurement modernization and efficiency.	S Rules 2	Takko	Monitoring	
<u>SB 5505</u> Local stormwater charges	S Rules 2	Hobbs	Monitoring	

Addressing the use of local stormwater charges paid by the department of transportation.

<u>SB 5788</u>	Local infrastructure funding Concerning local government infrastructure funding.	S Ways & Means	Mullet	Monitoring
<u>SSB 5896</u>	Shared employer shuttles Concerning shared employer shuttles.	S Rules 2	Palumbo	Monitoring
<u>SB 5970</u>	Transportation funding bonds Authorizing bonds for transportation funding.	S Transportation	Hobbs	Monitoring
<u>SB 5971</u>	Transportation funding Concerning transportation funding.	S Transportation	Hobbs	Monitoring
<u>SB 5972</u>	Additive trans funding Concerning additive transportation funding and appropriations.	S Transportation	Hobbs	Monitoring
<u>SB 5978</u>	Vehicle taxation Concerning vehicle taxation.	S Ways & Means	King	Monitoring

Provide the Tools for Cities to Address Other Critical Local Priorities

Live Bills

<u>Bill Details</u>	<u>Status</u>	<u>Sponsor</u>	<u>Priority</u>	<u>Position</u>
<u>SHB 1135</u> Wrongful injury or death Concerning actions for wrongful injury or death.	H Rules R	Santos	Monitoring	
<u>SHB 1667</u> Public records request admin Concerning public records request administration.	H Rules R	Springer	Monitoring	
<u>HB 1718</u> Existing resources/local gov Providing cities and counties flexibility with existing resources.	H Rules R	Volz	Monitoring	
<u>SHB 1791</u> Vuln. children ed. opport. Enhancing educational opportunities for vulnerable children and youth using funding distributed from the Puget Sound taxpayer accountability account.	H Rules R	Reeves	Monitoring	
<u>HB 1913</u> Occup. disease presumption Concerning the presumption of occupational disease for purposes of workers' compensation by adding medical conditions to the presumption, extending the presumption to certain publicly employed firefighters and investigators and law enforcement, addressing the qualifying medical examination, and creating an advisory committee.	H Passed 3rd	Doglio	Monitoring	
<u>HB 1948</u> Warehousing & manuf. jobs Supporting warehousing and manufacturing job centers.	H Rules R	Entenman	Monitoring	
<u>2SHB 2117</u> State tax structure Providing a pathway to modernize and rebalance the Washington state tax structure so that it is equitable, adequate, stable, and transparent for the people of Washington state.	H Rules R	Frame	Monitoring	
<u>SSB 5163</u> Wrongful injury or death Concerning actions for wrongful injury or death.	S 2nd Reading	Hasegawa	Monitoring	Concerns

<u>SB 5400</u>	PERS/TRS 1 benefit increase	S Ways & Means	Conway	Monitoring	Providing a benefit increase to certain retirees of the public employees' retirement system plan 1 and the teachers' retirement system plan 1.
<u>SSB 5581</u>	State tax laws	H 2nd Reading	Rolfes	Monitoring	Improving the effectiveness and adequacy of state tax laws by clarifying and simplifying nexus provisions, by decreasing compliance and administrative burdens for taxpayers and the department of revenue, by facilitating the collection of new tax revenue resulting from the United States supreme court's decision in South Dakota v. Wayfair, Inc., by providing more consistent tax obligations for both domestic and foreign sellers, and by simplifying the expiration of sales tax sourcing mitigation payments to local governments on September 30, 2019.
<u>SSB 5862</u>	Warehousing & manuf. jobs	S WMDPS	Das	Monitoring	
<u>SB 5973</u>	State tax structure	S Ways & Means	Wellman	Monitoring	Providing a pathway to modernize and rebalance the Washington state tax structure so that it is equitable, adequate, stable, and transparent for the people of Washington state.

Dead Bills

Bills highlighted in purple may be “necessary to implement the budget” and may be reconsidered later this session.

<u>Bill Details</u>	<u>Status</u>	<u>Sponsor</u>	<u>Position</u>
<u>SHB 1008</u> (Dead)	Local gov. revenue study	H Approps	Appleton
	Studying the constitutional and statutory obligations and tax revenue capacity of local government entities.		
<u>HB 1086</u> (Dead)	Public defense funding	H Approps	Chapman
	Increasing appropriated funding for public defense services.		
<u>HB 1228</u> (Dead)	Fish barrier removal funding	H Finance	Chapman
	Increasing transportation revenues to help fund state fish barrier removal.		
<u>HB 1253</u> (Dead)	Law enf. training timeline	H Approps	Kloba
	Concerning the timeline for commencing basic law enforcement training.		
<u>HB 1319</u> (Dead)	Firearm open carry/local gov	H Civil R & Judi	Wylie
	Expanding local government authority to regulate firearms.		
<u>SHB 1371</u> (Dead)	Parks benefit districts	H Finance	Eslick
	Concerning the creation of parks benefit districts.		
<u>HB 1374</u> (Dead)	Local gov firearm regulation	H Civil R & Judi	Macri
	Relating to local government authority to regulate firearms.		
<u>HB 1390</u> (Dead)	PERS/TRS 1 benefit increase	H Approps	Leavitt
	Providing a benefit increase to certain retirees of the public employees' retirement system plan 1 and the teachers' retirement system plan 1.		
<u>HB 1458</u> (Dead)	Municipal police districts	H Local Govt	Blake
	Concerning municipal police districts.		
	Affordable housing taxes	H Finance	Morgan

<u>HB 1493</u> (Dead)	Authorizing cities and counties to impose additional taxes for affordable housing.		
<u>HB 1501</u> (Dead)	Proactive policing grant prg Concerning a proactive policing grant program.	H Approps	Klippert
<u>HB 1508</u> (Dead)	Connecting Washington funds Concerning the distribution of connecting Washington funds to local and state transportation agencies.	H Trans	Mead
<u>SHB 1591</u> (Dead)	Homelessness rights Concerning the rights of persons experiencing homelessness.	H Approps	Gregerson
<u>SHB 1680</u> (Dead)	Local infrastructure funding Concerning local government infrastructure funding.	H Approps	Doglio
<u>SHB 1691</u> (Dead)	Local infra/public works brd Concerning funding and administering local government infrastructure by the public works board.	H Approps	Peterson
<u>SHB 1745</u> (Dead)	Affordable housing options Providing local governments with options to preserve affordable housing in their communities.	H Finance	Ryu
<u>HB 1795</u> (Dead)	State recycling system Ensuring the long-term economic and environmental sustainability of the state's recycling system within the existing regulatory structure.	H Env & Energy	Mead
<u>HB 1921</u> (Dead)	Housing market Addressing the regressive nature of the Washington state housing market.	H Finance	Frame
<u>SHB 1938</u> (Dead)	Local infra. investment prg Creating a local infrastructure investment program to support the development of affordable housing, workforce housing, and revitalization efforts.	H Finance	Steele
<u>HB 2039</u> (Dead)	Transp. network companies Concerning transportation network companies.	H Trans	Springer
	Green transportation	H Trans	Fey

<u>HB 2042</u> (Dead)	Advancing green transportation adoption.		
<u>HB 2123</u> (Dead)	MVET collection Concerning the collection of a motor vehicle excise tax approved by voters of a regional transit authority in 2016.	H Trans	Pellicciotti
<u>SB 5037</u> (Dead)	RTA additional voter approv. Requiring a regional transit authority to receive additional approval from voters if the cost to complete a regional transit system plan approved by voters in 2016 increases beyond fifty-four billion dollars or any additions or subtractions of projects or significant project scope when compared to the system plan are made.	S Transportation	O'Ban
<u>SB 5042</u> (Dead)	RTA vehicle valuation Establishing a vehicle valuation method for a regional transit authority collecting a motor vehicle excise tax that is based on Kelley blue book or national automobile dealers association values.	S Transportation	O'Ban
<u>SB 5043</u> (Dead)	RTA tax nullification Nullifying the imposition of certain taxes within regional transit authority boundaries.	S Transportation	O'Ban
<u>SB 5044</u> (Dead)	RTA tax nullification Nullifying the imposition of certain taxes within regional transit authority boundaries.	S Transportation	O'Ban
<u>SB 5075</u> (Dead)	MVET low-income adjustments Creating a motor vehicle excise tax low-income market value adjustment program.	S Transportation	Kuderer
<u>SB 5098</u> (Dead)	Public defense funding Increasing appropriated funding for public defense services.	S Law & Justice	Braun
<u>SB 5130</u> (Dead)	Fish barrier removal funding Increasing transportation revenues to help fund state fish barrier removal.	S Transportation	Rolfes
<u>SB 5220</u> (Dead)	Transit auth. board members Modifying the election and authority of regional transit authority board members.	S Transportation	O'Ban

<u>SB 5225</u> (Dead)	Cities/lowest resp. bidder Clarifying the contracting procedures for cities.	S Local Governmen	Takko
<u>SSB 5357</u> (Dead)	Affordable housing taxes Authorizing cities and counties to impose additional taxes for affordable housing.	S Ways & Means	Darneille
<u>SB 5424</u> (Dead)	Transit density standards Establishing minimum density standards around regional transit.	S Housing Stabil	Palumbo
<u>SB 5440</u> (Dead)	Housing element/GMA Concerning the housing element of comprehensive plans required under the growth management act.	S Ways & Means	Palumbo
<u>SB 5521</u> (Dead)	Connecting Washington funds Concerning the distribution of connecting Washington funds to local and state transportation agencies.	S Transportation	Takko
<u>SSB 5564</u> (Dead)	Business ecosystems Creating the building business ecosystems act.	S Ways & Means	Brown
<u>SB 5582</u> (Dead)	Affordable housing/REET Increasing funding for affordable housing.	S Ways & Means	Salda?a
<u>SB 5589</u> (Dead)	Local taxes/employment Prohibiting local taxes based on employee wages, employee hours, or the number of employment positions.	S Local Governme	Schoesler
<u>SSB 5680</u> (Dead)	Parks benefit districts Concerning the creation of parks benefit districts.	S Ways & Means	Liias
<u>SB 5769</u> (Dead)	Minimum urban density	S Local Governme	Palumbo

Concerning minimum urban density requirements in growth management act cities and counties.

<u>SB 5802</u> (Dead)	Housing affordability zones Establishing housing affordability zones.	S Housing Stabil	Fortunato
<u>SB 5854</u> (Dead)	State recycling system Ensuring the long-term economic and environmental sustainability of the state's recycling system within the existing regulatory structure.	S Environment, E	Palumbo
<u>SB 5856</u> (Dead)	I-405 & SR 167 traffic study Providing for a one hundred twenty day study of traffic flow on Interstate 405 and state route number 167 by temporarily suspending express toll lanes and high occupancy toll lanes.	S Transportation	Fortunato
<u>SB 5864</u> (Dead)	State infrastructure bank Financing local public works through the creation of the Washington state infrastructure bank.	S Financial Inst	Hobbs
<u>SB 5944</u> (Dead)	Law enf. training timeline Concerning the timeline for commencing basic law enforcement training.	S Law & Justice	Bailey
<u>SSB 5951</u> (Dead)	Urban infill area dev./taxes Concerning tax incentives to encourage residential and mixed-use development in urban infill areas.	S Ways & Means	Braun
<u>SB 5952</u> (Dead)	Local infrastructure funding Concerning local government infrastructure funding.	S Ways & Means	
<u>SB 5961</u> (Dead)	WA tax structure Improving the equity and sustainability of Washington's tax structure.	S Ways & Means	Saldaña



SOUND CITIES ASSOCIATION

38 Cities. A Million People. One Voice.

To provide leadership through advocacy, education, mutual support and networking to cities in King County as they act locally and partner regionally to create livable vital communities.

SCA 2019 Legislative Agenda

Address the Affordable Housing and Homelessness Crisis

The state and cities must partner to preserve and increase the supply of affordable housing as, well as address behavioral health needs and other root causes of homelessness. Sound Cities Association urges the Legislature to:

- *Take steps to preserve and increase the supply of affordable housing, including:*
 - *Continued investment and expansion of the Housing Trust Fund*
 - *Expand pathways to homeownership, including reforming condominium liability law*
 - *Allow cities to create and preserve affordable housing through optional local tools*
- *Address other underlying causes of homelessness by providing support to cities to implement innovative local solutions and increasing investments in our state's behavioral health system*

Invest in Transportation Infrastructure and Mobility

The economic vitality of our state demands that we invest in our existing transportation infrastructure and prioritize new investments that improve the movement of people and goods across the transportation system in an integrated, efficient, and reliable manner. Sound Cities Association urges the Legislature to:

- *Create stable, long-term funding available to cities to address maintenance and preservation of existing infrastructure*
- *Support improving mobility along significant urban, regional, and state corridors by managing them as an integrated system that supports motor vehicle, transit, bicycle, and pedestrian travel*

Provide the Tools for Cities to Address Other Critical Local Priorities

City revenue streams are limited and are not structured to sustainably keep-up with rising costs. Cities need flexible local funding tools, fewer unfunded mandates, and continued support from the state for shared responsibilities. Sound Cities Association urges the Legislature to:

- *Give cities funding tools to sustainably address local priorities, such as:*
 - *Replacing the arbitrary annual 1% cap on property tax increases with a limit tied to inflation plus population growth*
 - *Increasing flexibility for REET and other existing revenues*
 - *Continuing streamlined sales tax mitigation to affected cities*
- *Maintain the state's responsibility to cities by:*
 - *Fully and equitably funding critical public safety and correctional facility investments including the Basic Law Enforcement Academy and Corrections Officers Academy*
 - *Continuing smart investments in cost-effective programs including MRSC and the Public Works Assistance Account*
 - *Meeting the state's commitment to share revenues with cities in order to provide vital services to our shared constituents*

Item 08:
Initiative 976
DISCUSSION

SCA Staff Contact

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Discussion

Initiative 976 received the necessary signatures to be considered by the legislature and is likely to be presented on the November 2019 ballot.

