



## SCA PUBLIC POLICY POSITIONS

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### 1. Issues related to annexation and land use

#### **School Siting Guidance Policy**

The Sound Cities Association supports the proposed Countywide Planning Policy PF-19A as follows:

Plan, through a cooperative process between jurisdictions and school districts, that public school facilities are available to meet the needs of existing and projected residential development consistent with adopted comprehensive plan policies and growth forecasts.

Cooperatively work with each school district located within the jurisdiction's boundaries to evaluate the school district's ability to site school facilities necessary to meet the school district's identified student capacity needs. Use school district capacity and enrollment data and the growth forecasts and development data of each jurisdiction located within the school district's service boundaries. By January 2016 and every two years thereafter, determine if there is development capacity and the supporting infrastructure to site the needed school facilities. If not, cooperatively prepare a strategy to address the capacity shortfall. Potential strategies may include:

- Shared public facilities such as play fields, parking areas and access drives;
- School acquisition or lease of appropriate public lands;
- Regulatory changes such as allowing schools to locate in additional zones or revised development standards; and
- School design standards that reduce land requirements (such as multi-story structures or reduced footprint) while still meeting programmatic needs.

In 2017, and every two years thereafter, King County shall report to the GMPC on whether the goals of this policy are being met. The GMPC shall identify corrective actions as necessary to implement this policy.  
**(December 17, 2014)**

### **Military Facilities as Regional Centers**

SCA supports deferring the consideration of designating military facilities as regional centers to the Vision 2040 update in 2018. This would allow the region the opportunity to consider the questions around designating military facilities within a larger planning context. SCA recognizes that military facilities are regional economic drivers and that the facilities have impacts on the communities adjacent to them, however, more work needs to be done prior to considering such regional center designations, including greater public outreach efforts and the implementation of PSRC's Regional Centers Report.  
**(November 26, 2014)**

### **Manufacturing Industrial Centers**

SCA supports maintaining the Puget Sound Regional Council's (PSRC) current Manufacturing Industrial Center designation policy, including the existing employment threshold of 10,000 jobs. SCA also supports PSRC expediting the scheduled implementation of PSRC's Regional Centers Report to determine whether updates to existing policies should be made. **(November 26, 2014)**

### **Greenhouse Gas Emissions**

Sound Cities Association (SCA) supports adoption by the Growth Management Planning Council of Environmental (EN) Policy-18A:

King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and other local government buildings, on road vehicles and solid waste as least every two years. King County shall also update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. **(July 16, 2014)**

### **Greenhouse Gas Emission Targets**

SCA supports adoption by the Growth Management Planning Council of a revised Environmental (EN) Policy 17, which should read as follows:

"Reduce countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) by 2020, 5 MTCO<sub>2</sub>e by 2030, and 1.5 MTCO<sub>2</sub>e by 2050."

SCA further recognizes that the proposed greenhouse gas reduction targets are aspirational and countywide in nature and that cities are encouraged but not required to individually adopt such targets.  
**(June 25, 2014)**

### **CPPs and the Extension of Sewer Lines to Schools outside UGA**

SCA supports countywide planning policies that protect the rural and resource lands in the county by focusing urban growth and land uses within the UGA, and SCA supports strict limits on locating urban public facilities and infrastructure outside the UGA, and SCA supports amending the CPPs to prohibit the extension of sewer lines into the rural area, including to schools, on the condition that such prohibition not extend to rural area properties currently owned by public school districts and intended to be

developed as schools. If the school district sells its property outside of the UGA to a third party, the prohibition of the extension of sewer lines will be applied. SCA would also support a position that the affected school districts collectively, King County, and affected municipalities through their SCA representation agreed to, if that position was consistent with Vision 2040 policies and the Growth Management Act. **(September 15, 2011, June 9, 2011)**

### **Procedures and Criteria for new Regional Growth Centers**

SCA supports the update of the Procedures and Criteria for new Regional Growth Centers, including criteria for existing densities of 18 Activity Units per gross acre and planned growth levels of 45 Activity Units per gross acre as proposed by PSRC staff conditioned on the addition of criteria to the current proposal to require applicants for new centers designation to demonstrate the regional significance of the proposed center and a commitment to accommodate housing and jobs at densities sufficient to support high-capacity transit through long-term growth and development over the 20-year comprehensive planning period and beyond. Future phases of PSRC work to implement Vision 2040 through a regional centers strategy should consider, as needed, additional amendments to criteria for new and existing centers to promote the success of that strategy through focused public and private investments. **(June 9, 2011)**

### **SCA supports the following guiding principles for updating the Countywide Planning Policies:**

**Roles and responsibilities.** The CPP update should be specific about the expected roles and responsibilities of the GMPC, King County, cities, other governmental agencies in implementing the regional vision, as set forth in Vision 2040. The CPPs should recognize the major role that cities will play as the predominant form of urban area governance, and support the full range of investments and tools cities will need to achieve the regional vision.

**Local discretion.** The CPPs should recognize explicitly the importance of local discretion in implementing the countywide vision for growth and the substantive goals and objectives contained in the policies. Rather than impose new requirements, especially mandates that may impose a cost on local governments, the CPP update should emphasize incentives, substantive guidance and promotion of best practices, and regional dialogue and coordination.

**Coordination.** The CPPs should provide a framework for improved coordination of land use, transportation, and economic development planning and plan implementation in the county, to include emerging issues, such as climate change.

**Consistency with current vision.** The CPPs should continue to support a pattern of regional growth that is focused within existing Urban Growth Areas and reinforces the Urban Centers strategy.

**Promotion of best practices.** The CPPs should promote a range of proven and innovative programs intended to foster environmental sustainability, economic vitality, and an overall high quality of life throughout the county, with policies that encourage and support existing and future local efforts.

**Healthy communities.** SCA supports the concept of healthy communities and the important role the CPPs should play in providing guidance in this area of community planning. However, the updated CPPs should recognize local discretion in planning for land uses and infrastructure improvements that are associated with increased physical activity and other actions that promote public health benefits.

Infrastructure. Successful implementation of the countywide growth vision contained in the CPPs is dependent on the timely provision of key infrastructure to serve that growth—including transportation and a range of urban services and utilities. GMPC should consider ways in which the updated CPPs can provide a framework for coordinated infrastructure and service planning that addresses investment priorities as well as the local cost implications of growth policies. The GMPC should also consider steps the county and cities could take to secure needed funding.

Transportation outcomes. The CPPs should promote transit-supportive land uses as well as regional and local infrastructure improvements that connect centers of population and employment throughout the county, reduce dependency on the single-occupancy vehicle, reduce air and water pollution, use energy efficiently, and reduce congestion.

