SCA Public Issues Committee
DRAFT MINUTES
April 10, 2019 – 7:00 PM
Renton City Hall
1055 S Grady Way, Renton WA 98057

1. Welcome and Roll Call
PIC Vice Chair Mayor Christie Malchow, Sammamish, called the meeting to order at 7:00 PM. 28 cities had representation (Attachment A). Guests present included Councilmember Davina Duerr, Bothell (PIC Alternate); Councilmember Martin Moore, Federal Way (PIC Alternate); Councilmember Victoria Hunt, Issaquah; Simon Farretta, King County Council staff; Joyce Nichols, City of Bellevue staff; Doug McIntyre, City of Sammamish staff; Sarah Ogier, City of Bellevue staff; Alex Herzog, City of Woodinville staff; Bob Burns, DNRP Deputy Director; Dick Ryon, King Conservation District Chair; Bea Covington, King Conservation District Executive Director; Dierdre Grace, King Conservation District staff.

2. Public Comment
Vice Chair Malchow asked if any member of the public would like to provide public comment. Seeing none, Vice Chair Malchow closed the public comment portion of the meeting.

3. Approval of the March 13, 2019 PIC Minutes
Vice Chair Malchow asked if there were any amendments to the March 13, 2019 PIC minutes. Councilmember Hank Margeson, Redmond, moved, seconded by Mayor Nancy Backus, Auburn, to approve the March 13, 2019 minutes. The motion passed unanimously.

4. Chair’s Report
Vice Chair Malchow noted that the agenda for the evening is very full and asked that members limit themselves to one chance to speak during the discussion of items. She also reminded members that only the voting representative for the meeting should be at the table and participating in discussion unless specifically called upon by the chair.

5. Executive Director’s Report
SCA Executive Director Deanna Dawson reported that SCA had been named “Organization of the Year” by the Municipal League. She invited PIC members to attend the awards celebration on May 9. Tickets can be obtained at bit.ly/civicawards2019.

Dawson noted that SCA was hiring for a new Administrative Services Manager. Until a hire is made, administrative questions can be directed to her attention.

Dawson noted that the King County Council had voted on changes to the Solid Waste Comprehensive Plan since the last PIC meeting. Amendments included:
• Requiring King County to maintain a 1,000-foot buffer from the property line of the landfill;
• Requiring King County to develop a “bird management plan” which will be updated annually;
• Requiring a report on lifts and covers to limit methane gas emitted from landfill;
• Clarifying language on the maximum height of the landfill, as specified in a prior settlement agreement with neighbors;
• Requiring the King County Executive to work with regional partners to develop a plan for selecting the next disposal method, with a report due by December 31, 2021; and
• Looking at mitigation to the County for impact on roads from the landfill.


Dawson invited members to attend an upcoming SCA Networking Event featuring a panel of legislators to recap the legislative session on May 22, 2019. She thanked Gordon Thomas Honeywell for sponsoring the event.

Dawson referred members to the “Did You Know” item in the packet, noting that 33 of SCA’s 38 cities had taken action to recognize April as Sexual Assault Awareness Month.

6. 2019 State Legislative Session
Briahna Murray, Vice President of Gordon Thomas Honeywell Governmental Affairs, provided an update on SCA legislative priorities (a copy of latest SCA Legislative Report provided by Murray from April 15, 2019, can be found here). She began her report with updates related to affordable housing legislation. Murray noted House Bill 1406, which would authorize local governments to impose a .02% credit against state sales tax to fund affordable housing, has been designated as necessary to implement the budget and is not subject to the legislative cutoff. She noted that there is an effort to add elements of House Bill 1590 into House Bill 1406. She said this would allow counties and cities to impose a .05% sales tax increase councilmanically. She noted that legislation continuing funding for the Multifamily Tax Property Exemption is dead.

Murray reported that a small transportation package is being considered that could be funded by a three to five cent gas tax or some type of carbon fee. She also stated that House Bill 2132, which would authorize tolling on the I-405/SR 167 corridor, continues to be debated among legislators and is uncertain to pass this session.