Initiative 976, if approved, is expected to have significant impacts on funding to support local mobility projects and transit service.

Background

Initiative 976 (I-976), sponsored by Tim Eyman, was filed in March of 2018 as an initiative to the legislature to repeal, reduce, and remove authority to impose a range of state and local taxes, fees, and other charges relating to vehicles.

If passed, the I-976 would reduce funds for state and local government transportation projects by over \$700 million in the 2019-2020 biennium and more than \$4.2 billion in the next 10 years. This includes an estimated annual loss of at least \$124 million in established Transportation Benefit Districts. In addition, the measure would eliminate nearly \$7 billion in Sound Transit Revenues forecast through 2041. I-976 funding impacts identified by Senate Committee Services Staff can be found in [Attachment A](#).

Many of the funds proposed to be reduced or eliminated in the Initiative are currently deposited in the state Multimodal account, which provides flexible funding to support a variety of local mobility projects. Mobility investments that would be impacted include new transit service, park and ride lots, demand management programs, as well as speed and reliability improvements.

I-976 would impact the following state and local funding sources:

- Repeal the authority for Transportation Benefit Districts (TBDs) to impose any vehicle license fee, including voter-approved license fees, eliminating this as a local funding option (TBDs would still be authorized to impose a 0.2% sales tax with voter approval);
- Repeal the authority for Regional Transit Authorities (Sound Transit) to impose a motor vehicle excise taxes (MVET);
- Repeal the authority for Public Transportation Benefit Areas to impose an MVET for passenger ferry service and for Sound Transit

- Limit all other vehicle license and registration fees to \$30, including the electric vehicle fee, commercial trailer and snowmobile fees, and weight-based fees for vehicles up to 10,000 pounds;
- Repeal the 0.3% tax on motor vehicle retail sales

The Initiative would also establish that any other MVET authorized under state law must be calculated using Kelley Blue Book base value of the vehicle; however, all existing MVETs are repealed elsewhere within the initiative (those authorized for Sound Transit and for passenger ferry service).

In addition, I-976 would require the retirement or refinancing of all Sound Transit bonds that have MVET revenue pledged to them. The agency indicates this will likely lead to other fund sources Sound Transit collects being diverted away from local projects to repay bonds that are currently being repaid with MVET funds.

The repeal of authority to TBDs to impose an MVET would eliminate the funding source for 13 TBDs in King County. 18 King County cities have voted to authorize TBDs. Of these, 13 are funded at least in part by MVET. The remaining five are unfunded or are supported by sales tax only. The full list of TBDs in King County is shown in Table 1 below.

Table 1: Transportation Benefit Districts in King County

City	Sales Tax	Vehicle License Fee
Auburn		Unfunded
Black Diamond		\$20
Bothell		Unfunded
Burien		\$20
Covington		\$20
Des Moines		\$40
Duvall		Unfunded
Enumclaw	0.10%	\$20
Kenmore		\$20
Kirkland		Unfunded
Lake Forest Park		\$40
Maple Valley		\$20
Mercer Island		\$20
Normandy Park		\$20
North Bend	0.20%	
Seattle	0.10%	\$80
Shoreline	0.20%	\$40
Snoqualmie		\$20

Source: [MRSC](#). Current as of February 20, 2018

As an initiative to the legislature, the Legislature has three options:

1. Take no action and the initiative will be placed on the November ballot
2. Propose an alternative and the alternative and the original initiative will be placed on the November ballot; or,
3. Pass the initiative as written into law. It is likely that the Legislature will take the first of those three actions, and that the public hearings this week assist in bolstering the campaign against the initiative.

The House and Senate Transportation Committees held public hearings on Initiative 976 on February 26. The legislature is expected to ultimately take no action and allow the initiative to be placed on the November ballot.

Next Steps

The 2019 SCA Legislative Agenda identifies investing in transportation infrastructure and mobility as a key priority. In addition, the SCA Board has identified I-976 as a priority issue based on its potential impact to transportation and mobility in the region. PIC members are encouraged to work with your staff to identify potential impacts of I-976 on your community. We would also welcome feedback from PIC members about next steps that should be taken by SCA.

For more information, please contact SCA Policy Director Brian Parry at brian@soundcities.org or 206-499-4159.

Attachments

- A. [I-976 Funding Impacts](#)

Estimated Revenue Impacts of Initiative 976*

(Dollars in Millions)

State Revenue Impacts	2019-21	2021-23	2023-25	2025-27	2027-29	10 Years
Passenger & Other Vehicle Weight Fees <i>- \$25-\$72 Fee & FY 2023 \$10 Increase, Both Eliminated</i>	(\$328.6)	(\$397.6)	(\$467.9)	(\$480.6)	(\$493.1)	(\$2,167.8)
License Fee by Weight for Light Duty Trucks <i>- \$53-\$93 Fees to \$30</i>	(\$138.8)	(\$139.4)	(\$139.5)	(\$141.2)	(\$143.7)	(\$702.6)
Sales and Use Tax on Vehicles <i>- 0.3% Additional Tax Eliminated</i>	(\$100.7)	(\$114.6)	(\$119.2)	(\$123.6)	(\$127.7)	(\$585.8)
Electric Vehicle Fees <i>- \$150 Fees to \$30</i>	(\$8.3)	(\$13.1)	(\$19.9)	(\$27.5)	(\$34.4)	(\$103.1)
Motor Home Vehicle Weight Fee <i>- \$75 Fee Eliminated</i>	(\$10.1)	(\$10.2)	(\$10.2)	(\$10.3)	(\$10.3)	(\$51.2)
Snowmobile Registration Fees <i>- \$50 Fee to \$30</i>	(\$0.9)	(\$0.9)	(\$0.9)	(\$0.9)	(\$0.9)	(\$4.7)
Commercial Trailers Registration Fee <i>- \$34 Initial Fee to \$30</i>	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.9)	(\$4.2)
TOTAL STATE REVENUE IMPACTS	(\$588.2)	(\$676.6)	(\$758.5)	(\$785.0)	(\$811.0)	(\$3,619.3)

Local Government Revenue Impacts	2019-21	2021-23	2023-25	2025-27	2027-29	10 Years
Sound Transit** <i>- .8% MVET Is Eliminated If Bonds Are Paid Off by March 31, 2020, MVET Goes to .2% On April 1, 2020 If Bonds Are Not Paid Off, Potential Impacts From Converting to Kelley Blue Book for Vehicle Valuation</i>	0 - (\$700)	0 - (\$700)	0 - (\$800)	0 - (\$800)	0 - (\$700)	Unknown
Transportation Benefit District Vehicle Fees*** <i>- \$20 - \$100 Fee Eliminated</i>	(\$124.6)	(\$124.6)	(\$124.6)	(\$124.6)	(\$124.6)	(\$622.9)

Notes

* Information generally assumes the initiative is enacted 90 days after the 2019 session. If submitted to the voters, the fiscal impact would be different. In addition to the revenue impact, there would be net state savings of \$1 - \$6 million primarily as a result of reduced vehicle transaction costs.

** The local government fiscal note identifies potential legal considerations that could impact the implementation of these provisions.

*** The TBD estimates are based on Dept of Licensing information for the first 6 months of FY 2019. It is likely that the fiscal impact in future years would be different due to not knowing which TBDs might have adopted, eliminated, or added to their vehicle fee amounts.

Item 09:
Challenge Seattle Middle-Income Housing Initiative

DISCUSSION

SCA Staff Contact

Deanna Dawson, SCA Executive Director, deanna@soundcities.org, (206) 495-3265

Discussion

In January, [Challenge Seattle](#) launched an affordable middle-income housing initiative with the release of a white paper titled [The Invisible Crisis: A Call to Action on Middle-Income Housing Affordability](#).

The report identifies the lack of affordable housing for middle-income families and individuals as an “invisible crisis,” and offers recommendations to both the public and private sectors to support the development of affordable middle-income housing. The data and research provided in the report are intended to inform efforts to lead on the issue and build public support for action.

As a first step to implementation and coinciding with the release of the report was an announcement by Microsoft that it would be investing \$500 million in affordable housing in the region. In addition, Challenge Seattle is looking to King County cities to publicly commit to considering opportunities to advance housing affordability identified in the report.

At PIC in March, SCA staff will present an update on the Challenge Seattle initiative and their request for cities to partner in this effort.

Background

In January, [Challenge Seattle](#) – an alliance of CEO’s from 17 of the region’s largest employers headed-up by former Washington State Governor Chris Gregoire – launched an affordable middle-income housing initiative with the release of a white paper titled *The Invisible Crisis: A Call to Action on Middle-Income Housing Affordability*.

Through its *Call to Action*, Challenge Seattle seeks to raise awareness of the lack of affordable housing for middle-income residents, why the problem matters, and steps that can be taken by the public and private sectors to address the current market gap in affordable homes.

SCA members have repeatedly identified the supply of affordable housing as one of the most pressing issues facing the region. Most recently, the SCA Board identified this as their top priority at the 2019 SCA Board Retreat. Cities have made significant efforts to address the issue and SCA has worked to support regional collaboration to solve this growing crisis.

In 2018, SCA led in developing the Regional Affordable Housing Task Force [Five-Year Action Plan](#). This effort was co-chaired by SCA Past President Mayor David Baker of Kenmore. During the development of the Action Plan, SCA members expressed an interest in seeing increased partnership with the private sector as well as solutions to address the full range of housing need – including workforce housing for middle-income households.

The Challenge Seattle *Call to Action* focuses on actions to increase the supply of affordable workforce housing to meet the needs of those earning 60-120% of Area Median Income. Affordability is defined in the report as “housing for which the monthly housing cost is less than 30% of gross monthly income.”

In total, the *Call to Action* recommends 15 actions they identify as having the greatest ability to reduce the cost to build affordable workforce housing. The report argues that “for the private sector, the focus should be on providing low-cost capital, land, and other investments,” and that “for the public sector, donating land and adopting smart policies and regulations will break down barriers and incent the creation of more middle-income housing.”

From the private sector, Microsoft has pledged to commit \$500 million to address the crisis. The company has said that \$225 million will be loaned at below-market interest rates for workforce housing development initially focused on the Eastside and targeting households earning between \$62,000 and \$124,000 per year. An additional \$250 million will go toward market rate loans for affordable housing construction throughout King County targeting households earning 60% of Area Median Income, or about \$48,000 for a two-person household. And, \$25 million will be provided through philanthropic grants to address homelessness.

For the public sector, Challenge Seattle has asked cities to pledge to consider a variety of land use and regulatory recommendations within the report. While the Regional Affordable Housing Task Force Five-Year Action Plan considered recommendations to support housing affordable to a wider range of incomes – including very low income (below 30% Area Median Income) – the proposals included in the *Call to Action* are consistent with strategies identified in the Action Plan to reduce the cost of market rate housing.

Nine cities signed-on to the commitment prior to the release of the report at the request of Challenge Seattle and several more have since stated their commitment or are considering doing so. The commitment from those cities that have signed onto the pledge states:

We will consider opportunities to advance housing affordability in the region, including but not limited to:

- 1. Making available at no cost, at deep discount, or for long-term lease, under-utilized publicly-owned properties,*
- 2. Updating zoning and land use regulations to increase density near current and planned public transit,*

- 3. Reducing or waiving parking requirements in transit corridors to help reduce overall development costs,*
- 4. Reducing or waiving impact and other development-related fees,*
- 5. Streamlining and accelerating the permitting process for low- and middle-income housing projects to improve developer certainty,*
- 6. Providing tax exemptions and credits to incent low- and middle-income housing development, and*
- 7. Updating building codes to promote more housing growth and innovative, low cost development.*

SCA cities are encouraged to review the *Call to Action* and consider opportunities to increase the supply of workforce housing in the region.

Next Steps

SCA is partnering with Challenge Seattle and Microsoft to hold a meeting with Microsoft President Brad Smith and Challenge Seattle CEO Chris Gregoire to further explore opportunities for the public and private sector to partner to address affordable workforce housing. That meeting will be held on April 2, 2019. In the meantime, questions or feedback may be sent to SCA Executive Director Deanna Dawson at deanna@soundcities.org or 206-495-3265.

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March 13, 2019
SCA PIC Meeting

Item 10:
King County Parks Levy Renewal
UPDATE

SCA Staff Contact

Brian Parry, Policy Director, brian@soundcities.org, (206) 499-4159

SCA Members of the Regional Policy Committee

Councilmember John Stokes (Caucus Chair), Bellevue; Mayor Dave Hill (Caucus Vice Chair), Algonia; Deputy Mayor Austin Bell, Burien; Council President Angela Birney, Redmond; Councilmember James McNeal, Bothell; Councilmember Bill Peloza, Auburn

Update

The current King County Parks Levy will expire on December 31, 2019 unless renewed by voters. PIC was briefed on proposals under consideration to be included in the levy at the January PIC meeting. On February 21, King County Executive Dow Constantine transmitted his levy renewal proposal to the County Council for placement on the August ballot.

At the March PIC meeting, members will be briefed on the latest information about the levy renewal and have the opportunity to provide feedback on the levy proposal.

Background

The current King County Parks Levy, approved by voters in 2013, is set to expire on December 31, 2019 unless renewed before the end of the year. On February 21, King County Executive Dow Constantine transmitted Proposed Ordinance 2019-0084, which would place a proposition on the August 6, 2019 ballot authorizing a six-year, \$738 million property tax levy to support parks and to acquire and maintain open space.

The Regional Policy Committee (RPC) is currently reviewing the proposal and will discuss the levy at its next meeting on March 13. In order to be placed on the August 6 ballot, the County Council must approve the proposition by the end of April 2019.