Concurrency. The CPPs should promote best practices and regional coordination on transportation concurrency, while also respecting the discretion of cities in establishing local levels-of-service and concurrency methods and standards. **(October 14, 2010)**

### **Guiding Principles regarding revisions to the Countywide Planning Policies**

That SCA support revisions to Countywide Planning Policies which are intended to clarify and strengthen the link between current ridership demand, growth management objectives, and provision of transit services, specifically through policies that:

- Ensure that all communities in urban King County will be provided with at least a basic level of transit service;
- Provide additional transit service to areas where existing land uses and densities support demand for transit, including areas throughout the county where substantial growth has occurred in recent years;
- Provide additional transit service to areas where plans call for future growth in housing and jobs at densities that will support future transit ridership;
- Strive to meet the mobility needs of transit-dependent populations throughout the county;
- And recognize the need to be flexible in determining transit allocations to include consideration of a range of factors. **(April 21, 2010)**

### **King County Housing and Employment Growth Targets**

Consistent with a 2006 SCA position on the Vision 2040 Preferred Growth Alternative, the following principles should guide the Growth Management Planning Council in allocating housing and job growth targets to cities and unincorporated areas in King County:

- Guidance from Vision 2040. Growth targets should be guided by Vision 2040 including Multicounty Planning Policies, as adopted by PSRC General Assembly in 2008. Targets should achieve reasonable progress toward the pattern of growth called for in the Regional Growth Strategy, while also reflecting other factors relevant to sound growth management planning in the county and region.
- Consistency with CPPs. Growth targets should be supported by King County Countywide Planning Policies, to include any new amendments to the CPPs, along with existing policies that call for 1) focusing growth in the UGA, within cities, and within Urban Centers, 2) protecting rural and resource lands, and 3) achieving a land use pattern that is efficient to serve with existing and new infrastructure and services, especially transit.
- “Fair share” allocation of growth. Planning for future population, housing, and economic development is a collective responsibility of cities and counties throughout the 4-county

metropolitan area. All jurisdictions will strive to accommodate in their 20-year targets a “fair share” of growth forecasted for King County, consistent with countywide and regional policies and plans.

- Land use – infrastructure connection. Updated growth targets along with any CPP updates adopted in response to Vision 2040, should improve linkages between new development and provision of adequate infrastructure and services. Targets should focus growth in locations that are served by existing or planned infrastructure, especially utilities such as water and sewer, and fixed transportation facilities, such as major roadways and high capacity transit. Where appropriate, CPPs should direct urban services to areas with existing and targeted demand for those services.
- Transportation funding. The ability of cities to achieve and accommodate targeted growth will be dependent on adequate transportation funding at all levels of government within the region.
- Local growth prospects. All cities that have planned for, provided capital facilities for, or are otherwise anticipating significant future urban growth, should receive an appropriate share of the county’s new housing and jobs. Growth targets should support the long-term financial sustainability of cities, including economic development in smaller cities to maintain a tax base sufficient to fund local urban services.
- Jobs-housing balance. Growth targets should improve the balance of jobs and housing located in proximity to each other within the region and county.
- Reality check on targets. Growth targets should be realistic and achievable. In planning for an appropriate amount and desired pattern of growth over the next 20-year GMA period, the GMPC should balance long-range policy goals contained in the MPPs and CPPs with the latest data on the regional economy, recent and anticipated growth trends, buildable lands, and market potential.
- Appropriate role for PAAs. Potential Annexation Areas should receive targets consistent with their status as locations for urban growth with annexation to cities anticipated within the 20-year planning period. Planning for targeted growth within PAAs should be consistent with existing SCA policy positions on annexation.
- Local factors. Allocation of growth targets to individual cities should reflect differences among local communities, to include: location with respect to major fixed infrastructure and job concentrations, existing character and land uses, levels of urban service, historical growth trends, and constraints and opportunities for land development. **(June 17, 2009)**

### **King County Annexations (replaces policy approved March 22, 2006)**

Members of the SCA will work with the County on annexations and recommend the following policy steps be taken:

With regard to King County:

1. The Cities and the County should work cooperatively to find ways to condition new development in a PAA on meeting the City’s standards. Immediate steps should be taken by the County to adopt development standards of the local annexation jurisdiction so that, until such time an area is annexed, no new development will be approved unless consistent with a city’s standards
2. It is a goal of cities to attain sustainable financing of a level of infrastructure and services in annexed areas that is consistent with city standards including zoning. Prior to annexation of existing urban areas or addition of any new lands to the UGA, King County must work with cities to establish mutually agreed upon boundaries and financing plans. Such plans should include setting up local accounts for impact and mitigation fees that 1) are sufficient to fund improvements needed to achieve city level-of-service standards and to address impacts on city infrastructure, and 2) are available to the city upon annexation.

3. The County should continue to offer one-time financial incentives to help alleviate the financial burden on cities to upgrade the badly neglected infrastructure that exists in urban unincorporated areas.
4. The County should evaluate its past investments in storm water and transportation in the unincorporated areas to identify upgrades needed to facilitate urban transition.
5. The County should make available to an annexing city a portion of the savings the county realizes from reducing its service responsibilities in areas to be annexed. The amount of the savings transferred to the city should be about 50% for the first several years after annexation, declined gradually to 0% by approximately 10 years after annexation.
6. It is in the interest of both the county and cities to achieve a UGA boundary that fosters efficient delivery of urban services. As such, it should be a countywide priority to adjust the UGA boundary to consolidate government services as well as to achieve more logical urban service area boundaries that conform to existing land use patterns and topography. Irregular boundaries currently exist in a number of locations, including both “islands” of rural designated land within the UGA as well as several of the “peninsulas” of rural designated land that extend into the UGA. Where development of those areas can be achieved under city plans and regulations, without threatening resource lands or critical areas, and where infrastructure can be provided in an efficient manner, SCA recommends that King County and affected cities should enter into joint planning to address future land uses, as a precursor to extending urban designation into those areas.
7. King County should phase out the use of urban subsidies to supply urban level services in the urban unincorporated area, completely eliminating the “urban subsidy,” currently estimated at \$21 million, within a period of several years. To this end, SCA calls upon King County to make incremental annual reductions in the resources expended and/or services provided in the remaining urban unincorporated area. Proposed service policies and standards should be reviewed by the Regional Policy Committee (RPC).
8. Typically, the residents of unincorporated areas are not aware that they face declining levels of service under the jurisdiction of the County. The County should create and actively implement a strategy to encourage the support of local PAA residents for annexations. In doing so, the County should acknowledge that existing annexation law limits a City’s ability to annex an area without the sufficient support of property owners and/or voters. The County should make every effort to educate the residents in the annexation areas about the inefficiencies in serving the current configuration of urban unincorporated King County, the recent trends related to the levels of service that the County provides, and about the likelihood that future County budget scenarios would require further cuts in service levels. It should also agree that the Executive, County Council and Sheriff actively support all resulting annexation proposals before the Boundary Review Board.
9. To facilitate the annexation of PAAs, the County should dedicate a county revenue stream from within each PAA to support capital projects in those PAAs on a bonded debt or pay-as-you-go basis. The county or cities could use the revenue generated from within the PAA from this revenue stream to service bond debt for infrastructure financing. Proceeds will be used by the

annexing jurisdictions to make capital improvements and/or support increased services, allowing the Cities to make the financial transition. **(October 22, 2008)**

### **CPPs and overlapping PAAs**

SCA supports an amendment to the Countywide Planning Policies (CPP) that would allow for annexation of overlapping Potential Annexation Areas in the North Highline urban unincorporated area, provided such an amendment is 1) limited in effect to the North Highline and the cities of Seattle, Burien, SeaTac and Tukwila and 2) approved by all affected SCA member cities. SCA does not support any amendment to the CPPs that alters current countywide policy prohibiting PAA overlaps elsewhere in the county. **(June 25, 2008)**

### **Donut Hole Issue**

Cities are the proper provider of urban services and planning for urban growth within their boundaries. SCA therefore urges King County to enter into negotiations with all cities that have “donut” holes – urban or rural – and work toward quick annexation of these anomalies. As the Maple Valley “donut hole” is rural today, another urban island should not be created. SCA urges King County to negotiate with Maple Valley to ensure that annexation of the donut hole occurs as soon as possible upon urban designation and that permitting of any development of this property occurs under city jurisdiction. **(July 25, 2007)**

### **Vision 2020+20 Multicounty Planning Policies (MPP)**

SCA recommends the following criteria for adoption of revised Multicounty Planning Policies by the Puget Sound Regional Council. The position statements are intended to provide general guidance to PSRC policy board representatives of SCA.