Candice Bock, Association of Washington Cities (AWC) Director of Government Affairs, reported that an AWC budget alert was recently sent to city members. She noted that both proposed house and senate budgets include funding for 19 new classes at the Basic Law Enforcement Academy – a priority for cities in the 2019 session. Bock said that the proposed House budget would redirect project repayment funds away from the Public Works Assistance Account to fund education. She said this would undermine the ability for the Public Works Assistance Account to be a revolving fund that is sustainable. She noted that House Bill 1390, which would
increase PERS 1 COLA’s by 3% is still being considered and pass additional costs on to cities. She stated that any increase would be in addition to the 1.5% COLA increase granted to PERS 1 retirees in 2018, and amounts to an additional cost of $12 million in the 2019-21 biennium, and more than $65 million over the ten-year period. This would be on top of the $175 million local governments already pay in PERS 1 unfunded liability costs per year. She noted the PERS 1 fund was underfunded, even without the increase.

7. Affordable Housing Committee Appointment
Action on the Affordable Housing Committee Appointment was deferred to the May PIC meeting as the initial time frame for applications was not sufficient.

8. Challenge Seattle Middle-Income Housing Initiative
SCA Executive Director Deanna Dawson gave a report on the Challenge Seattle Middle-Income Housing Initiative. She reminded members that at the last PIC meeting, the PIC had voted unanimously to bring back a possible SCA position in support of the need for, and for cities playing a role in, the creation of more middle-income affordable housing.

Since the last PIC, all SCA cities were invited to participate in a meeting with Challenge Seattle CEO Chris Gregoire and Microsoft President Brad Smith, which was held on April 2, 2019.

At that meeting, Brad Smith explained that Challenge Seattle CEOs had identified affordable housing as a top priority not because of the need for more affordable housing for their employees, but because you cannot have a vibrant community without affordable housing at all income levels, including middle income. He noted that there had been little to no focus on affordable middle-income housing, and no incentives for its creation. Microsoft and Challenge Seattle looked to cities and regions around the country and the world that are struggling with this issue. They found nowhere that had solved the challenge, but from that research they determined that in order to succeed, a from the ground up public/private partnership would be necessary.

In this spirit, Chris Gregoire approached mayors from nine of SCA’s largest cities, to see if there was interest in pursuing such a partnership. All nine mayors expressed strong interest, and since then three additional cities have signed on in support

Based on this initial support, Microsoft pledged what has been described as the largest ever corporate financial commitment on a civic issue. Both Brad Smith and Chris Gregoire noted that we have a culture of working together to solve challenges, and that will be needed if we are to see results. Brad Smith described this investment as a “vote of confidence in the mayors of the Sound Cities.”

The hope is that if SCA leaders demonstrate public sector leadership on the issue, other Challenge Seattle corporate leaders, and other philanthropic partners in the region, will follow Microsoft’s lead and put in additional capital to address this challenge.
Dawson noted that in the packet of materials was a PowerPoint presentation given by Brad Smith, detailing some of the challenges relating to the need for more middle-income affordable housing, and the threat to quality of life in the region if no action is taken.

Dawson opened the floor to questions.

Councilmember Tola Marts, Issaquah, moved, seconded by Councilmember Hank Margeson, Redmond, to recommend the following policy position to the SCA Board of Directors:

**SCA believes that healthy, vibrant communities are ones that offer affordable housing options for families and individuals all along the income spectrum.**

In recent years, the speed of economic and population growth in our region has outpaced the growth in housing supply, creating a shortage of affordable housing—pricing out too many households and threatening the fabric of our community.

We will continue our work to address homelessness and low-income housing and we will also work to address the growing crisis of the lack of affordability of middle-income housing in the area.

Too many of our teachers can no longer afford to live near the schools where they teach. Too many nurses, teachers, police and other first responders are moving out of the communities they serve to find homes they can reasonably afford. Homelessness continues to rise, and our local workforce is commuting from farther and farther away—worsening congestion and eroding our sense of community.

To address this problem, we intend to do our part to break down barriers and provide incentives to substantially increase the supply of quality housing for all households in our community.