During 2018, King County Department of Natural Resources and Parks staff met with cities, various community organizations, and stakeholders to solicit feedback on the levy and “enhancement options” under consideration at that time as compared to a “status quo” levy that would carry forward at the current rate. These options were also discussed at the January PIC meeting, and additional detail can be found in the [January 9, 2019 PIC packet](#).

Comparison of what was reviewed by PIC in January to what is in the current levy proposal is included in the levy highlights below.

Levy Highlights

Total levy and rate: The proposed levy rate is 16.82 cents per \$1,000 of assessed value beginning in 2020 and would raise approximately \$738 million. In January, PIC reviewed “enhancement options” under consideration that would have raised the total levy rate to 18 cents per \$1,000 of assessed value. The current levy was approved at a rate of 18.77 cents per \$1,000 and has reduced due to the rise in assessed values to a rate of 12.68 cents per \$1,000 in 2019. For a home valued at \$700,000, the cost of the new levy would increase from approximately \$89 per year to \$118 per year, or an increase of \$29.

Land conservation: Total funding proposed in the levy for land conservation is proposed to increase from a status quo amount of \$63 million to \$131 million. The proposal reviewed in January would have increased the funds for land conservation to a total of nearly \$200 million over the six-year levy. Of the funds dedicated to conservation and open space, approximately \$35 million is earmarked for land acquisition within cities. Eligibility for these funds has been made more flexible to include local trails; passive recreational uses (hiking, mountain biking); and property acquired for active recreation as long as at least 20% of the property remains in open space or passive recreation. This is consistent with requests made by cities to make the funds more flexible to meet the needs of cities.

City passthrough: Total funding directly to cities would be increased from \$29 million in the current levy period to \$60 million for 2020-2025. In January, PIC reviewed a proposed status quo passthrough amount of \$36 million. Under the current levy, this funding is allocated via formula based 50% on population and 50% on assessed value. Under the proposed levy, the distribution methodology is proposed to change to provide at least \$25,000 per year for cities with populations below 4,000 and at least \$100,000 per year for cities with populations greater than 4,000. The remainder of the funds allocated to cities would continue to be distributed based on population and assessed values. Proposed passthrough allocations by city are included here in [Attachment A](#).

Overall funding highlights (compared to 2014-2019 totals):

- \$277 million for operations and maintenance of King County parks (increased from \$274 million).
- \$154 million for regional trails projects (increased from \$115), which includes:
 - Eastside Rail Corridor - \$50.5 million
 - East Lake Sammamish Trail - \$32 million
 - Lake to Sound Trail - \$16 million
 - Green to Cedar Rivers Trail Extension - \$6 million
 - Interurban Trail South - \$5.5 million
 - Foothills Trail - \$5 million
 - Redmond Light Rail Extension - \$4 million
 - Wayne Golf Course Trail Connector Improvements - \$2 million
- \$131 million for open space acquisition (increased from \$63 million)
- \$44 million for active recreation repair and renovation (increased from \$27 million)
- \$60 million for city passthrough (increased from \$29 million)

- \$36 million for the Woodland Park Zoo (increased from \$30 million)
- \$8 million for a Seattle Aquarium capital project (new for this levy period)

A complete high-level breakdown of levy spending categories is included here in [Attachment B](#). This listing shows the projected levy proceeds as compared to a status quo levy that would carryforward the existing levy rate.

A countywide map of projects to be funded by the levy by type is included here in [Attachment C](#).

Next Steps

The Regional Policy Committee will discuss the proposed levy at its meeting on March 13 and is expected to take initial action prior to the end of March. In order to be placed on the August 6 ballot, the County Council must approve the proposition by the end of April 2019. Questions or feedback can be provided to SCA Senior Policy Analyst Brian Parry at brian@soundcities.org or 206-499-4159.

Attachments

- A. [Parks Levy City Allocations](#)
- B. [Levy Spending Plan](#)
- C. [Map of Proposed Projects](#)
- D. [Regional Trail System Funding](#)

**Parks Levy Estimated City Pass-Through Funding
Comparison of 2020-2025 & 2014-2019 Parks Levy**

Attachment A to the March 13, 2019 PIC Agenda Item 10

City	2020-2025 Pass-Through Funds ¹	2014-2019 Pass-Through Funds ²
Algona	\$250,000	\$40,000
Auburn	\$1,700,000	\$820,000
Beaux Arts Village	\$160,000	\$7,400
Bellevue	\$4,400,000	\$2,750,000
Black Diamond	\$700,000	\$58,000
Bothell	\$1,100,000	\$356,000
Burien	\$1,400,000	\$582,000
Carnation	\$180,000	\$23,000
Clyde Hill	\$250,000	\$100,000
Covington	\$900,000	\$224,000
Des Moines	\$1,100,000	\$349,000
Duvall	\$700,000	\$95,000
Enumclaw	\$800,000	\$133,000
Federal Way	\$2,000,000	\$1,060,000
Hunts Point	\$250,000	\$38,000
Issaquah	\$1,400,000	\$567,000
Kenmore	\$1,000,000	\$304,000
Kent	\$2,700,000	\$1,550,000
Kirkland	\$2,500,000	\$1,410,000
Lake Forest Park	\$900,000	\$191,000
Maple Valley	\$1,000,000	\$305,000
Medina	\$350,000	\$148,000
Mercer Island	\$1,400,000	\$592,000
Milton	\$170,000	\$12,000
Newcastle	\$900,000	\$179,000
Normandy Park	\$700,000	\$100,000
North Bend	\$700,000	\$91,000
Pacific	\$700,000	\$71,000
Redmond	\$2,100,000	\$1,109,000
Renton	\$2,400,000	\$1,303,000
Sammamish	\$1,900,000	\$904,000
SeaTac	\$1,200,000	\$406,000
Seattle	\$16,800,000	\$11,440,000
Shoreline	\$1,600,000	\$737,000
Skykomish	\$153,000	\$2,300
Snoqualmie	\$900,000	\$192,000
Tukwila	\$1,100,000	\$357,000
Woodinville	\$900,000	\$206,000
Yarrow Point	\$250,000	\$45,000
Total	\$60,000,000	\$29,000,000

Figures do not sum precisely due to rounding.

Note:

1. 2020-2025 levy: Of the total pass-through funding \$150,000 is distributed to each city over the six-years, and an additional \$450,000 for cities with a population greater than 4,000 (total \$600,000 over the six-years). The remainder of pass-through funding is based 50% on the city's assessed value and 50% on the city's population.
2. 2014-2019 levy: Total pass-through funding is based 50% on the city's assessed value and 50% on the city's population.

2020-2025 Parks Levy Funding Development

Option: 16.82 Cents

To Be Funded with Levy Proceeds (rounded):

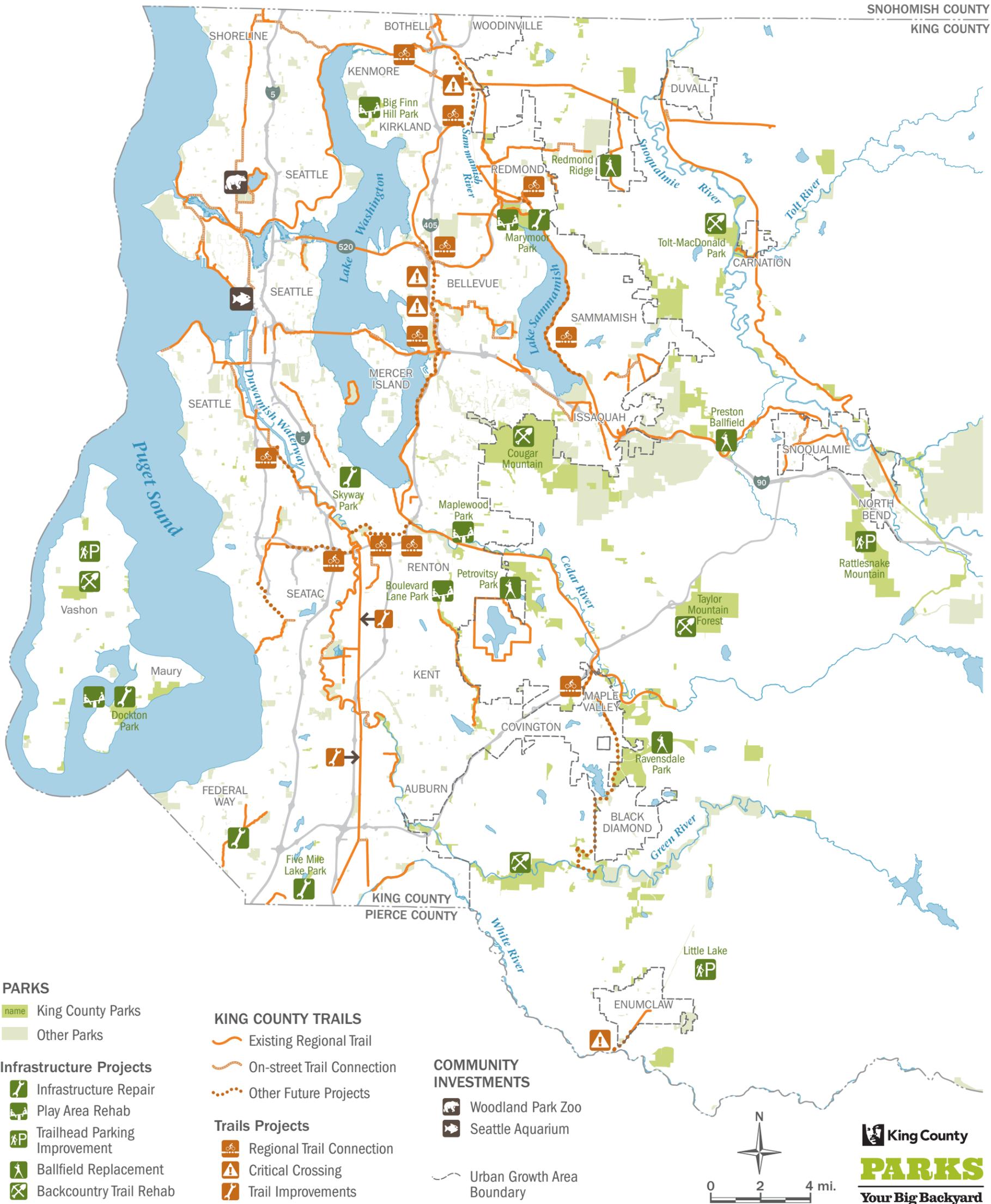
	2020-2025 Total	2020 Levy Rate (¢) ²	Status Quo Total	Status Quo Levy Rate (¢) ²
King County Operations & Maintenance	\$277,000,000	6.31	\$275,000,000	6.24
Community and Equity Grants (County/City)	\$15,000,000	0.34	\$6,000,000	0.15
<i>Community Partnerships and Grants</i>	\$9,000,000		\$6,000,000	
<i>Equity Grants</i>	\$6,000,000		-	
Regional Trails System	\$154,000,000	3.51	\$115,000,000	2.61
<i>Eastside Rail Corridor (Bellevue, Woodinville, Kirkland)</i>	\$50,500,000		\$42,000,000	
<i>East Lake Sammamish Trail</i>	\$32,000,000		\$32,000,000	
<i>Capital Improvements to Existing Regional Trails System</i>	\$18,000,000		\$18,000,000	
<i>Lake to Sound Trail (Renton, Tukwila)</i>	\$16,000,000		\$11,000,000	
<i>Green to Cedar Rivers Trail - North A (Maple Valley)</i>	\$9,000,000		-	
<i>Green River Trail Extension - North (Seattle)</i>	\$6,000,000		-	
<i>Regional Trails Acquisition</i>	\$6,000,000		\$3,000,000	
<i>Interurban Trail South investments (Kent, Auburn)</i>	\$5,500,000		-	
<i>Foothills Trail (Enumclaw)</i>	\$5,000,000		\$5,000,000	
<i>ELST - Redmond Light Rail Extension</i>	\$4,000,000		\$4,000,000	
<i>Wayne Golf Course Trail Connector Improvements</i>	\$2,000,000			
Open Space Acquisition/Land Conservation	\$131,000,000	2.99	\$63,000,000	1.43
<i>King County Open Space (w/ Equity Lands)</i>	\$78,000,000		\$63,000,000	
<i>Cities Open Space (w/ Equity Lands)</i>	\$35,000,000		-	
<i>Stewardship of Lands Acquired (O&M)</i>	\$18,000,000		-	
Active Recreation Repair and Renovation	\$44,000,000	1.00	\$27,000,000	0.61
<i>Infrastructure Investments at Five Heavily-Used Sites</i>	\$15,000,000		\$11,000,000	
<i>Ballfield Turf Replacement</i>	\$12,500,000		\$12,500,000	
<i>Play Area Rehabilitation</i>	\$2,500,000		\$2,500,000	
<i>Trailhead Access Improvement</i>	\$3,500,000		\$1,000,000	
<i>Backcountry Trail Rehabilitation</i>	\$5,500,000		-	
<i>Other Sport Court and Ballfields Rehabilitation</i>	\$5,000,000		-	
King County Cities¹	\$60,000,000	1.37	\$36,000,000	0.82
<i>Status quo pass-through funding</i>	\$36,000,000		\$36,000,000	
<i>Additional pass-through funding</i>	\$24,000,000		-	
Woodland Park Zoo	\$36,000,000	0.82	\$36,000,000	0.82
Seattle Aquarium	\$8,000,000	0.18	-	-
Additional Costs to Include	\$13,000,000	0.30	-	-
<i>Reimbursement of Election Costs</i>	\$3,000,000			
<i>Fixed Income Exemption^{3,4}</i>	\$3,000,000			
<i>1% Levy Undercollection Assumption⁴</i>	\$7,000,000			
Total	\$738,000,000	16.82	\$558,000,000	12.68

Footnotes:

1. This is flexible funding for city parks' operational or capital needs including pools, play areas, and ballfields. The additional pass-through funding provides a minimum \$25,000 to each city and an additional \$75,000 for cities with more than 4,000 residents.
2. Effective levy rates assume a six-year levy lid lift with a growth limit factor of local inflation + population growth for 2020-2025.
3. State law now allows counties to exempt people with qualifying fixed incomes from additional levy lid lifts. The qualifications are spelled out in RCW 84.36.381 and include people who are retired and veterans with a service-connected disability.
4. The fixed income exemption and the 1% levy undercollection assumptions are displayed here as expenditures but will be realized as an absence of revenue in implementation.