**Roles and responsibilities.** The Vision 2020+20 update should be specific about the expected roles and responsibilities of countywide planning bodies, counties, cities, other governmental agencies, and the PSRC itself in implementing the regional vision and substantive policies. Specifically, prior to approval by GMPB, the PSRC should clarify the potential impacts of MPPs with respect to 1) comprehensive plan certification, 2) funding decisions, including allocation of federal transportation dollars, 3) and legal requirements for consistent planning under the Growth Management Act.

**Local discretion.** Vision 2020+20 should recognize explicitly the importance of local discretion in implementing the regional growth strategy and MPPs within counties and cities. As alternatives to new requirements, the Vision update should emphasize incentives, promotion of best practices, and regional dialogue and coordination in order to help local governments make decisions that reflect the regional vision while being consistent with local needs.

**Better coordination.** Vision 2020+20 should provide a framework for improved coordination of land use, transportation, and economic development planning and plan implementation in the region.

**Consistency with current vision.** MPPs should support a pattern of regional growth that is focused within existing Urban Growth Areas and reinforces the urban centers strategy established in the existing Vision 2020 document.

**Promote desired tools and outcomes.** MPPs should promote quality communities, environmentally sustainable development, design standards, and innovative programs.

**Local discretion on residential densities.** MPPs must respect local discretion in zoning for future jobs and housing. While SCA would support policies that call for transit supportive land uses and densities where appropriate, SCA opposes any policy that would impose a uniform minimum urban residential density.

**Local discretion on planning for healthy communities.** SCA supports the concept of healthy communities. However, Vision 2020+20 must recognize local discretion in planning for land uses and infrastructure improvements that are associated with increased physical activity and other public health benefits.

**Funding for key infrastructure.** Successful implementation of the regional growth vision contained in Vision 2020+20 is dependent on the timely provision of key infrastructure—including transportation and a range of urban services and utilities—to serve that growth. MPPs should provide a framework not only for coordinated infrastructure planning but also for securing necessary funding.

**Focused transportation investments.** MPPs should prioritize transportation investments in locations that are the focus for future population and job growth, including urban growth areas, cities, and, in particular, designated urban centers in both Metropolitan Cities and Core Suburban Cities.

**Funding for smaller cities.** Smaller suburban cities, while not a preferred location for a major portion of the region's growth through 2040, nevertheless will see significant new population and employment. These jurisdictions therefore should get an appropriate share of regional transportation dollars.

**Promote desirable transportation outcomes.** MPPs should promote transit-supportive land uses as well as regional and local infrastructure improvements that reduce dependency on the single-occupancy vehicle, reduce air and water pollution, use energy efficiently, and reduce congestion.

**Local discretion on concurrency.** MPPs should promote best practices and regional coordination on transportation concurrency, while also respecting the discretion of cities in establishing local levels-of-service and concurrency methods and standards. **(February 21, 2007)**

### **Selection of a Preferred Growth Alternative (Vision 2020 plus 20)**

SCA supports:

- Maintaining continuity with existing policy
- Accommodating urban residential development throughout Urban Growth Areas (UGAs)
- Focusing growth where there is existing infrastructure
- Protecting rural and resource lands.
- Selecting a PGA based on Draft Environmental Impact Statement (DEIS) alternatives with lowest regional impacts
- Focusing growth, where appropriate, in smaller cities
- Supporting regional economic development.
- Improving balance of jobs and housing
- Establishing growth totals for King County that are achievable and build upon existing policies
- Associating urban unincorporated areas with annexing cities
- Supporting financial stability of cities
- Recognizing differences between cities



- Maintaining local discretion in setting GMA/CPP growth targets **(September 13, 2006)**

### **Urban Density - MPPs**

SCA opposes adoption of any Multi-County Planning Policies (MPP) that would establish a quantitative threshold for appropriate urban residential densities; as such policy would overly restrict local flexibility and discretion in planning for growth.

- The state Growth Management Act gives cities and counties discretion in their comprehensive plans to make many choices about accommodating growth.
- The suburban cities of King County are committed to encouraging and stimulating urban growth within their borders. The suburban cities will continue to accommodate their share of population growth for the current 20-year planning period and beyond, as forecast by the state Office of Financial Management, as targeted by CPPs, and as guided by an updated Vision 2020.
- Residential growth in the county and region should 1) be focused within the existing UGA, 2) make efficient use of land, and 3) achieve a compact urban pattern of development containing a range of densities and uses.
- In achieving these outcomes, decisions on specific land uses and densities should be based on local conditions and policy goals that are evaluated and balanced by local governments. **(July 19, 2006)**

### **Annexation areas/funding/islands**

**A.** SCA supports the annexation needs of those cities with annexation areas as long as the proposed annexation area is not in dispute between two SCA cities. **(May 26, 2005)**

**B.** SCA requests that King County end the practice of urban subsidy. **(May 26, 2005)**

**C.** To assist cities in their good faith effort to annex small islands within cities boundaries. Cities and the County should continue to support the “islands” legislation proposed by Representative Clibborn that would improve the annexation process. This would be more efficient and less burdensome on cities. Cities and the County should continue to work with the legislature to refine and improve this legislation. **(July 28, 2005)**

**D.** To develop other funding mechanisms should be pursued in the legislature such as but not limited to:

1. Legislation to support an increase in the Real Estate Excise Tax (REET) to assist in correcting infrastructure deficits in the provision of utilities, transportation, parks and fire protection.
2. For the remaining annexation areas in King County, the costs of providing urban services to the annexation area generally exceed the revenue that will be generated from that area. The Legislature should authorize a variety of tools for use by local governments to finance the services and capital facilities needed in newly annexed areas. The array of tools should include funding from both state and local sources to demonstrate the state and local governments’ partnership and commitment to planning for growth. Such tools could include allocating a portion of the state sales tax revenues to the annexing city for a transitional period of time, authorizing cities to impose a temporary utility surtax, and authorizing cities to create an annexing capital facilities district.
3. Legislation providing for the timely absorption of special purpose districts when deemed appropriate by the annexing jurisdiction should be developed and adopted. The legislature should also authorize cities with special utility districts the same authority to levy utility taxes and franchise fees on water and sewer utilities as authorized for cities with their own utilities.
4. Legislation allowing the increase of the annexing City’s levy to further support increased capital funding needs, and operational expenses for periods longer than one year for the sole purpose of annexation.