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.
We believe that these efforts, combined with the support of the greater community, will make our region more affordable for all households and will advance quality of life throughout the region.

Vice Chair Malchow asked if there was any discussion.

Councilmember Chris Roberts, Shoreline, said that Shoreline was not supportive of the policy position as written. He said SCA doesn’t have the authority to consider many of the actions recommended in the Challenge Seattle Call to Action, and that this authority sits with individual cities. He said Shoreline is also concerned about the proposal to consider reducing impact fees, and that doing so would hurt the city’s ability to provide for parks, open spaces, and transportation infrastructure to maintain the city’s livability. He said the city does agree broadly with the goals of the policy statement.

Deputy Mayor Catherine Stanford, Lake Forest Park, said that she generally agrees with the concept that growth should pay for growth, but that cities have to be flexible to address the affordable housing crisis. She asked for clarification about how SCA adopting a position in support would help the effort. Dawson said that Challenge Seattle and Microsoft and hoping that a show of broad support from cities will raise the profile of the discussion and encourage others in the private sector to step forward and invest in solutions.

Councilmember Tola Marts, Issaquah, said that Issaquah has signed onto the statement of support and that the city has already adopted some of the strategies proposed. He said affordable housing is a huge problem, not just in King County, and that it demands a broad response and jurisdictions being on the same page. He said that he supported the policy statement even if his city would not necessarily be implementing all of the recommendations.

Dawson said the original proposed statement in support of the Call to Action was developed in consultation with the nine mayors, to make clear that it was a commitment to consider a menu of options to address affordable housing, and that there is not a one-size-fits-all solution.

Councilmember John Stokes, Bellevue, spoke in support of the proposed policy position. He said SCA cities need to be leaders in addressing the affordability crisis. He said the statement is clear that it contains recommendations that can be considered, and not requirements.

Councilmember Chance LaFleur, Enumclaw, said the language of the proposed policy was clear and non-binding. He said there are some suggestions on the list that Enumclaw may never implement, but that it is important to take action to ensure the most vulnerable people in our communities aren’t bearing the burden of the region’s growth by being unable to find an affordable home.

Councilmember Lydia Assefa-Dawson, Federal Way, said that it is important to look at opportunities to ensure housing is available to the full income spectrum and that the region needs to take a proactive approach.
Mayor Nancy Backus, Auburn, said the important thing to remember about the proposed policy position is that it is not a prescriptive list and not intended to force any city into adopting policies that they do not support. She said adopting an SCA policy position would show leadership as a united organization and help bring more private sector partners to the table.

Councilmember Michell Hogg, Duvall, said the option of considering reducing impact fees raised some concerns and questioned how cities can guarantee any reduced costs are passed on to the homebuyer.

Councilmember Benson Wong, Mercer Island, said that his council discussed the statement and that a majority were supportive of its tone. He said he agreed with Councilmember Chris Roberts, Shoreline, that SCA itself did not have the authority to implement the policies being considered but could encourage members to make that commitment.

Councilmember Traci Buxton, Des Moines, said that she appreciated the non-mandatory nature of the statement that jurisdictions would consider opportunities to address affordable housing.

Councilmember James McNeal, Bothell, said that the Mayor of Bothell has signed the statement in support of the initiative and that the council was also supportive. He said he is excited about moving the conversation forward and having the private sector at the table. He said that youth and seniors are at particular risk and should be a focus of regional efforts. He said his experience in construction and the homebuilding market made it clear to him that costs and fees imposed by jurisdictions are passed on to buyers.

Councilmember Hank Margeson, Redmond, said that Redmond is looking at each of the recommended policies in the statement as well as other actions the city could take to lower the cost of building middle-income housing. He said he supported the statement as written and was concerned about watering it down with any changes.

Mayor David Baker, Kenmore, said that he sees taking this position as an extension of the recent work of the Regional Affordable Housing Task Force, which he co-chaired. He said we have an extreme shortage of housing available across a wide range of incomes. He said he was concerned that young people will never be able to afford to live in our communities unless the region takes action.