PARKS & TRAILS PROJECTS

SNOHOMISH COUNTY
KING COUNTY



PARKS

- name King County Parks
- Other Parks

Infrastructure Projects

- Infrastructure Repair
- Play Area Rehab
- Trailhead Parking Improvement
- Ballfield Replacement
- Backcountry Trail Rehab

KING COUNTY TRAILS

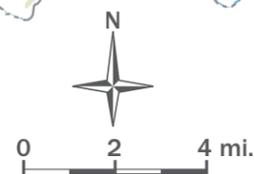
- Existing Regional Trail
- On-street Trail Connection
- Other Future Projects

Trails Projects

- Regional Trail Connection
- Critical Crossing
- Trail Improvements

COMMUNITY INVESTMENTS

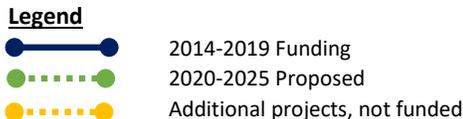
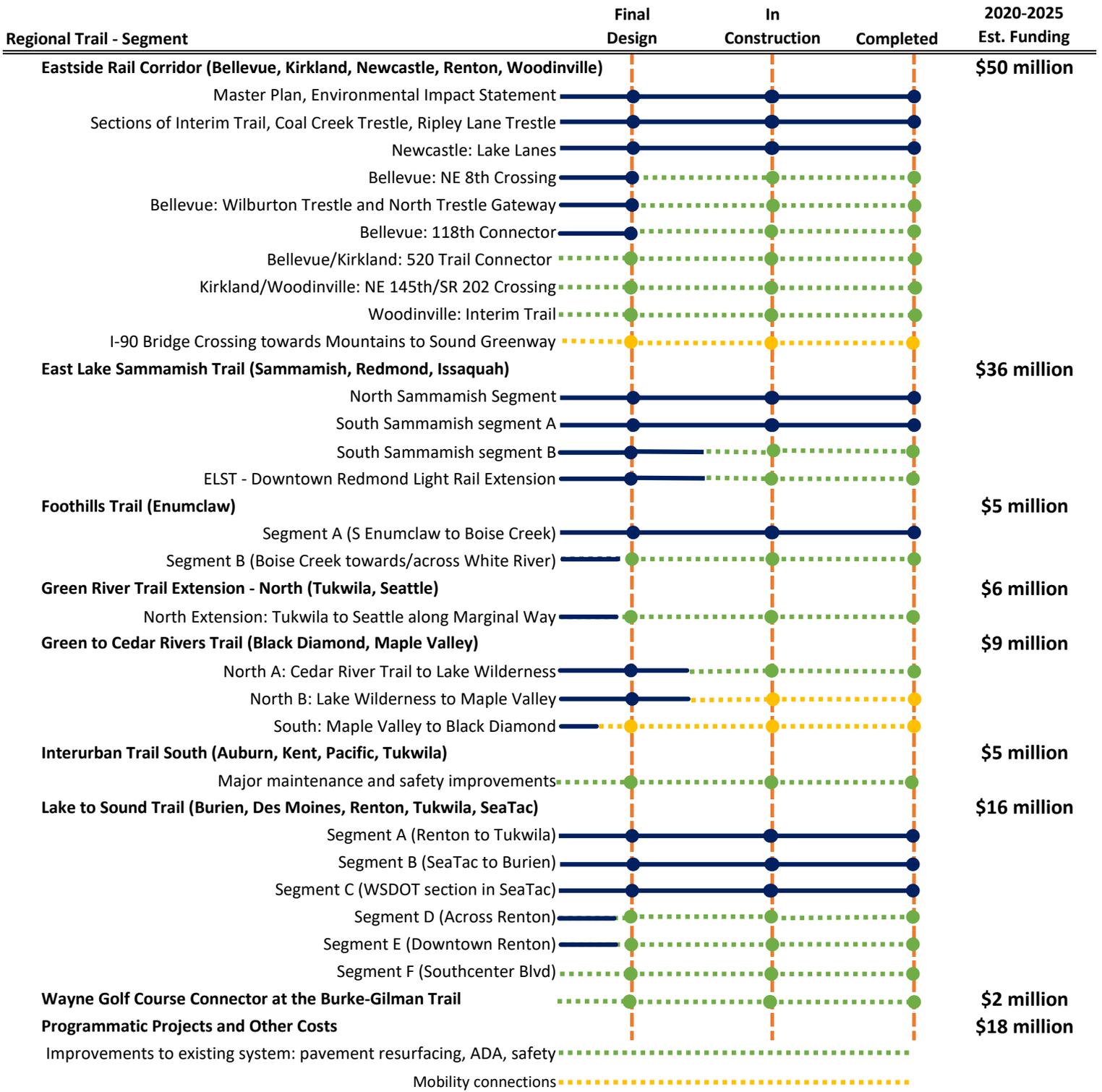
- Woodland Park Zoo
- Seattle Aquarium
- Urban Growth Area Boundary



King County
PARKS
Your Big Backyard



King County Regional Trail System 2014-2019 Funding and 2020-2025 Proposed Funding



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Item 11:
VISION 2050
UPDATE

SCA Staff Contact

Brian Parry, Policy Director, brian@soundcities.org, (206) 499-4159

SCA Members of the PSRC Growth Management Policy Board

Councilmember Jay Arnold, Kirkland (Caucus Chair); Councilmember Nancy Tosta, Burien (Caucus Vice Chair); Councilmember John Holman, Auburn; Councilmember Hank Margeson, Redmond; Councilmember Paul Winterstein, Issaquah; Councilmember Traci Buxton, Des Moines

Discussion

PSRC is seeking feedback on the Draft Supplemental Environmental Impact Statement (Draft SEIS) released on February 28, 2019 as part of the update to extend the region's plan for growth – VISION 2040 – out to the year 2050.

Between now and 2050, the four-county region that makes up the Puget Sound Regional Council region is projected to grow by 1.8 million people and 1.2 million jobs. The Draft SEIS analyzes three unique growth patterns for their performance and environmental impacts through 2050.

The formal comment period for the Draft SEIS will run through April 29, 2019. Following public comment on the Draft SEIS, the GMPB will work to select a preferred growth pattern in Spring of 2019 with the goal of issuing a draft of the full update to VISION 2050 in July.

Cities are encouraged to review the alternative growth scenarios presented in the Draft EIS and their potential impacts, and provide input to PSRC as well as SCA staff and representatives on the GMPB as they work toward developing a preferred alternative.

Background

On February 28, PSRC released for public comment the [Draft Supplemental Environmental Impact Statement](#) (Draft SEIS) as part of extending the region's adopted plan for growth – VISION 2040 – out to the year 2050. The comment period will run through April 29, 2019.

VISION is the adopted plan for growth for the four-county region that makes-up membership to the Puget Sound Regional Council (PSRC) - King, Snohomish, Pierce, and Kitsap counties. The plan was adopted in 2008 and sets a framework for a region-wide approach to guiding sustainable growth.

The plan includes overarching goals for regional growth; a Regional Growth Strategy that provides numerical guidance to counties in setting targets for accommodating growth; multicounty planning policies (MPP's) as required under GMA that support implementation of the growth strategy; and implementation actions.

Between now and 2050, the region is projected to grow by 1.8 million people and 1.2 million new jobs. The Draft SEIS includes analysis of three unique scenarios for how that growth could be accommodated for their performance and environmental impacts. The three growth scenarios modeled in the Draft SEIS are referred to as: Stay the Course, Transit Focused Growth, and Reset Urban Growth. Each build from the existing framework of VISION 2040, which seeks to focus growth within already urbanized areas – particularly in centers – developed in walkable, compact, and transit-oriented communities.

This summer, following the public comment period on the Draft SEIS, the PSRC Growth Management Policy Board (GMPB) will work to select one of the alternatives or a hybrid of more than one alternative that will form the basis of any changes to the Regional Growth Strategy in VISION.

A draft of the full update to VISION 2050, including any changes to the multicounty planning policies to support the selected growth alternative, is projected to be released in July 2019. Final adoption of the updated plan is slated for the Spring of 2020.

Regional Growth Strategy

Under GMA, counties, in consultation with cities, are responsible for adopting 20-year population and employment growth targets that form the basis of local comprehensive plans. The Regional Growth Strategy provides a region-wide framework to inform the countywide growth target-setting process. Growth targets set at the county level will be expected to be consistent with VISION 2050 following its adoption.

The Regional Growth Strategy sets growth expectations according to “regional geographies,” which classify cities and unincorporated areas into groups by their expected role in accommodating future growth. In the Draft SEIS, three alternatives are analyzed to compare differing distributions of growth among seven proposed regional geographies:

- **Metropolitan Cities:** Central cities in the county that serve as civic, cultural, economic, and transportation hubs and have at least one regional growth center;
- **Core Cities:** Major cities and urban areas with transit and designated regional growth centers;
- **High Capacity Transit Communities:** Other cities and unincorporated urban areas (planned for annexation or incorporation) with high-capacity transit. High-capacity transit is defined as existing or planned light rail, commuter rail, ferry, streetcar, and/or bus rapid transit;
- **Cities and Towns:** Cities and towns with local transit access or without fixed-route transit;

- **Urban Unincorporated Areas:** Urban areas without high-capacity transit and/or not affiliated for annexation or planned for incorporation;
- **Rural:** Designated rural lands;
- **Resource Lands:** Designated agricultural, mineral, and forest resource lands;
- **Major Military Installations:** Installations with more than 5,000 enlisted and service personnel (population growth is not allocated to these locations).

A complete list of regional geographies, including which cities are included in each category, can be found on [page 119](#) of the Draft SEIS. Regional geographies within King County are described in Table 1.

Table 1: Regional Geographies in King County

<i>Metropolitan Cities:</i>	Bellevue and Seattle
<i>Core Cities:</i>	Auburn, Burien, Bothell, Federal Way, Issaquah, Kent, Kirkland, Renton, Redmond, SeaTac, and Tukwila
<i>High Capacity Transit Communities:</i>	Des Moines, Federal Way PAA, Kenmore, Lake Forest Park, Mercer Island, Newcastle, North Highline, Renton PAA, Shoreline, and Woodinville
<i>Cities and Towns:</i>	Algona, Beaux Arts, Black Diamond, Carnation, Clyde Hill, Covington, Duvall, Enumclaw, Hunts Point, Maple Valley, Medina, Milton, Normandy Park, North Bend, Pacific, Sammamish, Skykomish, Snoqualmie, and Yarrow Point
<i>Unincorporated Urban Growth Area:</i>	Remaining UGA lands
<i>Rural:</i>	Designated rural lands
<i>Major Military Installations:</i>	Installations with more than 5,000 enlisted & service personnel (none in King County)

Growth Alternatives Evaluated in the Draft SEIS

The Draft SEIS presents and discusses the potential environmental impacts that may occur upon implementation of three Regional Growth Strategy alternatives: Stay the Course; Transit Focused Growth; and Reset Urban Growth.

Stay the Course: The Stay the Course alternative is a direct extension of the VISION 2040 Regional Growth Strategy and assumes a compact growth pattern, focused in the largest and most transit-connected cities in the region within the region’s 29 designated regional growth

centers. This alternative serves as the required no action alternative that must be evaluated in accordance with SEPA.

Transit Focused Growth: The Transit Focused Growth alternative considers a compact growth pattern based on the VISION 2040 Regional Growth Strategy that assumes accelerated growth near the region's existing and planned transit investments. This alternative analyzes the impacts of setting an explicit regional goal of having 75% of added population and employment from 2017-2050 occur within a half mile from current and planned high-capacity transit (up from the 48% of such growth analyzed under Stay the Course).

Reset Urban Growth: The Reset Urban Growth alternative assumes a more distributed pattern throughout the urban area. This alternative would continue to allocate the largest shares of growth to Metropolitan Cities and Core Cities, although the overall growth to these geographies and High Capacity Transit Communities would be less compared to Stay the Course or Transit Focused Growth due to the more dispersed overall pattern of growth. Growth allocations for Cities & Towns and Urban Unincorporated areas are based on land use capacities identified in currently adopted comprehensive plans.

Each of these alternatives are analyzed in the Draft SEIS for their relative impacts to quality of life in the region. For all of the alternative growth scenarios it is expected that transit ridership will grow substantially; average drive times will decrease while traffic delays will continue to worsen; air quality will improve and greenhouse gas emissions will be reduced; and redevelopment will increase the threat of displacement.

Each alternative involves tradeoffs that could have different impacts on residents' quality of life. A full summary comparison of the impacts of the three alternatives as provided in the Draft SEIS is included here as [Attachment A](#).

In addition, each of the alternatives would shift growth expectations among the regional geographies as well as the counties within the region. For cities, the alternatives also present different levels of growth among regional geography categories that will guide future updates to countywide growth targets and expectations for what must be accommodated in local comprehensive plans.

A summary of the distribution of population growth compared in the three alternatives is provided in Table 2 (below). A graphic display of population growth distribution across the region from 2017-2050 by alternative is included here as [Attachment B](#).