**(July 28, 2005)**

5. Legislation allowing counties to impose a utility tax in urban unincorporated areas for purposes of promoting annexation provided it is phased out if an area does not annex or incorporate and provided that revenues from the tax are set aside and transferred to cities upon annexation.  
**(September 29, 2005)**

### **Healthy Communities**

SCA supports the concept of healthy communities but believes that each city must make decisions on linkages, if any, between land use, transportation policies, and public health based on the specific needs and policies of their own communities. Therefore: SCA opposes any new amendments to either Countywide or Multi-county Planning Policies that link land use and transportation policies with public health. **(May 26, 2005)**

## **2. Issues related to the King County Charter Review**

### **2008 King County Charter Review Commission recommendations**

SCA recommends to the King County Charter Review Commission that:

#### **1. Annexation/urban transition**

- a) There should be a mechanism, such as bonding with annexation that will allow the debt burden to be transferred from County to City in a manner that can be approved by both parties.
- b) The County should create and actively implement a strategy to encourage the support of local PAA residents for annexations. In doing so, the County should acknowledge that existing annexation law limits a City's ability to annex an area without the sufficient support of property owners and/or voters.
- c) Land developed in PAA's should be compatible with the comprehensive plan and development standards of the City designated to annex the area. The Cities and the County should work cooperatively to find ways to condition new development in a PAA on meeting the City's standards and first agree that no further development would take place except at the City's standards.
- d) The executive branch should be required to consult with council members on issues that directly affect their districts within UGAs and PAAs.
- e) The County should phase out use of urban subsidies to supply urban level services in the urban unincorporated area. Proposed service policies and standards should be reviewed by the Regional Policy Committee (RPC).
- f) The King County Charter needs to clearly define the differences among "urban", "urban unincorporated" and "rural" areas in King County. Currently discussions center on "rural" and "urban" and "urban unincorporated" is ignored.
- g) SCA Supports the Charter's reference for desirability for intergovernmental contracting and supports language that would bar the county from entering into labor agreements that restrict the opportunity to create effective local governmental services

#### **2. Regional committees**

- a. Regional Committees shall select their chair from among their membership
- b. Each regional committee shall have final authority over their yearly work plan.
- c. The Metropolitan King County Council should be required to establish clear criteria for dual referrals consistent with the intent of the Charter provisions for the Regional Committees.

### 3. County-wide Special Purpose Districts

- a. Individuals elected to the governing bodies of county-wide special purpose districts should stand for primary or general election instead of elections with limited access to polling places.

### 4. Good Government

- a. As the size of King County service areas decrease services should be adjusted accordingly.
- b. Tribal issues are a matter of local concern and King County should encourage the collaboration between local jurisdictions and the tribes.
- c. SCA recognizes the importance of rural governance and the need for the county and cities to work collaboratively to ensure the sustainability of rural unincorporated King County.
- d. SCA recommends that there be urban unincorporated transitional committees in the urban unincorporated areas. The Charter did not intend for there to be any kind of government structure in urban unincorporated areas.
- e. The Charter should exclude contract matters relevant to the King County Sheriff
- f. The Metropolitan King County Council positions be changed from partisan to non-partisan.
- g. The charter review process should be amended so that the recommendations of the commission must be submitted to the voters as drafted by the commission. This new provision will strengthen the role of the charter review commission. It will guarantee that the work of the commission will be reviewed by the voters
- h. Citizens should be permitted to amend the charter through the citizen initiative process by means of a super majority vote. This option creates a more responsive government which allows the public to submit charter amendments to the voters through the initiative process.
- i. King County Separate the county regional budget which includes funding for services for all residents of King County including its urban residents, from the local service budget. Currently, there is confusion and frustration generated by the complex revenue and expenditure stream. **Adding language which separates the regional from local budgets would empower citizens to understand the county government and assure that past conflicts with local municipal governments would be reduced.** This would help create the information system needed to facilitate urban transitions. **(July 25, 2007 and September 19, 2007)**

## **3. Issues related to economic development**

### Tourism Promotion Areas

SCA will work with AWC to promote legislation that would allow two or more cities or towns located in a county with a population greater than one million that have entered into an inter-local agreement, to select one of the cities or towns to be the legislative authority for the purpose of establishing a tourism promotion area. **(October 22, 2008)**

### Funding and tools

- a) SCA supports identification of State funding/tools for effective economic development; and,
- b) SCA supports state and federal funding and funding mechanisms to foster and support economic development and revitalization efforts in cities. **(July 28, 2005)**

## 4. Issues related to King Conservation District

### King Conservation District 2015 Program of Work

Sound Cities Association (SCA) supports the 2015 King Conservation District (KCD) Program of Work as recommended by the KCD Advisory Committee, and supports adoption of a budget to support the Program of Work in its entirety. **(July 16, 2014)**

### King Conservation District (KCD)

- 1) SCA recognizes the value of the King Conservation District (KCD), and supports continued funding of the KCD, provided that;
- 2) SCA supports the continuation of WRIA funding through the KCD in 2013, and the future;
- 3) Given the current economic climate and the heavy tax burdens on property owners in our communities, SCA supports a revenue neutral direction for the KCD at this time. Should future funding for programs currently funded through KCD come through an alternative source, SCA would support a proportional decrease in revenues collected by KCD. For example, if the King County Flood Control District were to fund the WRIAs in the future, SCA would support a corresponding decrease in revenue collection for the KCD;
- 4) SCA supports continued funding of the KCD Jurisdictional Grant Program. The current processes for grant application and compliance may place unduly onerous burdens on cities. SCA supports reducing these administrative burdens in order to maximize the value of grants to cities;
- 5) SCA supports the creation of a formal advisory committee to provide direction to the KCD in the future. Such a body would ensure that KCD expenditures provide value to taxpayers throughout the County- from rural, urban, and suburban communities alike. Representation on this advisory committee should include proportional representation from elected officials in the Suburban Cities. **(August 15, 2012)**

### Regarding King Conservation District

SCA supports an amendment to the King Conservation Districts's proposed Assessment Appropriation Plan for 2010-2014 that includes language relating to an interlocal agreement between KCD and King County that includes the following terms:

- A 5-year term for the assessment; and
- An assessment allocation that is the same as the 2007 assessment allocation (\$5 \$2-\$3), with the same requirements as in 2007 for jurisdictional and WRIA forum grants, and the same distribution of funding among WRIA forums 7, 8 and 9 as established previously by the Regional Water Quality Committee; and
- The revitalization of the KCD Advisory Committee consisting of representatives of the cities, county, watershed forums and other stakeholders, which will review and make recommendations to the Board of Supervisors on the District's annual work program and budget during the term of the assessment. The purpose of the Advisory Committee will be to foster a greater understanding of the programs and services provided by the District, and identify those programs that are most needed and how to fund them. The advisory committee shall meet on a regular schedule to facilitate the goals of the advisory committee including but not limited to recommending to the KCD Board of Supervisors consistent guidelines for all grant awards for programs and services, the use of "banked funds" allocated to the cities, and the allocation of resources from future assessments; and
- Quarterly progress reports to the King County Council; and