Deputy Mayor Catherine Stanford, Lake Forest Park, suggested the policy statement could be wordsmithed by the board if necessary.

Councilmember Chris Roberts, Shoreline, moved, seconded by Councilmember Tom Stowe, Beaux Arts Village, to strike the proposed policy position and replace with the following:

*SCA believes that healthy, vibrant communities are ones that offer affordable housing options for families and individuals all along the income spectrum.*

*SCA supports the efforts of Challenge Seattle to address housing affordability in our region. SCA encourages elected officials across King County and local partners*
Deputy Mayor Jay Arnold, Kirkland, said that he would not support the proposed amendment. He said it is important to make a strong statement about how the region will address affordable housing going forward.

Councilmember Tola Marts, Issaquah, said that his city did not feel that the initial policy position suggested that cities would implement each of the recommendations but rather that they would consider them. He said that having the proposals listed as examples of the types of actions under consideration is important to communicate.

Councilmember John Stokes, Bellevue, spoke against the amendment. He said he appreciated the intent of the proposed language but that it was important to retain the remainder of the statement as well.

Vice Chair Malchow asked if there was further discussion on the amendment to the motion. Seeing none, she called for a vote. The motion to amend failed with the city of Shoreline and the Town of Beaux Arts Village voting yes, and the remaining 26 cities voting no.

Vice Chair Malchow asked if there was further discussion on the original motion. Seeing note, she called for a vote. The motion passed with 25 cities voting yes, and the city of Shoreline and Town of Beaux Arts Village voting no. The city of Woodinville abstained from the vote.

9. Initiative 976

SCA Policy Director Brian Parry reported that at the March PIC meeting members were briefed about I-976 and asked to provide feedback on impacts if any to their cities, and how, if at all, SCA should be involved if a ballot measure moves forward.

Parry said I-976 will eliminate or significantly reduce several state and local funding sources including elimination of the authority for cities to include any vehicle licensing fees as a funding source for Transportation Benefit Districts (TBD’s). This would eliminate the funding source for 13 city TBD’s in King County. I-976 would also repeal the authority for Sound Transit to collect license fees, repeal sales tax on vehicle sales, and reduce or eliminate fees on electric vehicles and vehicle weight fees.

Councilmember Nancy Tosta, Burien, said I-976 would have a significant impact on the city’s transportation revenues and that she encouraged SCA to consider its options for taking a position.

Councilmember Chance LaFleur, Enumclaw, said that his city council supports SCA considering taking a position. He said the initiative would gut their Transportation Benefit District and their ability to provide needed transportation improvements.
Councilmember Hank Margeson, Redmond, said that in his opinion taking a position on a ballot measure would be outside of SCA’s role. He said he would prefer to see SCA be a neutral source of facts and information rather than be seen as advocating for a position.

Councilmember Katherine Ross, Snoqualmie, noted potential impacts to the city’s Transportation Benefit District and that she would be supportive of SCA providing neutral information about impacts.

Councilmember Traci Buxton, Des Moines, said a potential ballot measure would have a major impact on the region, and that she would be supportive of SCA considering taking a position.

Councilmember John Stokes, Bellevue, noted potential impacts to cities and that members should continue to consider the right role for SCA.

Councilmember Tola Marts, Issaquah, noted potential impacts on light rail reaching Issaquah.

Deputy Mayor Catherine Stanford, Lake Forest Park, said she had concerns with taking a position and that SCA’s focus should be on providing information.

Executive Director Deanna Dawson said staff would bring the issue back to a future PIC meeting to continue the discussion.

10. King Conservation District Proposed Work Plan and Budget
SCA Senior Policy Analyst Christa Valles reported on the King Conservation District (KCD) proposed work plan and budget proposals under consideration for 2020-2024. KCD collects a flat fee from landowners based on parcel type in King County. Valles noted tables on page 53 of the April PIC packet showing the current rate structure for 2015-2019 as well as the proposed rates for the 2020-2024 period.