Cities are encouraged to review the alternative growth scenarios presented in the Draft EIS and their potential impacts, and provide input to PSRC as well as SCA representatives on the GMPB as they work toward developing a preferred alternative. This summer, following the public comment period on the Draft SEIS, the PSRC Growth Management Policy Board (GMPB) will work to select one of the alternatives or a hybrid of more than one alternative that will form the basis of any changes to the Regional Growth Strategy in VISION.

Table 2: Distribution of Growth by Alternative

Topic	Stay the Course	Transit Focused Growth	Reset Urban Growth
What would the growth pattern look like?	Compact growth focused in Metropolitan and Core cities with regional growth centers. Extends current growth plan.	More compact growth focused in high-capacity transit areas in Metropolitan, Core and HCT Communities. Less growth in outlying areas.	Growth is more distributed throughout the urban growth area, while still assuming a large share of growth to Metropolitan and Core cities. More growth in outlying areas.
Where would population growth go?	Metropolitan Cities: 35% Core Cities: 28% HCT Communities: 18% Cities & Towns: 9% Urban Unincorporated: 5% Rural: 5%	Metropolitan Cities: 36% Core Cities: 29% HCT Communities: 23% Cities & Towns: 6% Urban Unincorporated: 4% Rural: 2%	Metropolitan Cities: 31% Core Cities: 25% HCT Communities: 18% Cities & Towns: 8% Urban Unincorporated: 12% Rural: 6%
Where would employment growth go?	Metropolitan Cities: 44% Core Cities: 36% HCT Communities: 12% Cities & Towns: 5% Urban Unincorporated: 3% Rural: 1%	Metropolitan Cities: 44% Core Cities: 35% HCT Communities: 13% Cities & Towns: 4% Urban Unincorporated: 2% Rural: 1%	Metropolitan Cities: 41% Core Cities: 32% HCT Communities: 12% Cities & Towns: 6% Urban Unincorporated: 6% Rural: 2%

Next Steps

The formal comment period on the Draft SEIS for VISION 2050 opened on February 28 and will run through April 29. PSRC will be hosting open houses to review and comment on the Draft SEIS throughout March as follows: March 12 from 4:00-6:00 PM at Edmonds City Hall; March 13 from 4:00 to 6:00 PM at South Tacoma Public Library; March 18 from 4:00-6:00 at Bothell Police Community Room; March 19 from 4:00 to 6:00 PM at Bremerton City Council Chambers; and, March 21 from 12:00 to 2:00 PM at PSRC.

Following public comment on the Draft SEIS, the GMPB will work to select a preferred growth pattern in Spring of 2019 with the goal of issuing a draft of the full update to VISION 2050 in July. A pre-PIC workshop is being planned for July with presentation from PSRC to coincide with the release of the draft plan. For more information, contact SCA Policy Director Brian Parry at brian@soundcities.org or 206-499-4159.

Attachments

- A. [Summary Comparison of Alternative Impacts](#)
- B. [Distribution of Growth by Alternative \(maps\)](#)

Table ES-3. Summary Comparison of Alternatives Impacts

Topic	2050 Growth Alternatives		
	Stay the Course	Transit Focused Growth	Reset Urban Growth
POPULATION, EMPLOYMENT, HOUSING			
What would the balance of jobs and housing be? In 2014, King County subareas: 1.19 to 1.32. Kitsap, Pierce, and Snohomish counties: 0.71 to 0.78. (jobs-housing ratios indexed to the regional average)	Generally improves job-housing ratios compared to baseline (2014). In King County subareas: 1.12 to 1.37. Kitsap, Pierce, and Snohomish counties: 0.65 to 0.77.	 Improves jobs housing ratios compared to Stay the Course. King County subareas: 1.03 to 1.29. Kitsap, Pierce, and Snohomish counties: 0.80 to 0.81.	 Improves jobs housing ratios compared to Stay the Course. King County subareas: 1.02 to 1.27. Kitsap, Pierce, and Snohomish counties: 0.79 to 0.81.
How dense would housing be? Regional housing stock in 2017: 16% high-density 20% moderate-density 64% low-density (regional housing stock by density)	Less moderate-density housing compared to baseline (2017). Moderate-density housing tends to provide more affordable housing choices. Regional housing stock growth (2017-2050): 46% high-density 15% moderate-density 39% low-density	 More moderate density housing compared to Stay the Course. Regional housing stock growth (2017-2050): 57% high-density 19% moderate-density 24% low-density	 Less moderate density housing compared to Stay the Course. Regional housing stock growth (2017-2050): 44% high-density 13% moderate-density 43% low-density
LAND USE			
How close would growth be to rural and resource lands? Population and employment growth in proximity to urban growth boundary (2017-2050)	9% of growth (2017-2050) throughout region occurs in proximity to the urban growth boundary.	 6% of growth throughout the region occurs in proximity to urban growth boundary, a decrease compared to Stay the Course.	 10% of growth throughout the region would occur in proximity to urban growth boundary, an increase compared to Stay the Course.
How much land would be needed for development? Acres of developed land (2017-2050)	322,000 acres of land developed.	 285,000 acres of land developed, a decrease compared to Stay the Course.	 331,000 acres of land developed, an increase compared to Stay the Course.
How close would transit be? Population and employment growth in proximity to high-capacity transit service (2017-2050)	48% of population and employment growth (2017-2050) occurs near high-capacity transit.	 75% of population and employment growth occurs near high-capacity transit, an increase compared to Stay the Course.	 44% of population and employment growth occurs near high-capacity transit, a decrease compared to Stay the Course.

KEY:  Increased impacts compared to Stay the Course  Similar impacts to Stay the Course / Neutral  Reduced impacts compared to Stay the Course

Table ES-3. Summary Comparison of Alternatives Impacts (continued)

Topic	2050 Growth Alternatives		
	Stay the Course	Transit Focused Growth	Reset Urban Growth
TRANSPORTATION			
<p>How much would the average person drive?</p> <p>38 minutes, 16.1 miles in 2014 (average daily drive time and drive distance, per person)</p>	<p>35 minutes, 13.4 miles, in 2050, a decrease compared to baseline (2014).</p>	 <p>33 minutes, 12.8 miles, a slight decrease compared to Stay the Course.</p>	 <p>35 minutes, 13.6 miles, similar to Stay the Course.</p>
<p>How long would the average person be stuck in traffic each year?</p> <p>21 hours in 2014 (average annual time spent in congestion, per person)</p>	<p>31 hours in congestion in 2050, an increase compared to baseline (2014).</p>	 <p>29 hours, a decrease compared to Stay the Course.</p>	 <p>32 hours, an increase compared to Stay the Course.</p>
<p>How many transit trips would be taken?</p> <p>194 million trips in 2014 (annual transit boardings)</p>	<p>476 million trips in 2050, a substantial increase compared to baseline (2014).</p>	 <p>502 million trips in 2050, an increase compared to Stay the Course.</p>	 <p>490 million trips in 2050, an increase compared to Stay the Course.</p>
<p>How many jobs would be accessible by walking, biking, or transit?</p> <p>Job accessibility varies by county and mode (jobs accessible by walking, biking, or transit)</p>	<p>In 2050, substantial increase in number of jobs accessible by transit, walking, and biking across all four counties compared to baseline (2014).</p>	 <p>Increases number of jobs accessible by transit, walking, and biking compared to Stay the Course.</p>	 <p>Reduces number of jobs accessible by transit, walking, and biking compared to Stay the Course.</p>
AIR QUALITY			
<p>What would be the contribution to climate change and air pollution?</p> <p>Pollutant emissions: 47,200 tons per day CO₂e in 2014, see Section 4.4 for other pollutants. (CO₂e is a measure used for reporting greenhouse gas emissions)</p>	<p>Reduction in greenhouse gas emissions compared to baseline (41,000 tons per day CO₂e). Substantial reduction in emissions of other pollutants compared to baseline (2014).</p>	 <p>Slight reduction in greenhouse gas emissions compared to Stay the Course (39,600 tons per day CO₂e). Slight reduction in emissions of other pollutants compared to Stay the Course.</p>	 <p>Slight increase in greenhouse gas emissions compared to Stay the Course (41,400 tons per day CO₂e). Slight increase in emissions of other pollutants compared to Stay the Course.</p>
ECOSYSTEMS			
<p>How much land would be needed for development?</p> <p>Development and land cover (2017-2050)</p>	<p>322,000 acres would be needed for development. Some would occur on previously undeveloped lands where ecosystem impacts would be likely.</p>	 <p>285,000 acres needed for development, a decrease compared to Stay the Course.</p>	 <p>331,000 acres needed for development, an increase compared to Stay the Course.</p>
<p>Would important habitat be harmed?</p> <p>Development in areas of regionally-significant habitat</p>	<p>Growth would occur in areas with regionally significant habitat. Development to accommodate this growth would impact regionally significant habitat.</p>	 <p>Less growth to areas with regionally significant habitat, reduced impacts compared to Stay the Course.</p>	 <p>Increased growth to areas with regionally significant habitat, increased impacts compared to Stay the Course.</p>

KEY:  Increased impacts compared to Stay the Course  Similar impacts to Stay the Course / Neutral  Reduced impacts compared to Stay the Course

Table ES-3. Summary Comparison of Alternatives Impacts (continued)

Topic	2050 Growth Alternatives		
	Stay the Course	Transit Focused Growth	Reset Urban Growth
WATER			
<p>How much hardened surface would be added by growth?</p> <p>New impervious surface added to undeveloped areas (2017–2050)</p>	23,200 acres impervious surface added to region (2017–2050).	 19,600 acres, less impervious surface added to region compared to Stay the Course.	 24,300 acres, more impervious surface added to region compared to Stay the Course.
<p>How much would redevelopment improve old stormwater systems?</p> <p>Redevelopment (2017–2050)</p>	Redevelopment of 22,800 acres of impervious surface in areas with outdated stormwater controls by 2050, resulting in potential water quality benefit.	 Redevelopment of 17,200 acres of impervious surface in areas with outdated stormwater controls.	 Redevelopment of 26,000 acres of impervious surface in areas with outdated stormwater controls.
PUBLIC SERVICES, UTILITIES, AND ENERGY			
<p>How much new infrastructure would be needed?</p>	Strong growth focus in urban areas would require service expansion or new infrastructure. Additional growth in outlying and rural areas may require new infrastructure.	 Less growth in outlying and rural areas may reduce the need to construct or expand facilities near open spaces, decreasing impacts compared to Stay the Course. Similar service expansion anticipated in urban areas as Stay the Course.	 Greater growth in outlying and rural areas may increase the need to construct or expand infrastructure in areas not currently served, increasing impacts compared to Stay the Course. Similar service expansion anticipated in urban areas as Stay the Course.
PARKS AND RECREATION			
<p>Would parks be nearby?</p> <p>59% of population was located near parks providing local urban access in 2017 (urban population in proximity to parks providing local urban access)</p>	55% of population would be near parks in 2050.	 59% of population would be near parks in 2050, an increase compared to Stay the Course.	 55% of population would be near parks in 2050, similar to Stay the Course.
VISUAL QUALITY			
<p>How would areas change visually?</p>	Some development in outlying and rural areas could result in negative visual impacts in these areas.	 Less development in outlying and rural areas would slightly reduce negative impacts to these areas.	 More development in outlying and rural areas would slightly increase negative impacts to these areas.

KEY:  Increased impacts compared to Stay the Course  Similar impacts to Stay the Course / Neutral  Reduced impacts compared to Stay the Course

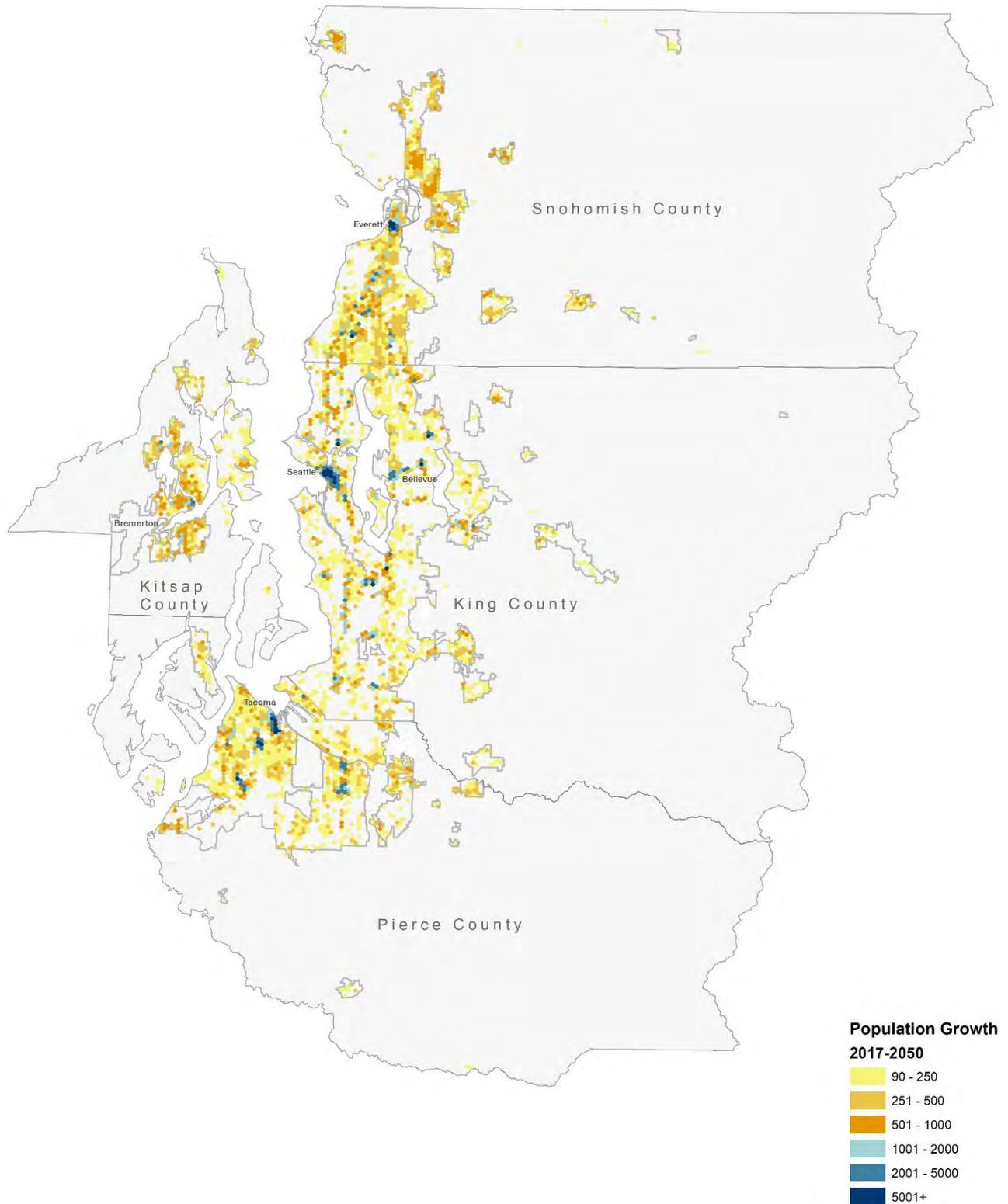
Table ES-3. Summary Comparison of Alternatives Impacts (continued)