- Recommendations from the KCD advisory committee for program year 2011 and beyond that is supported by its advisory committee through a plan of work adopted in January 2010. **(September 10, 2009)**

#### **King Conservation District Proposed Assessment**

SCA opposes the proposed King Conservation District \$10 per parcel assessment reauthorization and funding allocation plan submitted by the District to the King County Council on July 27, 2006. SCA requests the King County Council to deny the proposed KCD assessment reauthorization and funding allocation plan, unless King County and the King Conservation District agree to enter into an interlocal agreement that includes the following terms: (1) for each year of the assessment an assessment allocation that is similar to the 2006 assessment allocation (\$6-\$2-\$2), with the same requirements as in 2006 for jurisdictional and WRIA forum grants, and the same distribution of funding among WRIA forums 7, 8 and 9 as established previously by the Regional Water Quality Committee (20%-40%-40%); (2) a 5-year term for the assessment; and (3) a requirement that KCD establish an enhanced Advisory Committee consisting of representatives of the cities, county, watershed forums and other stakeholders, which will review and make recommendations to the Board of Supervisors on the District's annual work program and budget during the term of the assessment. The purpose of the enhanced Advisory Committee will be to foster a greater understanding of the programs provided by the District, identify those programs that are most needed and how to fund them, and avoid conflict or duplication with the plans and programs of other entities. **(October 13, 2006)**

#### **KCD Special Assessment**

SCA supports the reauthorization of the King Conservation District special assessment at the maximum allowance permitted under state law with cities receiving a minimum of 20% of revenues collected. **(May 26, 2005)**

## **5. Issues related to Public Health**

#### **Sustainable Public Health Funding**

The Sound Cities Association (SCA) recognizes that public health services are needed to ensure the health and safety of all of our residents. SCA supports increased stable and dependable statewide funding for public health through additional revenue streams dedicated to public health. These sources may include but are not limited to taxes on e-cigarettes / vaping devices with funding dedicated to public health. **(December 17, 2014)**

#### **Product Stewardship**

The Sound Cities Association supports product stewardship approaches that enhance our existing reuse, recycling and waste management systems by requiring product manufacturers to be responsible for their products that contain toxic and hazardous materials. **(October 16, 2013)**

#### **Pharmaceutical Products**

SCA supports a King County product stewardship program that provides a safe and effective means of disposal of pharmaceutical products. **(October 31, 2012)**

### **Pharmaceutical Products**

SCA supports a product stewardship program that provides a safe and effective means of disposal of pharmaceutical products. **(July 14, 2010)**

### **Funding Public Health**

Suburban Cities' members agree that additional funding for public health is needed. To that end, the Suburban Cities Association supports the request of the Joint Selection Committee on Public Health Funding for \$50 million state funds annually in new monies for public health needs throughout Washington State. Our membership believes public health services are a function of the state and county governments, and therefore requests that a distribution be made at the county level proportionate to the need to increase the counties' existing efforts toward effective outcomes. **(March 28, 2007)**

Suburban Cities Association recognizes that stable and dedicated public health funding is needed to protect our community. It further acknowledges that it must be a funding source that does not run counter to the interests of cities, such as a county-wide utility tax. **(January 16, 2009)**

### **Volunteer Health Care Worker liability in emergency situations**

SCA supports amendments to RCW 4.24.300 and HB 1703 concerning volunteer health care worker liability in emergency situations and asks AWC for assistance with the following:

1. The elimination of gross negligence from the immunity exception because this is a gray area.
2. Increasing the standard of proof from a simple preponderance of the evidence to clear, cogent and convincing evidence.
3. Indemnification of licensed volunteer health professionals by the state against any expenses (including attorneys fees and disbursements), judgments, fines and costs, actually and reasonably incurred in defending the action, suit or proceeding giving rise thereto. **(January 18, 2008)**

## **6. Issues related to regional justice**

### **Domestic Violence Checklist**

SCA supports the voluntary use of domestic violence protection order checklists designed for and intended to be used by court and data centers, judges and participants, police departments, and patrol officers to provide uniformity, reduce costs and improve accuracy. **(Board June 16, 2010)**

### **Strategies**

- a) SCA will continue to serve the suburban cities in developing a suburban city strategy for dealing with misdemeanor and criminal justice needs; and,
- b) SCA supports working with King County to place a high priority on working with the cities to develop long term strategies dealing with the incarceration of misdemeanor inmates; and,
- c) SCA supports the development of county-wide services within the Sheriff's office to support the suburban cities such as air support. **(July 28, 2005)**

### **Flexibility in contracting**

SCA supports the flexibility for cities in the provision of municipal court services including the authorization of cities to contract with other cities for municipal court services, contract with the county for court services and to appoint judges. **(May 26, 2005)**

## 7. Issues related to Regional Water Quality

### King County Water Quality Assessment and Monitoring Study

SCA generally supports the current scope of work for the proposed Water Quality Assessment and Monitoring Study, but has concerns about the wide range of estimated costs for each element and the high ends of the estimated cost ranges. SCA supports approval of the Water Quality Assessment and Monitoring Study scope of work with the following caveats:

- The primary focus of the scope of work shall be to address items required as part of the Combined Sewer Overflow (CSO) program review, plan update, and program implementation;
- Discretionary items including: the “Synthesis Report” (Element 3) and “Scientific and Technical Review Team” (Element 4) should be included in the scope of work if the anticipated outcomes will produce long term cost savings for King County ratepayers;
- The need for an Executive Advisory Panel (as set forth in Element 5) has not been clearly established. Until and unless the need for a Panel is clearly demonstrated to RWQC and the County Council, the up to \$450,000 budgeted for this line item should not be expended;
- SCA requests that the Wastewater Treatment Division provide an annual report to the RWQC, which shall include detail regarding the costs expended and benefits received as a result of the expenditures.
- SCA supports the addition of a cost benefit analysis as a separate study to provide data and evaluation of the best investments of \$1 billion to achieve acceptable water quality standards by 2030. **(August 21, 2013)**

### Reclaimed Water Comprehensive Plan – Strategies

That SCA supports moving forward from Step 3 to Step 4 on the Reclaimed Water Comprehensive Plan and request inclusion of a cost-benefit analysis of the existing system. **(March 24, 2011)**

### Reclaimed Water Planning Process

SCA supports the following criteria for the reclaimed water planning process:

Regional wastewater system planning. The purpose of this criterion is to evaluate how serving potential uses for reclaimed water fits into future improvements and operations of the regional wastewater system. This criterion will gauge the following:

- Ability to maintain the efficient and safe operations of the regional wastewater system.
- Ability to cost-effectively incorporate a reclaimed water strategy into future King County regional wastewater treatment and/or conveyance improvements.
- Ability to meet regulatory requirements, including those reasonably anticipated.
- Ability to obtain funding from benefited parties.