KCD is proposing an average rates and charges increase of $3.70 per parcel per year, generating $2.8 million per year over and above current rates and charges revenues, which would bring KCD’s total rates and charges budget to $8.9 million per year for the 2020-2024 period. Valles noted that KCD receives other revenues for its programming, mostly grants, but in recent years it has also supported its budget with approximately $2 million of its reserves and $1.6 million from a lawsuit settlement.

Valles said that the KCD Advisory Committee has not yet voted or endorsed the proposed increase. At the March 2019 KCD Advisory Committee, members requested to see other rate scenarios, including an inflation only option, and inflation plus some additional programming option.

Valles concluded her presentation and then introduced Councilmember Victoria Hunt, Issaquah, who serves on the KCD Advisory Committee. Victoria read a statement of support for KCD’s programs written by a subset of KCD Advisory Committee members (Attachment B).

Deputy Mayor Catherine Stanford, Lake Forest Park, asked Councilmember Hunt if the KCD Advisory Committee members had received information on the other rate options outlined in the SCA staff memo. Councilmember Hunt said the KCD Advisory members had requested
additional rate options following KCD’s presentation at the March pre-PIC workshop and comments made by other SCA members in attendance, but that the information has not yet been reviewed by the KCD Advisory Committee.

Councilmember Hank Margeson, Redmond, said he was concerned about the rate of increase being considered by the KCD. He encouraged KCD advisory members to identify the top priorities for funding and asked for more information to clarify the success of their programs.

Valles said KCD was requesting to add an Evaluation specialist to their staff improve their ability to measure the impacts of their programs.

Councilmember Katherine Ross, Snoqualmie, said her city definitely benefits from the forest management and Firewise programs, and these programs benefit the rural area around Snoqualmie as well as urban residents.

Councilmember John Stokes, Bellevue, noted he is on the Advisory Committee as a representative of Bellevue, and caucuses with the other SCA members. Councilmember Stokes said he appreciated the views shared by Councilmember Hunt. He said there has been an active working group with many stakeholders who have worked hard to develop these programs and show how they work, and suggested bringing to a future PIC meeting additional data to show the proposed programs work and benefit cities. He said that while the rate of increase under consideration may be a high percentage that it is low in terms of actual dollars and that the benefits of the programs provided by KCD are significant.

SCA Executive Director Deanna Dawson noted that the KCD Advisory Committee was formed in response to the last review process that occurred in 2013-14.

Councilmember Chris Roberts, Shoreline, said that the City of Shoreline has adopted a blanket policy statement that says Shoreline will not support any proposed rate increases greater than inflation. He said that he would also like to see the KCD consider changes to the manner in which its Board of Supervisors are elected to provide greater transparency and public involvement.

Councilmember Susan Boundy-Sanders, Woodinville, said that KCD’s drainage assistance program has helped Woodinville reduce polluted run-off from farmlands.

Mayor Nancy Backus, Auburn, said that Auburn has benefited in numerous ways from KCD. She said that much of the increase in rates being considered by KCD can be attributed to inflation.

Deputy Mayor Catherine Stanford, Lake Forest Park, said that she appreciated the meeting with KCD leadership and that she would like more information about the funding scenarios under consideration. She noted the important work of the KCD, but stressed the need to be fiscally responsible.

Councilmember Tola Marts, Issaquah, asked whether this would come back to PIC and if there was time to take action on a position relative to the proposed rate increase.

Valles said the next KCD advisory committee meeting was on April 17 and members may be asked to make a decision on whether to support a proposed rate increase then. The King County Executive needs to transmit legislation to the King County Council no later than July and
the KCD Supervisors also have to take this up and make a recommendation to the King County Executive, so the timeline is tight.

Councilmember Nancy Tosta, Burien, stated she would support SCA taking a position on the rates if time allowed.

11. King County Parks Levy Renewal
SCA Policy Director Brian Parry reported on the proposed ordinance being considered at the King County Council to place a proposition to renew the King County Parks on the August 2019 ballot. PIC was briefed on the proposal from the County Executive in March, and the proposal was since amended by the Regional Policy Committee.

Parry said while the total levy is proposed to grow, the funding available to cities is also increased and SCA advocated successfully to ensure funds available to cities are as flexible as possible to support a wide range of projects.