Topic	2050 Growth Alternatives		
	Stay the Course	Transit Focused Growth	Reset Urban Growth
ENVIRONMENTAL JUSTICE ¹			
How would communities of color and low-income communities be affected by changes in jobs and housing?	Communities of color and low-income communities compared to the region as a whole: <ul style="list-style-type: none"> Jobs-housing ratios indicate housing may become more unaffordable or unavailable Moderate-density housing growth is reduced compared to the region as a whole which may reduce the availability of affordable housing stock 	Compared to Stay the Course, for communities of color and low-income communities: <ul style="list-style-type: none"> Improved balance of jobs and housing Moderate-density housing growth is similar to Stay the Course and reduced compared to the region as a whole which may reduce the availability of affordable housing stock 	Compared to Stay the Course: <ul style="list-style-type: none"> Worsened balance of jobs and housing for low-income communities; improved balance for communities of color Moderate-density housing growth is similar to Stay the Course and reduced compared to the region as a whole which may reduce the availability of affordable housing stock
Would communities of color and low-income communities benefit from changes to land use and transportation?	Greater proximity to high-capacity transit for communities of color and low-income communities compared to baseline.	 Greater proximity to high-capacity transit for communities of color and low-income communities compared to Stay the Course.	 Reduced proximity to high-capacity transit for communities of color and low-income communities compared to Stay the Course.
Would access to parks change for communities of color and low income communities?	Slightly greater access to local parks in communities of color and low-income communities compared to the region as a whole.	 Greater access to local parks in communities of color and low-income communities compared to Stay the Course.	 Greater access to local parks in low-income communities compared to Stay the Course. Similar access to local parks in communities of color compared to Stay the Course.
Would the risk of displacement increase? Displacement has been occurring in the region (2017-2050 growth in areas of higher displacement risk)	18% of population growth would occur in areas of higher displacement risk.	 23% of population growth would occur in areas of higher displacement risk, an elevated displacement risk compared to compared to Stay the Course.	 16% of population growth would occur in areas of higher displacement risk, a slightly reduced displacement risk compared to Stay the Course.

¹ Communities of color are census tracts that are greater than 50 percent people of color. Low-income communities are census tracts that are greater than 50 percent people with low incomes (households earn less than 200 percent of the federal poverty level).

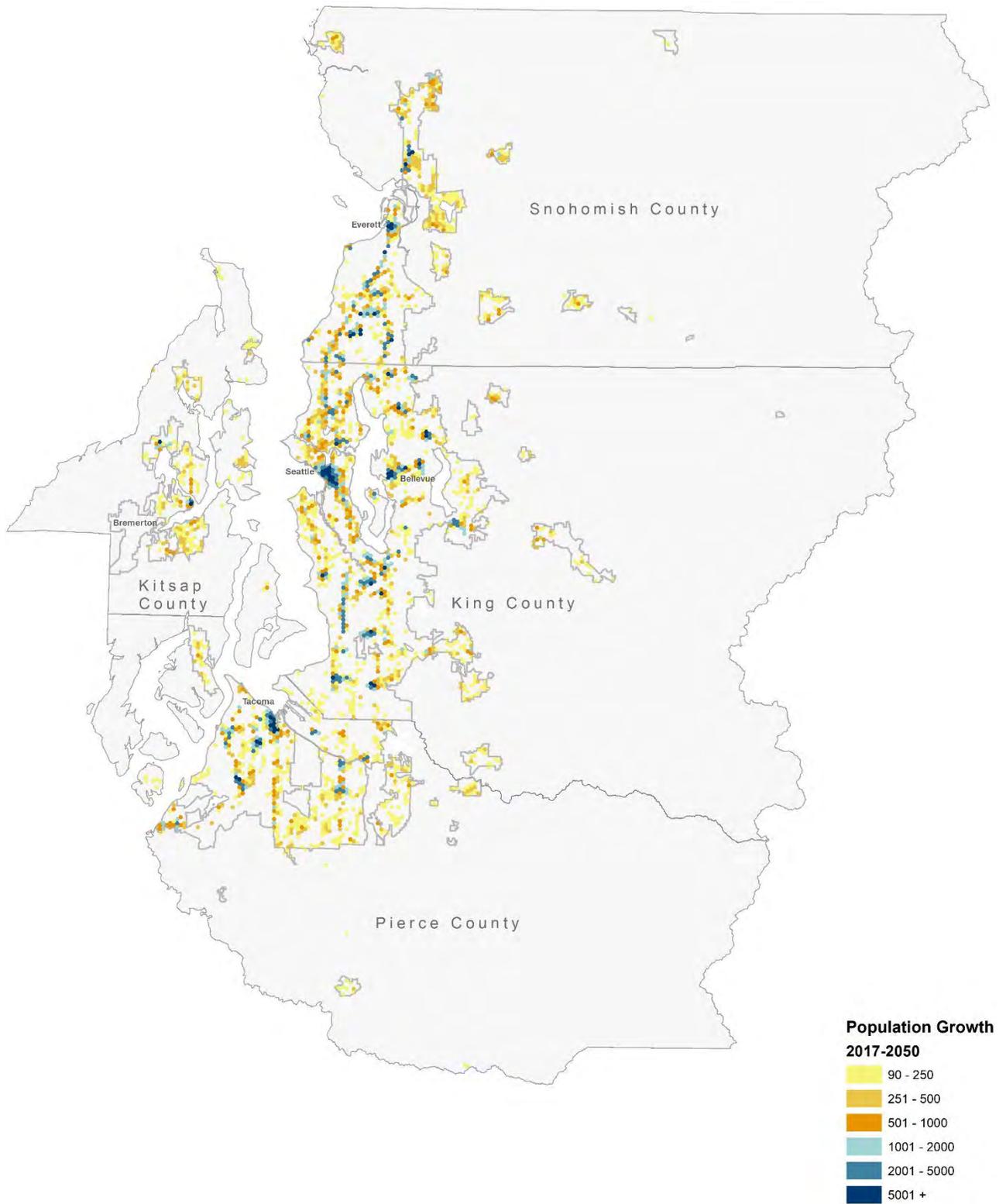
KEY:  Increased impacts compared to Stay the Course  Similar impacts to Stay the Course / Neutral  Reduced impacts compared to Stay the Course

Figure ES-3. Stay the Course: Population Growth Distribution 2017–2050



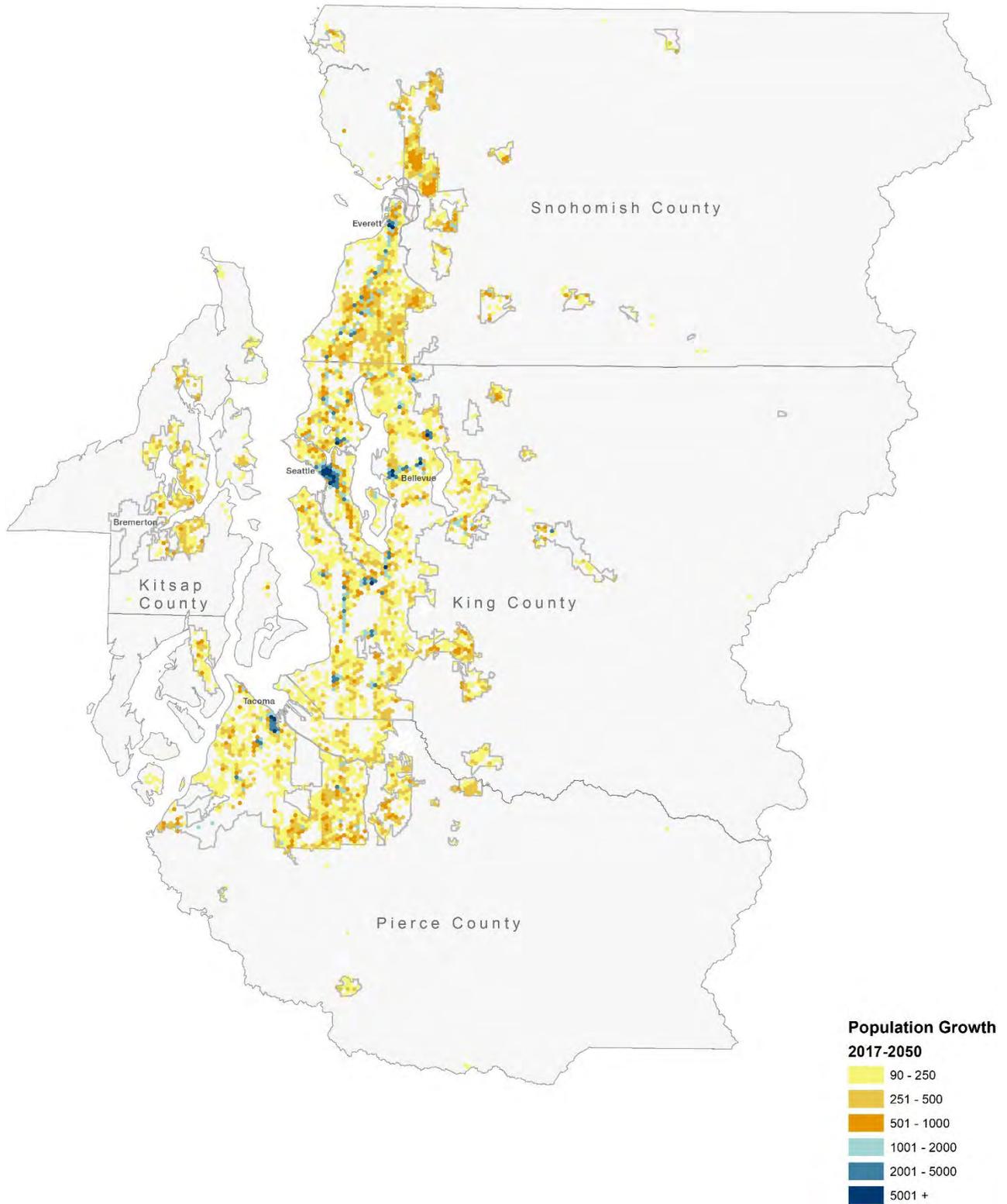
Source: PSRC

Figure ES-4. Transit Focused Growth: Population Growth Distribution 2017–2050



Source: PSRC

Figure ES-5. Reset Urban Growth: Population Growth Distribution 2017–2050



Source: PSRC

Item 12:

Homeless Governance & System Recommendations

UPDATE

SCA Staff Contact

Christa Valles, Sr. Policy Analyst, Christa@soundcities.org, (206) 495-5238

SCA Members of the Executive Leadership Group

Mayor Nancy Backus, Auburn; Mayor John Chelminiak, Bellevue; Council President Ed Prince, Renton

Update

With the goal of making homelessness rare, brief and one-time, government, philanthropy, business, and people with lived experience are working towards improved regional coordination. Efforts are underway to consolidate the current governance structure, assess existing investments, and develop a regional action plan. At the March PIC meeting, SCA staff will update members on recent developments related to these activities.

Background

On December 14, 2018, the consulting firm National Innovation Service (formerly Future Laboratories) released a [multi-media website](#) identifying actions to improve the region’s response to the homelessness crisis. SCA staff presented the report’s findings at the January PIC meeting, and additional background can be found in the [January 9, 2019 PIC packet](#).

The work by National Innovation Service (NIS) follows on a May 2018 [King County auditor report](#), which found the region’s efforts to better align its homeless response falling short. The KC Auditor identified a fragmented governance structure that was “too weak to drive change.”

On May 3, 2018, the Mayor of Seattle and King County Executive signed an [MOU](#) committing Seattle and King County to better coordination and calling for recommendations to revise the region’s homeless governance structure. To that end, Seattle, King County, All Home, and certain philanthropic and business partners retained several consultants to assist with this work.

Related to the MOU work, SCA staff were invited to participate in on-going weekly meetings with Seattle and King County staff while an Executive Leadership Group (ELG) met three times between October and December 2018 to receive progress reports and provide feedback. The ELG is comprised of the Seattle Mayor, King County Executive, SCA representatives (Bellevue Mayor John Chelminiak, Auburn Mayor Nancy Backus, and Renton City Council President Ed Prince), and representatives from business, philanthropy, and people with lived experience.