Creating resources from wastewater. The purpose of this criterion is to evaluate how serving potential uses for reclaimed water meets WTD's vision of creating resources from wastewater. This criterion will gauge the following:

- The volume of treated effluent that can be beneficially reused as reclaimed water.
- The sustainability of uses of reclaimed water with a cost benefits analysis.
- Institutional barriers, such as existing laws, policies, or agreements that may constrain ability to serve uses.
- The extent to which surface water or wetlands or groundwater conditions and habitat could be improved by the use of reclaimed water, such as improved low- flow conditions in streams,

lower stream temperatures, or other enhancements.

Protecting water quality in Puget Sound. The purpose of this criterion is to evaluate how serving potential uses for reclaimed water reduces reliance on Puget Sound for the discharge of effluent. This criterion will gauge the following:

- The extent to which pollutants from the county's regional wastewater System are reduced through production and use of reclaimed water.
- The extent to which a higher level of treatment reduces pollutant headings in Puget Sound. **(March 10, 2010)**

### **Reused/Reclaimed Water**

SCA supports the proposed Reclaimed Water planning process for future expansion. **(October 15, 2009)**

### **County Sewer Rates/Capacity Charges**

- SCA supports the proposed two-year County Sewer Rate increase to \$31.90.
- SCA supports the proposed 2009 increase in King County Capacity Charge Rate for new hook-ups of \$47.64, a 3% increase over the current rate. **(June 25, 2008)**

### **Reused/Reclaimed Water**

SCA supports the policy change as submitted to the RWQC and overall, SCA supports reuse/reclaimed water, but continues to require the County to perform the necessary business case studies needed to evaluate the timing, effectiveness, and desirability of reuse/reclaimed water. **(September 27, 2006)**

### **Capacity Charges vs. Rate to Pay for Growth (RWQC)**

SCA supports the policy of growth pays for growth and encourage that language be added to our contracts to support that policy, but to recommend against applying a specific formula for calculation of the capacity charge within our Component Agency contracts. **(July 19, 2006)**

### **Capacity Charge Methodology regarding CSO Costs**

SCA supports the revision of the capacity charge methodology to revise CSO costs from the shared customer category to the existing customer category. **(July 19, 2006)**

### **Financing Regional Water Quality (Culver Funding) (RWQC)**

SCA supports the position that while Culver funding is important to this region, the County, with its regional partners, needs to look towards alternative funding sources for the Culver Program. **(July 19, 2006)**

### **Summaries/representation/I-I Control Program/Hook Up Charges**

A. SCA supports the RWQC and County Council requirement of regular executive summaries (monthly) of the costs to monitor "rate creep" in an attempt to avoid increases in Sewer Rate/Capacity Charge (sewer hookups) in the short and long term.

B. SCA supports the status quo representation from suburban cities. Suggested changes to committee structure -12 members and 4 alternates distributed as follows: KC Council (4 members); SCA (4 members w/1/2 vote each & 2 alternates); Seattle Council (2 members & 1 alternate); and Sewer Districts (2 members & 1 alternate). For purposes of voting, this change may require a weighted or one/1/2 vote system.

C. SCA encourages municipalities to continue to monitor the development of an I/I Control Program



initiated by KC. Follow the MWPAAC technical guidance/recommendation on this issue.  
D. SCA supports full disclosure of new hook up charges at point of sale. This would allow the home buyer options on how to pay the more than \$4,100 current capacity charge. **(May 26, 2005)**

## **8. Revenue and funding sources**

### **Transportation Funding**

Sound Cities Association (SCA) supports the formation of a countywide Transportation Benefit District (TBD) in King County and a public vote to raise revenue for a countywide TBD to address critical transportation needs facing the County and cities throughout the County, provided that:

- 60% of the funds are distributed to Metro for transit service and 40% of the funds are directly distributed to the County and cities based on population to be used for transportation needs authorized under state law, including maintenance and preservation of roads and bridges, pedestrian and bicycle facilities, and additional transit, as determined by each jurisdiction,
- An annual Vehicle License Fee up to \$60 per vehicle and imposition of a sales tax up to 0.1% shall be the maximum amount submitted to the voters by the King County TBD, and
- Any resolution adopted by the King County TBD submitting a transportation funding ballot measure to the voters shall require that an Interlocal Agreement (ILA) shall be developed and executed by the cities, County and the King County TBD prior to the collection of any revenue, which shall address risk management and provide for 60% of the funds to be distributed for Metro transit service and 40% of the funds to be directly distributed to the County and cities based on population for transportation needs, as determined by each jurisdiction, as long as the Transportation Benefit District collects revenue from any source. **(February 19, 2014)**

### **Flexible use of Lodging Tax Revenues by local jurisdictions**

SCA supports the flexible use of lodging tax revenues by local jurisdictions for the operations and marketing of special events and festivals beyond June 30, 2013, and supports passage of Substitute House Bill 1253 and companion bill Substitute Senate Bill 5262. **(March 8, 2013)**

### **MIDD Prioritization Rating Tool for future funding**

SCA supports the use of MIDD prioritization rating tool as a primary method to evaluate the future funding prioritization of MIDD strategies in the context of reduced MIDD revenues and the use of MIDD revenues to supplant basic human/mental health services provided by King County. SCA strongly recommends that the County implement savings in the MIDD programs by requiring program reductions when such cuts do not reduce the effectiveness of the program. This may reduce the number of clients served or delay the expansion of the scope of the program. Such savings method should be used prior to implementation of the prioritization. **(September 10, 2009)**

### **Non-supplantation Language on existing and/or voter approved levies**

SCA opposes changes in non-supplantation language on existing and/or voter approved levies. And, that SCA not oppose a King County request to the State legislature to amend the enabling language for country mental illness and drug dependency (MIDD) funding to allow a small change in the tax to provide funding for existing Mental Health and Drug Courts. **(February 25, 2009)**

### **Medic One/EMS**

SCA supports Ordinance 15861 as adopted by the Metropolitan King County Council related to the funding and provision of Medic One emergency medical services and which imposes a levy of regular property tax for six years at a rate of \$.0.30 or less in conjunction with Ordinance 15862 as adopted by the Metropolitan King County Council which provides financial policies for the emergency medical services fund including an annual audit and creates an emergency medical services task force that included four seats appointed by SCA. **(September 19, 2007)**

### **2007 Park Levies**

1. Regarding the proposed ballot measure that would authorize King County to levy an additional property tax of five cents per thousand for a period of six years for operating and capital support for current County regional parks and trails:

SCA should continue to work with the King County Executive and the King County Council toward placing a ballot measure for King County Parks to renew, restore and preserve the parks in King County for the August 21<sup>st</sup> Primary Ballot for a 6 year period. Such action by the county must include a commitment for a plan for permanent funding for maintenance of the King County parks. **(April 18, 2007)**

2. Regarding the proposed ballot measure that would authorize King County to levy an additional property tax of five cents for a period of six years for expansion of open space and trails:

- a) SCA does not support the proposed the 5 cent levy to expand park and recreation opportunities in its current form.
- b) SCA does not support this levy until a plan to provide permanent funding to sufficiently maintain parks is adopted
- c) SCA wishes to work with the King County Executive and the King County Council on issues related to this levy **(April 18, 2007)**