Parry said On February 21, King County Executive Dow Constantine transmitted Proposed Ordinance 2019-0084, which would place on the August 6, 2019 ballot a proposition authorizing a six-year property tax levy that would generate approximately $744 million. On March 28, following intensive negotiations, the Regional Policy Committee recommended a revised levy package that would generate approximately $810 million over six years. Changes adopted by the RPC affecting the overall levy total include funding to support two new grant programs proposed by members of the County Council: $44 million was added to the levy to support publicly owned pool capital improvement projects; and, $22 million was added to support integrated floodplain management projects. Additional changes adopted by the RPC increased the flexibility of grant funds for which cities are eligible as advocated for by SCA; provided additional commitment related to funded trail projects; and, made modest revisions among spending categories.

Parry said the proposed levy rate is 18.32-cents per $1,000 of assessed value and would cost the owner of a $600,000 home approximately $110 per year. By comparison, the current levy was approved at a rate of 18.77-cents per $1,000 of assessed value, with this rate decreasing over time due to increasing assessed values. All told, the owner of a home valued at $600,000 would see year-over-year increase of approximately $31 in cost of the levy from 2019 to 2020.

12. Homelessness Governance & System Recommendations
SCA Senior Policy Analyst Christa Valles updated members on developments related to Seattle and King County’s proposal to consolidate their homeless funding and staffing into a single agency. She said that the major questions about governance, funding, legal form of new entity, staffing, and more have not yet been resolved. The Seattle City Council has been receiving regular briefings and the King County Council (KCC) has also been briefed on progress.

SCA Executive Director, Deanna Dawson, said the King County Executive has offered to provide the KCC with bi-weekly briefings to the Committee of the Whole. King County staff have also offered to meet with SCA members who participated on the Executive Leadership Group, including Mayor Nancy Backus, Auburn; Mayor John Chelminiak, Bellevue; and Councilmember Ed Prince, Renton.
13. Vision 2050
SCA Policy Director Brian Parry reported that 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.

The formal commend 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.

Parry said that cities are encouraged to review the alternative growth scenarios presented in the Draft SEIS 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.

Parry said that King County Executive Dow Constantine also drafted a comment letter and distributed a copy to PIC members for their information (Attachment C).

Councilmember Chris Roberts, Shoreline, said the city would be sending a comment letter to PSRC that closely mirrored the draft letter provided by the County Executive.

Councilmember Hank Margeson, Redmond, encouraged cities to share their comments with SCA staff so that they could be provided to SCA representatives on the PSRC Growth Management Policy Board. He said this would allow SCA representatives to advocate for cities more effectively.

Councilmember Tola Marts, Issaquah, said the City of Issaquah is holding a series of meetings to understand their options and develop their position.

14. Levies and Ballot Measures in King County
SCA Policy Director Brian Parry reported that the next election would be held on April 23 and would include several funding measures proposed by local schools and special purpose districts.

15. Potential Upcoming SCA Issues
SCA Executive Director Deanna Dawson said the Pre-PIC Workshop in May would be with Ann Macfarlane of Jurassic Parliament and encouraged members to share any suggested topics.

16. Upcoming Events
SCA Networking Dinner (Legislators Panel – 2019 Session Recap, sponsor Gordon Thomas Honeywell) – Wednesday, May 22, 2019 – 5:30 to 8:00 PM – Renton Pavilion and Event Center

SCA Public Issues Committee – Wednesday, May 8, 2019 – 7:00 to 9:00 PM (6:00 PM Pre-PIC Workshop with Ann Macfarlane of Jurassic Parliament) – Renton City Hall

17. For the Good of the Order
Mayor Nancy Backus, Auburn, said that the first meeting of the newly formed South King Housing and Homelessness Partnership was held on April 10 and that members were very excited about the new organization.

Councilmember Lydia Assefa-Dawson, Federal Way, agreed to provide the Did You Know item for May’s PIC meeting.