Update on Recent Activities

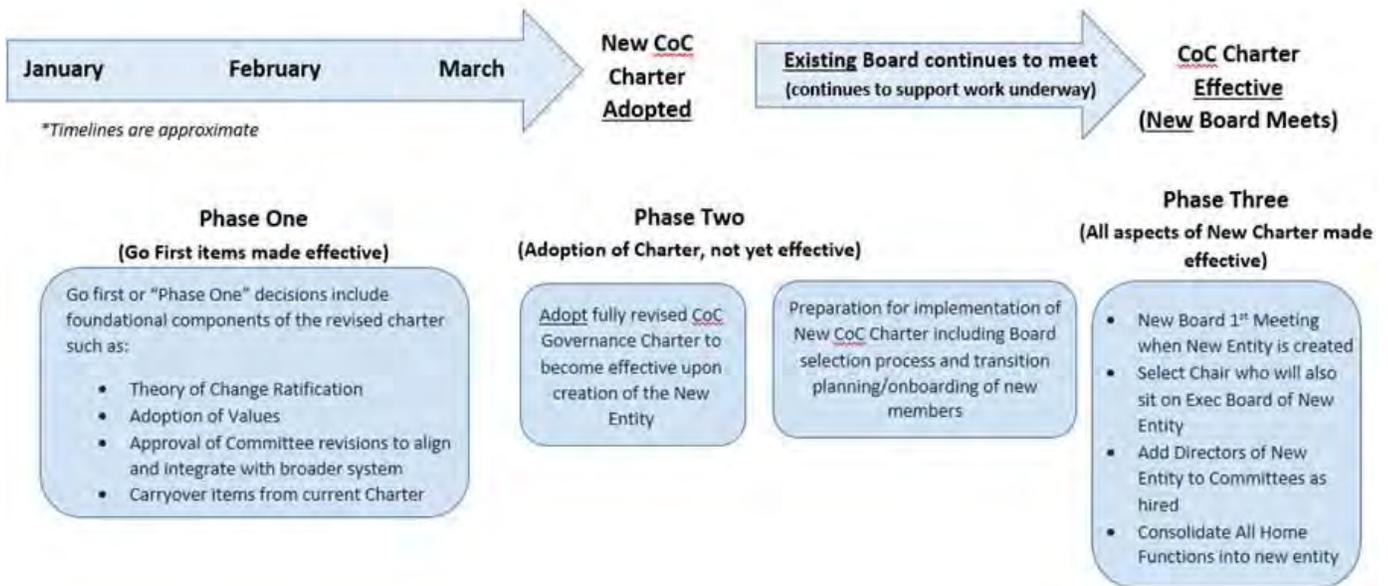
Since the release of the NIS report, various stakeholders have continued or commenced activities to “build the runway” towards standing up a consolidated agency to address homeless response in the region, which is one of NIS’s key recommendations. Some of these activities include the following:

All Home board approves Theory of Change, new charter and COC structure

The Federal Office of Housing and Urban Development (HUD) requires communities to create a Continuum of Care (COC) to coordinate homeless services and receive federal funding for homelessness. King County’s COC is called All Home and its staff are housed in King County’s Department of Community and Human Services. The All Home Board includes two SCA members (Mayor Nancy Backus, Auburn, and Councilmember Keith Scully, Shoreline), along with representatives from King County, the City of Seattle, non-profit providers, and the Seattle Public Housing Authority.

All Home receives and distributes approximately \$35 million in federal funding annually. In addition, one of its key responsibilities, at least in theory, is to coordinate activities across the region and ensure a continuum of care is in place for people experiencing homelessness. In practice, All Home does not have the legal or political sway to require coordination of services and policies across jurisdictions in King County, leading in part to the observed system fragmentation.

At the February All Home board meeting, the board voted on the “Phase I” actions noted in the graphic below. Phase I changes take effect immediately. The Phase 1 changes include adopting the Theory of Change discussed at the January 9, 2019 PIC meeting. The Board has not yet voted on the Phase 2 changes, which include revising the COC charter in anticipation of the creation of a new regional entity (of which All Home will be a part). The Phase 2 changes will only take effect when a newly consolidated agency is created.



Focus Strategies continues to develop “critical assessment” report

Focus Strategies, a consulting firm hired by Vulcan and the Ballmer Group, is conducting a “critical assessment” of the region’s homeless investments and efficacy. Many SCA cities contributed information about their respective investment. Focus Strategies not only looked at city investments, but all the HMIS (Homeless Management Information System) data from 2016- 2018.

The critical assessment will analyze what homeless-related investments the region as a whole is making, if the investments shifted as a result of the [2016 reports by Barbe Poppe](#) and [Focus Strategies](#), and what outcomes we are getting from current investments. Focus Strategies is expected to brief interested SCA city representatives on the preliminary results on March 13.

Philanthropy and business interests retain consultant to create “Regional Action Plan”

The Gates Foundation, the Raikes Foundation and the Ballmer Group have retained the consulting services of Corporation for Supportive Housing (CSH) to create a “Regional Action Plan” (RAP). The RAP is intended to be the guiding policy and plan for any new regional entity created as part of the homeless consolidation efforts underway. The RAP will provide guidance to the newly consolidated agency on homelessness, outlining system performance measures and investment levels needed to meet the goals. The results of the critical assessment report (discussed above) will help shape the RAP.

The RAP will align with the NIS/Future Laboratories recommendations. The RAP scope of work includes the following deliverables:

- A description of the current problem and landscape, including a detailed segmentation of the homeless population including vulnerabilities and unique risk factors (as local data allows)
- Definition and measures of success
- Assessment of the crisis response system capacity (e.g., emergency shelter, transitional housing, diversion, rapid re-housing, permanent supportive housing) and identification of gaps by homeless population segment as appropriate
- Baseline data of inflow and outflow and clear strategies to increase outflow and decrease inflow based on system data and identified risk factors (such as behavioral health needs, interaction with criminal justice, child welfare) by sub-populations
- Projections for needed housing placement rate to reach desired goals
- Strategies to increase the supportive and affordable housing pipeline including identifying policy changes and/or incentives to working with private market and developers
- Geospatial analysis of homelessness services
- Data dashboards

Other Activities

In addition to the above, several other activities related to homeless consolidation efforts have occurred:

Seattle City Council Briefing

NIS/Future Laboratories [briefed the Seattle City Council](#) on January 14, 2019. Since then, the Seattle City Council and Seattle Mayor’s Office have formed an internal “client group” to work through certain

decisions associated with potential consolidation with King County. Several issues related to which Seattle revenues sources and staff will become part of any new consolidated agency will be the City of Seattle's responsibility to decide.

King County Council Staff briefing

On March 1, 2019, King County Executive staff briefed King County Council staff on the work that has been undertaken to date and the NIS recommendations related to consolidation. King County Executive staff will be working closely with Council staff to devise a process for the King County Council to deliberate and weigh in on these issues going forward. No specific timeline or process has been identified as of yet.

Homeless consolidation placed on RPC 2019 Work Plan

On February 27, the Regional Policy Committee added issues related to efforts to consolidate the City of Seattle's and King County's homelessness investments and staffing to its 2019 Work Plan as a mandatory referral item. This will require any legislation related to consolidating homeless staffing and functions between Seattle and King County and requiring approval by the King County Council to also be referred to the RPC.

Ongoing NIS/Future Laboratories work

The City of Seattle and King County have retained NIS to help implement the action items included in the earlier NIS recommendations, with a focus on efforts to consolidate Seattle and King County's homeless functions and staff into a new entity.

Microsoft donates to support consolidation efforts

In January 2019, Microsoft announced it will make a \$475 million contribution towards the development of low-income and work force housing in King County cities outside of Seattle. In addition, Microsoft will contribute \$25 million to homeless response, including \$5 million to support the City of Seattle and King County in their efforts to consolidate their respective homeless response functions.

Next Steps

SCA staff will continue to provide on-going briefings to PIC. In addition, King County Executive staff are eager to engage SCA on the consolidation efforts to obtain feedback and input as questions and issues arise. It is anticipated that ELG members will reconvene soon to assess progress on consolidation efforts and other recommendations, though no upcoming meeting dates have been established. The staff core working group, which includes SCA staff, will continue to meet on an as-needed basis. For more information, contact SCA Policy Analyst Christa Valles at Christa@soundcities.org or (206) 495-5238.

Item 13:
King County Charter Review Commission
UPDATE

SCA Staff Contact

Brian Parry, Policy Director, brian@soundcities.org, 206-499-4159

Update

In July 2018, King County formed a Charter Review Commission to consider potential recommendations to amend the [King County Charter](#).

The PIC discussed the work of the Commission in January and additional background can be found in the [January 9, 2019 PIC packet](#). Since January, the Commission has worked to refine an initial set of proposals to amend the King County Charter ([Attachment A](#)) and held community meetings in February to solicit public feedback.

The Commission is continuing to deliberate on potential changes to the Charter with the goal of completing its work in May; however, the Commission may choose to extend this timeline at its discretion. Final recommendations of the Commission will be provided to the King County Council, which has ultimate authority to determine which amendments, if any, are placed before King County voters.

The ideas outlined on Attachment A illustrate the types of issues currently being discussed by the Commission. The Commission is in the process of drafting detailed descriptions of these proposals and their impact on county governance and policymaking. SCA staff is monitoring the work of the Commission and will continue to provide updates to PIC as more information becomes available. SCA members are encouraged to provide any feedback to SCA staff or directly to the Commission by emailing CharterReview@kingcounty.gov.

Background

The [King County Charter](#) provides that at least every ten years the County Executive appoint a citizen commission to review the Charter and present to the county a council a report recommending amendments, if any. The County Council may then elect to place recommended Charter amendments on the next general election ballot.

The Charter defines the powers of the executive and legislative branches of King County government, establishes financial procedures, sets qualifications and procedures for elections, defines the role of regional committees, and other important policies that provide for the governance of King County and regional policymaking.

The current Commission timeline calls for presenting a final report with recommended amendments to the Charter to the King County Council in May 2019, so that final proposals may be placed on the November general election ballot.

Update

The Commission is continuing to solicit input on proposals to amend the King County Charter. In February, the Commission held a series of public meetings where eight issue areas were identified as currently under discussion by the Commission ([Attachment A](#)).

Topics of discussion include changes to the Charter that could affect:

- Civilian oversight of law enforcement;
- Which county officials should be elected directly by the people;
- Public financing of campaigns;
- Affordable housing and disposition of surplus property;
- The King County inquest process when law enforcement is involved in a fatality;
- Election procedures and ranked choice voting;
- Increasing the size of the County Council;
- Ensuring underrepresented voices are included in decision making;
- How the King County budget is approved and managed;
- The role of charter regional committees, including their membership and the role of regional committees in developing countywide levies;

The Commission is in the process of drafting detailed background papers on the proposals they will consider further, which are expected to be posted on the Commission [website](#) when they are completed.

Next Steps

SCA staff is monitoring the work of the Commission and will continue to provide updates to PIC as more information becomes available. SCA members are encouraged to provide any feedback to SCA staff or directly to the Commission by emailing CharterReview@kingcounty.gov. Questions or feedback can be provided to SCA Senior Policy Analyst Brian Parry at brian@soundcities.org or 206-499-4159.

Attachments

- A. [Charter Review Commission Public Outreach Flyer](#)

KING COUNTY CHARTER REVIEW

We want to hear from you!

“What about our growing population?”

“Are we able to promote affordable housing?”

“What about campaign financing?”

“I have an idea to improve elections.”

CharterReview@kingcounty.gov

OVERVIEW OF THE CHARTER

Thank you for joining us today and for participating in the charter review process.

WHAT IS A CHARTER AND WHY DOES IT NEED TO BE REVIEWED?

Under Washington State law, counties are allowed to become “Home Rule” by enacting a charter, which sets forth how the government should be structured and run.

A “charter” is similar to a “constitution” for local governments. The King County Charter was first adopted in 1970.

Every 10 years, the Charter requires a “Charter Review Commission” to review the charter and recommended changes. The Commission is an independent body, appointed by the Executive and confirmed by the Council.

QUICK GUIDE

- 1 The Charter is like our county’s constitution.
- 2 The Charter Review Commission is reviewing potential updates to the King County Charter and would like your feedback.
- 3 Please read about the types of issues the Commission is discussing on the back of this handout.

HOW CAN I PROVIDE INPUT?

AT THIS MEETING: Today’s town hall will be comprised of two parts. The first will be small groups facilitated by Commissioners and staff. These groups will discuss issues and report out to the entire group. The second portion of the meeting will be a town hall style where anyone wishing to address the Commission will have an opportunity to do so.

ONLINE: You can provide feedback by emailing us at CharterReview@kingcounty.gov. You can also read more about the King County Charter and join our **online town hall** on our website at: kingcounty.gov/independent/charter-review-commission



TYPES OF ISSUES CURRENTLY BEING DISCUSSED

1

CIVILIAN OVERSIGHT OF LAW ENFORCEMENT

The County has a civilian-led Office of Law Enforcement Oversight with the ability to investigate and report on certain events and areas of the operation of the King County Sheriff's Office.

- Should the official powers of the office, as described in the charter, be expanded to include subpoena power and/or other improvements to give the office more ability to investigate and report?

2

WHICH COUNTY OFFICIALS SHOULD BE ELECTED?

The County has a number of positions like the Sheriff, Elections Director and Assessor that are elected positions, meaning the public directly chooses the person to fulfill the role.

- Should these positions continue to be elected or should an official be chosen through a more traditional job application process?
- Should the Public Defender become an elected office?

3

PUBLIC FINANCING OF CAMPAIGNS

Mounting a successful campaign for office can sometimes be an expensive undertaking. Currently candidates must raise all campaign funds themselves.

- Should the County have some form of public financing of campaigns for County Council or other County elective offices?

4

SURPLUS LAND FOR HOUSING

The County owns a large number of properties throughout the County. Typically, when those properties are no longer needed, they are sold to the highest bidder.

- Should the County consider selling property for less than fair market value when the law allows and the purchaser commits to using the property to build affordable housing?