### **AFIS Levy**

SCA supports the continuation of AFIS (Automated Fingerprint Identification System) as stated in Ordinance 2006-0264; this would be a six year levy with set a rate for 2007 of 5.68 cents per \$1000 assessed value. **(July 19, 2006)**

### **Interlocal Agreements with Agencies to Support Long-term Bond Sales**

SCA supports agency contracts that allow the County the full flexibility to finance the upcoming capital improvements at the County's standard bonding term, thus reducing future rate and capacity charge increases as needed. **(July 19, 2006)**

### **Flexible Funding**

SCA supports the financial stability of the suburban cities of King County through legislation that will provide more flexible revenue sources for cities. **(July 28, 2005)**

## **9. Issues related to the King County Budget**

### **King County Budget for 2011**

SCA recommends to the King County Council that King County focus funding on mandated services and budget for outcomes of the County's priorities. **(October 14, 2010)**

### **King County Budget for 2010**

1. SCA commends the interim King County Executive for attempting to reduce expenditures for 2010 by focusing on the County's mandated services.
2. SCA recommends to the King County Council that it review the executive's proposed budget in light of the County's State mandated Services.
3. SCA opposes any proposals by the MKCC that have a negative financial or operational impact to the cities as a way of solving the County's funding problems.
4. SCA recommends to the King County Council that it use the budget shortfall as an opportunity to make incremental annual reductions in the resources expended and/or services provided in the remaining urban unincorporated areas to minimize urban subsidies. **(October 15, 2009)**

### **King County Proposed Legislation in Olympia - 2009**

- SCA supports flexibility in the use of REET
- SCA remains neutral on the expansion of the unincorporated area property tax to allow for funding of other local services
- SCA supports policy changes for the number of elections conducted in the county.
- SCA supports flexibility for the County to recover costs on a variety of existing fees that are set by the state but collected by counties for county actions and programs.
- SCA does not oppose a utility tax on unincorporated King County, but SCA opposes a county-wide utility tax. **(November 12, 2008)**
- While criminal justice and public health programs are core services, they should be funded with current revenues. SCA opposes new taxes for criminal justice and/or public health programs without a public vote. **(March 11, 2009)**

## **10. Issues related to Solid Waste**

### **Solid Waste – Energy Waste Technology**

Sound Cities Association supports the Solid Waste Division conducting a full review of options for waste disposal, including waste-to-energy, as part of the upcoming Sustainable Solid Waste System Study and through the Comprehensive Solid Waste Management Plan process. **(July 17, 2013)**

### **2006 Solid Waste Transfer & Waste Management Plan Updates**

SCA requests that the Metropolitan Solid Waste Advisory Committee (MSWAC) and the King County Solid Waste Division review and recommend any appropriate updates to the 2006 Solid Waste Transfer and Waste Management Plan. **(April 17, 2013)**

### **Solid Waste Mitigation**

SCA recognizes that Solid Waste Disposal is a regional issue and that cities that host facilities are impacted. SCA supports the Solid Waste Division mitigating the long term impacts of Transfer Stations and other regional facilities on host cities and recognizes that the maintenance of infrastructure and other impact mitigation are a cost of operating the Solid Waste System. King County Solid Waste should work with host and adjacent cities to identify impacts and to determine how to address these impacts. **(October 31, 2012)**

### **Solid Waste Interlocal Agreement (ILA)**

- SCA believes that solid waste system costs, which includes liability, should be funded by the utility;
- The solid waste interlocal agreement (ILA) between King County and participating cities should fairly allocate risk between both the cities and the county and should, to the greatest extent possible, protect both the county's general fund and cities' general funds against liability for cleanup claims arising at Cedar Hills Landfill;
- Neither party should receive priority in terms of the use of grant funds, insurance proceeds, reserve funds, or disposal rates to satisfy environmental liability;
- The ILA should establish that grant funding, if available, and disposal rates shall be used to set up a line of first defense to protect both the county's general fund, and the cities' general fund. The ILA should provide that:
  - The county will purchase and maintain liability insurance using disposal rates to cover liability arising out of the Cedar Hills Landfill, if such insurance is available under commercially reasonable terms and conditions. Said insurance shall cover both the county, and the cities;
  - The county will establish and maintain a reserve fund from disposal rates to cover both the city and the county for liability not covered by insurance. The county shall consult with the Metropolitan Solid Waste Management Advisory Committee (MSWMAC) as to the amount of the reserve fund;
  - In the event that liability for cleanup exceeds the funds available through the insurance and reserve fund, disposal rates should be used to cover both county and city liability to the fullest extent legal and feasible. **(August 15, 2012)**

### **MSWMAC as Solid Waste Forum**

SCA supports the proposal that Metropolitan SW Management Advisory Committee (MSWMAC) replace TPC as the Solid Waste Interlocal Forum, while recognizing RPC's role as the policy review body for solid waste and other regional issues. **(March 16, 2009)**

### **Proposed Solid Waste Rate Increase**

The proposed basic tip fee of \$95.00 per ton for 2008 through 2010 is driven by inflation, the debt service needed to fund capital projects and a desire for the financial stability of a three-year rate. The Solid Waste Division has not had a rate increase since 1999 and despite implementing operating efficiencies, costs and inflationary pressures have caught up and capital investment is necessary at this time. SCA supports the proposed increase in the tip fee for Solid Waste from \$82.50 to \$95.00. **(April 18, 2007)**

### **Solid Waste Transfer and Waste Export Plan**

SCA supports the adoption of the Solid Waste Transfer and Waste Export System Plan. **(September 19, 2007)**

## 11. Issues related to transportation: transit

### Sound Transit's ST3 System Plan

The Sound Cities Association (SCA) urges the Sound Transit Board of Directors to ensure the ST3 System Plan honors a commitment to a truly regional transit system. In developing the final ST3 System Plan, the Sound Transit Board of Directors is urged to retain the following principles from the draft plan:

- A 25-year financial package to ensure a complete build-out of the light rail spine, as well as providing critical east-west connections throughout the region and north-south service on the eastside.
- A program for early deliverables to improve system access and bus reliability, while incubating future light rail ridership.
- Investment in system access improvements that enables a person's ability to easily and safely access an integrated transit system which includes additional park and rides and other parking options.
- Implement robust coordination during planning, design, construction and operation of service between Sound Transit and agency partners, including the Washington State Department of Transportation and local transit agencies.
- Partnership with local jurisdictions to plan for and fund transit-oriented development (TOD) and affordable housing which promote walkable, compact communities in close proximity to transit service.
- A commitment to working with local jurisdictions to assess ongoing improvements to access.