18. Adjourn
The meeting was adjourned at 8:59 PM.
### Public Issues Committee Meeting
#### April 10, 2019

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<td>Snoqualmie</td>
<td>Katherine Ross</td>
<td>Matt Larson</td>
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<tr>
<td>Tukwila</td>
<td>Kate Kruller</td>
<td>Zac Idan</td>
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<tr>
<td>Woodinville</td>
<td>James Evans</td>
<td>Susan Boundy-Sanders</td>
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<td>Yarrow Point</td>
<td>Dicker Cahill</td>
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<td>SCA</td>
<td>Deanna Dawson</td>
<td>Christa Valles</td>
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<td></td>
<td>Brian Parry</td>
<td>Cynthia Foley</td>
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Voting members are highlighted. Cities represented are bolded.
As SCA representatives to the KCD Advisory Committee, we are supportive of KCD’s proposed scope of work for the 2020-2024 program period. Our support is based on the following:

1. Over the last year and a half, all of us have participated in KCD’s planning process, both through monthly Advisory Council meetings, and in some cases through extra sessions focused on specific program areas. We have developed greater understanding of the programs, and confidence in the KCD staff members who carry them out.

2. The new programs introduced in the current 5-year period have proved successful and have demonstrated demand for continuation in the next 5-year period.

3. Virtually all of KCD’s programs help build resilience to counter the effects of global warming. With some programs, like fire prevention, stream and lakeshore improvements, and forest health, this link is very direct.

4. Other programs like those aimed at agriculture and food systems also contribute to sustainability of land and water resources, and are important for expanding access to healthy food and teaching natural resource stewardship.

Many KCD programs are aimed at member cities, and the KCD county-wide scope of work recognizes that our cities do not exist in isolation, and allows cities to benefit from conservation practices spread over the larger geographical area.

*In conclusion, the SCA representatives to the KCD Advisory Committee are supportive of KCD’s proposed scope of work for the 2020-2024 program period.*

Susan Boundy-Sanders, City of Woodinville  
Brenda Fincher, City of Kent  
Victoria Hunt, City of Issaquah  
Amy McHenry, City of Duvall  
Mark Phillips, City of Lake Forest Park  
Wendy Weiker, City of Mercer Island
April 29, 2019

ATTN: VISION 2050 Draft SEIS Comment
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

Dear Puget Sound Regional Council:

King County and the cities in the county have been successfully implementing VISION 2040 by focusing the majority of growth into the cities and the Urban Growth Area (UGA), creating vibrant urban centers, protecting natural resource lands and rural areas, and focusing public investments to support efficient use of the land. The Central Puget Sound Region needs to continue to efficiently use its land and wisely focus its investment of public funds as we look to the future.

King County intends to stay on this pathway of creating a sustainable future for our residents. VISION 2050 should reinforce this successful foundation and focus on those issues that were not fully addressed in VISION 2040 to carry the region into the future.

VISION 2040 was approved in May, 2008 – before both Sound Transit 2 and Sound Transit 3 were approved resulting in a 116 mile regional light rail system upon completion. Additionally over the last several years the local transit agencies in the region have adopted long range plans which would implement VISION 2040. The preferred alternative for VISION 2050 must recognize the land use opportunities presented by the future regional transportation system that will be more transit-oriented than in 2008 while creating more opportunity for all of our current and future residents.

**The growth pattern should maintain integrity of the Urban Growth Area**
The continued success of planning in accordance with the Growth Management Act centers on directing growth to the existing UGA. This allows for the development of vibrant urban centers and an efficient transportation system while allowing for sustainable rural areas and protection of our natural resource lands. The Transit Focused Growth alternative performs best at keeping growth within the UGA.

- Transit Focused Growth directs 98% of growth to the UGA while Stay Course is at 95% and Reset Urban Growth at 94%.
- Transit Focused Growth results in 6% of growth within a ¼ mile of the UGA boundary while Stay the Course is at 9% and Reset Urban Growth at 10%.
The growth pattern should prioritize cities and centers for accommodating growth
Directing growth to our cities and centers presents the greatest opportunity for the largest number of residents while allowing the region to efficiently use public infrastructure. The Transit Focused Growth alternative performs the best at directing growth to the largest cities and centers.