5

REPRESENTATION OF THE DECEASED FAMILY IN INQUESTS

In King County, when a member of law enforcement is involved in a fatality, a process called an inquest is held. This process operates similar to a trial, but the goal is to establish facts, not innocence or guilt. The families are provided with legal representation according to county code, but that is not a right established in the County Charter.

- Should this guarantee of legal representation be added to the County Charter?

6

RANKED CHOICE VOTING

Currently all county elections are decided by the use of a primary election to narrow candidates down to two that then face each other in the general election. Ranked Choice Voting is a method for selecting the winner of an election based upon the ranked preferences of the voter. Voters in ranked choice elections will rank candidates instead of just choosing one. The candidate receiving the lowest number of votes is eliminated and each vote cast for that candidate is transferred to the voter's next-ranked choice among the remaining candidates until one candidate is declared the winner.

7

SIZE OF THE COUNTY COUNCIL

Currently the County Council has nine members. The size of the Council was reduced from thirteen down to nine in 2005. The population of the County has grown significantly since then.

- Should the Council be increased in size? Reduced in size?
- Should at-large members be added (new members that represent the entire county rather than districts)?

8

MEETING THE DEMAND

The Changing Demographics of King County. King County is one of the fastest growing Counties in the United States. With this population growth, the County is becoming more diverse every year.



March 13, 2019
SCA PIC Meeting

Item 14:
Comprehensive Solid Waste Management Plan
UPDATE

SCA Staff Contact

Cynthia Foley, Policy Analyst, cynthia@soundcities.org, (206) 495-3020

SCA Members of the Regional Policy Committee

Councilmember John Stokes (Caucus Chair), Bellevue; Mayor Dave Hill (Caucus Vice Chair), Algona; Deputy Mayor Austin Bell, Burien; Council President Angela Birney, Redmond; Councilmember James McNeal, Bothell; Councilmember Bill Peloza, Auburn

Update

On February 27, 2019 the Regional Policy Committee (RPC) recommended adoption of the [King County Comprehensive Solid Waste Management Plan](#) (CSWMP). The King County Council is expected to adopt the plan in March.

Following approval by the King County Council, the 37 cities that participate in the solid waste system (all King County cities excepting Seattle and Milton) will receive notification from the County and will then have 120 days to act to approve or disapprove the plan. To become final, the plan must be approved by cities representing three-quarters of the population of cities that choose to act on the plan. The plan will then be sent to the Washington State Department of Ecology for final approval.

Background

The Comprehensive Solid Waste Management Plan (CSWMP) proposes strategies for managing King County's solid waste over the next 6 years, with consideration for the next 20 years. The plan includes analysis of system needs for next 20 years. The plan establishes policies for setting rates, increasing recycling and waste diversion, managing system performance, and planning for future needs.

A draft version of the plan (presented to the PIC in [February 2018](#)) presented a variety of options for providing disposal after 2028, including constructing a Waste-To-Energy facility and waste export by rail. The current version of the CSWMP states that King County will invest in capital projects to extend the life of the Cedar Hills Regional Landfill until approximately 2040. To allow for changing conditions and technological advances, the CSWMP does not specify the next disposal method after ultimate closure of Cedar Hills Regional Landfill. The draft CSWMP states that evaluation of future disposal methods will begin before the next plan update. The draft CSWMP also states that a new transfer station will be constructed in northeast King County. An earlier draft version of the plan presented other options for providing transfer service in the northeast by developing several smaller transfer stations, or continuing to operate the Houghton Transfer Station. The draft CSWMP

notes that northeast communities will be engaged throughout the transfer station siting process, including in the development of siting criteria.

Amendment to the CSWMP

Since the CSWMP was last presented to PIC, several changes were made to the plan. The King County Council introduced a [striking amendment](#) in October 2018 and on February 27, 2019 the RPC recommended adoption of the amended version of the CSWMP and its authorizing legislation. The proposed striking amendment revised the text of CSWMP to state that further development of Cedar Hills Regional Landfill will conform to a settlement agreement between the County and plaintiffs entered into in 2000, including in reference to the height of the landfill. The striking amendment also removes the financial policies identified in Recommended Action 1-f in the 117 CSWMP from the ordinance.

Solid Waste Initiatives Funded in 2019-2020 King County Budget

Several solid waste initiatives were funded in the 2019-2020 King County Budget that would implement elements of the CSWMP. This includes planning and design phases that were funded for capital projects at the Cedar Hills Regional Landfill and Northeast Transfer Station. Additionally, the 2019-2020 King County Budget included a proviso funding a study to further explore waste to energy as a disposal option in the future. The study is due to be completed in October 2019.

Next Steps

The King County Council is expected to adopt the CSWMP in March. Once it has been adopted by the King County Council, the plan will be submitted to the 37 cities (all King County cities excepting Seattle and Milton) that participate in the solid waste system for approval. Upon receiving notice of Council action, cities will have 120 days to act to approve or disapprove the CSWMP. To become final, the plan must be approved by cities representing three-quarters of the population of cities that choose to act on the plan. The plan will be then sent to the Washington State Department of Ecology for final approval.

SWD has offered to provide a presentation on the CSWMP to cities upon request. Contact King County Solid Waste Division Government Relations Administrator Dorian Waller at Dorian.Waller@KingCounty.gov to schedule a presentation.

Comments questions on the CSWMP can be sent to SCA Policy Analyst Cynthia Foley at cynthia@soundcities.org.



March 13, 2019
SCA PIC Meeting

Item 15:
Levies and Ballot Measures in King County
UPDATE

SCA Staff Contact

Brian Parry, Policy Director, brian@soundcities.org, (206) 499-4159

Discussion

This is a monthly item on the PIC agenda to share information on recent and upcoming local levies and ballot measures in King County. Items identified as “potential future ballot measures” are under consideration or reflect potential renewal of an existing levy but have not been approved to be placed on the ballot and may not ultimately move forward.

At 30.7%, turnout for the February 12 special election was lower than the 34% forecast by King County Elections. The department believes this was likely due to snow.

For bond measures, minimum turnout must be 40 percent of the district residential area’s turnout in the most recent general election. With 17,109 votes cast to determine Renton School District’s bond proposition, the measure fell short of the 18,578 minimum turnout required, despite receiving a supermajority of support. The Renton School District’s operations levy passed with 62% of the vote.

Results: February 12 Election

Jurisdiction	Measure	Result
Seattle School District	Proposition 1: Replacement for Educational Programs and Operations Levy	Approved: 69.34% Rejected: 30.66%
Seattle School District	Proposition 2: Capital Levy - \$1.4 billion	Approved: 72.55% Rejected: 27.45%
Renton School District	Proposition 1: Bonds to Improve, Construct, and Renovate School Facilities*	Approved: 62.65% Rejected: 37.35%
Renton School District	Proposition 2: Replacement Educational Programs and Operations Levy	Approved: 62.53% Rejected: 37.47%
Fire District 16 (Northshore Fire)	Proposition 1: Benefit Charge Continuation	Approved: 90.66% Rejected: 9.34%
Water District 45	Merger with Water District 20	Approved: 84.7% Rejected: 15.3%

*Requires 60% yes vote with minimum turnout of 18,578 voters

Potential Future Ballot Measures – SCA Cities			
Year	Month	Jurisdiction	Measure
2020		Kirkland	Fire Services and Capital Levy

Future Ballot Measures – Other Cities, Schools and Special Purpose Districts			
Year	Month	Jurisdiction	Measure
2019	April	Evergreen Health	Capital Bonds. \$345 million, 20-year bond to fund enhancements to the medical center campus. Estimated at 18-cents per \$1,000 of assessed value, or \$126 per year for a \$700k home.
2019		Seattle Public Library	Operations Levy
2020		King County Library System	Operations Levy
2020		Seattle	Transportation Benefit District (renewal)

Potential Future Ballot Measures – Countywide			
Year	Month	Jurisdiction	Measure
2019	Aug	King County	Regional Parks Levy (renewal)
2019	Nov	King County	Medic One/EMS Levy (renewal). Proposed levy rate of \$0.27 per \$1,000 of assessed value beginning in 2020.
2021		King County	Best Starts for Kids (renewal)

Next Steps

Please share this information with your city and provide information on upcoming elections in your city to SCA Policy Director Brian Parry at brian@soundcities.org or 206-499-4159.



March 13, 2019
SCA PIC Meeting

Item 16:
Potential Upcoming SCA Issues
UPDATE

SCA Staff Contact

Brian Parry, Policy Director, brian@soundcities.org, (206) 499-4159

Update

This is an ongoing, monthly PIC item noting issues that SCA members have asked to be brought to the PIC.

Potential Issues

Throughout the year, issues brought forward by SCA members are tracked in this ongoing, monthly agenda item and may be taken up by the PIC through workshops, briefings and discussion items, and as action items.

The following issues have been identified as topics for potential workshops or briefings in 2019:

- King County Metro: Innovation and Mobility (April)
- Jurassic Parliament/ Ann Macfarlane (May)
- PSRC VISION 2050 (July)
- Addressing Toxic Social Media
- Equity and Inclusion

If you or your city has additional items to be added to the list of potential upcoming SCA issues, or items to suggest for future trainings or workshops, please contact SCA Policy Director Brian Parry, brian@soundcities.org or 206-499-4159.

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March 13, 2019
SCA PIC Meeting

Item 17a:

Responsible Recycling Taskforce Recommendations

INFORMATIONAL ITEM

SCA Staff Contact

Cynthia Foley, Policy Analyst, cynthia@soundcities.org, (206) 495-3020

Solid Waste Advisory Committee Members

Mayor Penny Sweet, Kirkland (SWAC Chair); Councilmember Philippa Kassover, Lake Forest Park

Informational Item

In January 2018, China implemented a policy called the “National Sword” that banned importation of certain recyclables, and enacted stringent contamination limits on recyclables that essentially eliminated the primary market for these materials.

In response to the impacts of these policies on regional recycling efforts, King County convened the Responsible Recycling Task Force (Task Force) to develop a coordinated approach to improving recycling in the region. The Task Force consisted of representatives from the King County Solid Waste Division, SCA cities, the City of Seattle, solid waste management companies, and other stakeholders.

The Task Force finalized [Recommendations to Achieve a Responsible Recycling System](#) on January 10, 2019. These recommendations were presented to the Solid Waste Advisory Committee (SWAC) and the Metropolitan Solid Waste Advisory Committee (MSWAC) in February.

Background

In January 2018, China implemented a policy called the “National Sword” that banned importation of certain recyclables, and enacted stringent contamination limits on recyclables that essentially eliminated the primary market for these materials.

In April 2018, King County convened the Responsible Recycling Task Force (Task Force) to respond to these changes in the international recycling system. The task Force sees three major vulnerabilities in recycling: contamination in recyclable materials, market vulnerability, and the need for increased investment to improve the system. Staff and councilmembers from eleven King County cities (including Seattle, who does not participate in the King County Solid Waste System) participated, as well as staff from material recovery facilities (MRFs) and King County. The Task Force finalized [Recommendations to Achieve a Responsible Recycling System](#) on January 10, 2019.

Responsible Recycling Recommendations

The Task Force developed six overarching goals to improve the recycling system and identified policy changes and action items for achieving these goals. The goals are summarized below.

Goal 1: Establish Responsible Recycling Policies

The Task Force noted that the recyclable commodities must have minimal contamination to reach markets, and that supply of these materials outstrips demand. The Task Force recommended policies to reduce contamination of recyclable materials and increase the demand for these goods. Suggested policies include increasing systems of extended producer responsibility where large manufacturers are required to plan and pay for the management of waste from their products, and supporting investments in innovative technologies and infrastructure to improve processing and sorting.

Goal 2: Develop Local Recycling Infrastructure

The Task Force identified that domestic recycling infrastructure is lacking and recommends the expansion of domestic processing and sorting through pilots and local partnerships. For example, [Action Item 2B](#) advises the expansion of the Wrap Recycling Action Program, which would establish a statewide program to capture plastic bags and film.

Goal 3: Harmonize Recycling Programs and Messaging

The Task Force recommends developing clear messaging across the region or state to reduce confusion by the public around materials that can be recycled in curbside bins. This effort is intended to reduce the contamination of recyclable materials.

Goal 4: Increase Demand for Recyclable Materials

The Task Force found that lack of market demand for recycled materials as a barrier and recommend stimulating demand for products made with recycled materials through legislation, changing procurement policies, and working with local companies to buy recycled products.

Goal 5: Create Clean and Marketable Feedstocks

The Task Force recommends that “Local governments and their service providers should require that the collecting, sorting, and processing of recyclable materials does not contribute to environmental pollution or endanger human health and safety and that materials are clean and suitable for remanufacture before being exported.”

Goal 6: Improve Upstream Design

The Task Force recommends that “Local government should partner with national organizations to get local companies to commit to using recycled materials in new products and develop product messaging and package design that supports a system of responsible recycling.”

State Level Legislation

In addition to actions that could be taken at the local level, the Task Force’s recommendations include advocating for new policies and programs at the state level. Legislation that aligns with the recommendations is currently being considered at the Washington State Legislature. This includes legislation to create a statewide plastic packaging stewardship organization ([SB 5397](#)). This bill is in the Senate Rules Committee. Legislation to limit the use of single-use plastic bags statewide ([HB 1205](#) and [SB 5323](#)) has passed in the Senate and is on floor calendar for second

reading in the House. Legislation to establish a Recycling Development Center within the Department of Ecology to further markets and processing for recycled commodities and products ([HB 1543](#) and [SB 5545](#)) is on the floor calendar for second reading in the House and Senate.

Next Steps

SWAC and MSWAC may act to endorse additional Action Items in the Recommendations. Comments and questions on the Responsible Recycling Task Force recommendations can be sent to SCA Policy Analyst Cynthia Foley at cynthia@soundcities.org.