- Metro and Core cities receive the most population growth in the Transit Focused Growth alternative.
- The Reset Urban Growth alternative directs growth away from the Metro and Core cities, although less so in King County since our growth pattern is more established.

The growth pattern should build on the opportunities and investment of the expanded transit network
The new growth pattern must acknowledge how the expansion of the transit network, both Sound Transit expansion and local transit systems, will guide us into the future. The Transit Focused Growth alternative, by definition, directs the most growth to locations within proximity to high capacity transit.

- The Transit Focused Growth alternative shows the greatest increase in transit trips with 84% of King County growth locating in proximity to transit.
- The Reset Urban Growth alternative locates only 61% of King County’s growth in proximity to transit, which is even less than Stay the Course at 64%.

The growth pattern should advance racial and social equity as a cornerstone of the plan
Due to historic patterns of disinvestment and undervaluation, communities that are majority low income and Native American/Alaska Native, people of color, immigrants and refugees, and speak limited English will face substantial and disproportionate displacement pressure in all of the alternatives as the region continues to grow. Consequently and urgently, community-driven, place-based displacement and gentrification risk strategies must be included in VISION 2050. VISION 2050 must set minimum expectations for all jurisdictions within the region to implement these strategies to reduce the disproportionate burden on these communities and ensure equitable growth in our region, prioritizing quality of life improvements for communities most in need.

The Transit Focused Growth alternative locates the most housing and jobs within proximity to high capacity transit, which will create the greatest opportunity for all residents along with the right strategies and implementation measures. This option is the best pathway for equitable growth as long as the region plans for housing affordability and an inclusive economy. VISION 2050 should mitigate against increased
displacement pressure by pursuing regional strategies and compelling local actions that preserve and add to the region’s affordable housing stock and create family-wage jobs in areas proximate to transit.

The growth pattern should allow for a variety of housing types while addressing housing affordability for all residents, especially for those in the lowest income categories

High and middle density developments create a greater opportunity for housing affordability as the region grows. Locating more housing in proximity to transit creates opportunity by allowing households to forgo a car, which decreases their monthly expenses. The Transit Focused Growth alternative has the highest concentrations of growth in proximity to high capacity transit.

- Transit Focused Growth has the greatest share of high density growth in King County at 83% compared to 67% for the Reset urban Growth.

While high density growth is important for achieving our environmental and growth management goals, VISION 2050 should provide mitigation with strategies that also encourage middle density housing development, which could add to the region’s affordability.

The growth pattern should avoid environmental impacts and reduce greenhouse gas emissions

The greenhouse gas emissions are projected to decrease with all alternatives due to the wider use of cleaner fuels. But, in order to ensure that the region reduces its greenhouse gas emissions, we need to incorporate reduction goals into VISION 2050, prioritizing eliminating the disproportionate burden of environmental impacts to low income and Native American/Alaska Native, people of color, immigrants and refugees, and those who speak limited English. The King County Climate Change Collaborative (K4C) has countywide greenhouse reduction goals and the Puget Sound Clean Air Agency has region-wide reduction goals. These already established goals should serve as a basis for greenhouse gas reduction goals in VISION 2050. VISION 2050 should recognize the disproportionate burden of environmental impacts that low income communities and communities of color in the region currently bear and include strategies to reduce this burden and mitigate against future environmental health impacts.

- While Greenhouse Gas Emissions as CO₂ decrease in all alternatives from the base year, the Transit Focused Growth alternative sees the greatest reduction at 16%.
• In terms of impervious surface, the Transit Focused Growth alternative develops the least amount of land while Reset Urban Growth creates the highest amount of impervious surface.

• Regarding the region’s ecosystems, the Transit Focused Growth alternative poses the least risk of adverse effects to the ecosystems compared to the alternatives that spread more growth into rural and urban unincorporated areas.

The analysis presented in the Draft State Environmental Impact Statement points to the Transit Focused Growth alternative as the best path forward based on the desired outcomes of the regional growth pattern.

Thank you for your consideration.

Sincerely,

Dow Constantine
King County Executive