(May 18, 2016)

### Metro Transit Principles

1. Metro Transit must remain a regional transit system;
2. Reforms at Metro Transit need to be fully explored, understood, and clearly communicated;
3. Any transit tax increase adopted by any city to increase service should be sunsetted after no more than three years, in order to ensure that all cities in King County reengage on a system-wide financial plan;
4. The Regional Transit Committee (RTC) should define a minimum level of service standard for all communities in order to preserve connections and service throughout King County;
5. Metro Transit must provide consistent and transparent reporting on financial and service level data;
6. The productivity model at Metro Transit should be reviewed in order to ensure that travel between centers is evaluated fairly; and
7. We must continue to work in partnership with cities, King County, and other coalition members toward the shared goal of a statewide transportation package to address our critical transportation infrastructure needs. (June 25, 2014)

### Transportation Benefit District

Sound Cities Association (SCA) supports the formation of a countywide Transportation Benefit District (TBD) in King County and a public vote to raise revenue for a countywide TBD to address critical transportation needs facing the County and cities throughout the County, provided that:

- 60% of the funds are distributed to Metro for transit service and 40% of the funds are directly distributed to the County and cities based on population to be used for transportation needs authorized under state law, including maintenance and preservation of roads and bridges, pedestrian and bicycle facilities, and additional transit, as determined by each jurisdiction,
- An annual Vehicle License Fee up to \$60 per vehicle and imposition of a sales tax up to 0.1% shall be the maximum amount submitted to the voters by the King County TBD, and
- Any resolution adopted by the King County TBD submitting a transportation funding ballot measure to the voters shall require that an Interlocal Agreement (ILA) shall be developed and

executed by the cities, County and the King County TBD prior to the collection of any revenue, which shall address risk management and provide for 60% of the funds to be distributed for Metro transit service and 40% of the funds to be directly distributed to the County and cities based on population for transportation needs, as determined by each jurisdiction, as long as the Transportation Benefit District collects revenue from any source. **(February 19, 2014)**

### **Guiding Principles to Inform King County Metro Cuts**

SCA supports the following guiding principles to inform Metro's Transit Service Cut Proposal:

1. Public Process Highlighted by Public Education and Engagement:
  - a. Clear and transparent process.
  - b. Public engagement, including major transit stakeholders, that seeks input on specific impacts resulting from Metro's proposed service cuts and ideas to lessen these impacts, while still reducing service hours in these areas and routes.
  - c. Robust public communications, including but not limited to: (1) Explanation of Metro's current financial situation including the latest revenue estimate, revenue shortfall, and the number of service hour cuts that would be required to balance updated costs and revenue, in a way that is clearly understandable to stakeholders, including the average commuter; (2) explaining the need for service cuts and the methodology used to develop service cuts so that the public can understand why specific cuts are being proposed, (3) reporting on public engagement, including the effect of public input on proposed service cuts and (4) the effective use of technology to inform and involve the public on the service reduction process and proposed service changes and cuts.
  - d. Timing that makes sense given the speed of the decision-making process.
2. Service Cut Proposal and Sequencing/Phasing of Service Cuts:
  - a. Implement the Service Guidelines to the fullest extent practicable.
  - b. Transmit one service cut package to the King County Council for the for the full amount of service cuts that are necessary, recognizing that service cuts may be implemented in 2014 and 2015 (during service changes in September 2014 and February, June and September 2015). The County's development, review and adoption of one service cut package will promote public awareness of the magnitude of upcoming service cuts.
  - c. Service Cuts should be done in a manner that is directly tied to changing revenue conditions. The amount of service hours cut should only be the amount necessary to balance revenues and costs.
  - d. Ensure that service cuts throughout the county are done in a fair manner and clearly demonstrate geographic and social equity throughout the entire county. Considerations of geographic equity are of particular importance to cities and we request that Metro provide data on the distribution of transit service hours and proposed service hour cuts by sub-area.
  - e. Make service changes by restructuring service within and across jurisdictions, not solely by cutting existing routes. Service changes across large geographies or that cross multiple jurisdictions should provide for an interconnected transit network.
  - f. Consider partnerships with regional organizations, tribes, local jurisdictions, and the private sector that are willing to fully or partially fund transit service to lessen the impacts of cuts, including alternatives to traditional service. **(December 18, 2013)**

### **Shoreline Light Rail Station – Preferred Location**

The Sound Cities Association urges the Sound Transit Board to support the City of Shoreline’s preferred alternative for Lynwood Link Extension light rail station locations at NE 145th Street and NE 185th Street. NE 145th Street provides better connections throughout the region, is more closely aligned with Shoreline’s long term planning goals, and would prevent negative traffic impacts on Shoreline residents. **(September 18, 2013)**

### **King County Metro Long Range Planning**

The Sound Cities Association supports the development of a King County Metro Long Range Plan that incorporates transit service needs identified in city comprehensive plans. **(May 29, 2013)**

### **King County Transit Metro Strategic Plan**

SCA supports the King County Metro Transit Strategic Plan for Public Transportation 2011-2021 subject to the following conditions:

- a. That robust policies and strategies that achieve administrative, overhead, and other system-wide efficiencies and cost are included in the Strategic Plan update, and that the plan require that Metro periodically report on actions taken and outcomes related to efficiency, especially prior to considering any significant service changes.
- b. That the plan represents balanced prioritization of productivity, geographic value, and social equity in the guidelines for providing transit service fairly throughout the county. Factors for the reduction of services related to productivity, geographic value, and social equity shall be clearly stated in the strategic plan. Factors for the addition of services related to productivity, geographic value, and social equity shall be clearly stated in the strategic plan.
- c. That the plan includes performance measures and service guidelines that reflect the land use, growth, and travel patterns that characterize suburban and rural areas of King County, rapid growth and changing demographics of suburban and rural communities as evidenced in the most recent Census data, and system design elements that effectively link suburban and rural city residents to bus transit, such as park-n-ride facilities.
- d. That measures that will ensure geographic balance in the distribution of transit service are included in the Strategic Plan update. Specifically, at a minimum, SCA supports several current proposed plan elements, including:
  - o Prioritizing service to urban and activity centers that are located in communities throughout urban King County
  - o Tailoring productivity measures to different categories of routes, such as frequent all-day service vs. peak service and corridors serving central Seattle and University of Washington locations vs. corridors for travel exclusively between suburban locations
- e. That adoption of the plan includes a requirement to develop and market expanded “alternative” transit services in areas with relatively low productivity that may face significant cuts under the proposed guidelines.
- f. That adoption of the plan includes a requirement that Metro will initiate a collaborative process to identify concerns about the service guidelines as they pertain to additions to the system with a report and recommendations transmitted to the RTC along and with timely opportunity to consider and recommend amendments to the plan and guidelines as needed, preferably prior to seeking council or public approval for long-term funding for transit in the county.
- g. That the plan includes social equity guidelines that focus on transit dependent populations, specifically low-income people, seniors, students, and disabled individuals without access to automobiles or otherwise dependent on bus transportation to meet daily needs.

- h. That the plan includes explicit feedback procedures and opportunities to evaluate within a stated period of time whether service guidelines are performing as intended and, if needed, amend the service guidelines based on performance over time.
- i. That Metro provides to policy makers sufficient information on scenarios for system cuts, system growth, and system restructures for the purposes of understanding, prior to plan adoption, the potential impacts of the proposed service guidelines on transit service levels to communities and subareas of King County.

**(June 9, 2011)**

### **Regional Transit Task Force (RTTF) Guiding Principles**

SCA recommends the following guiding principles for Regional Transit Task Force.

#### **SCA Guiding Principles for King County Transit Services**

**The primary objective of the King County Regional Transit Task Force is to recommend to the King County Executive and County Council a policy framework that reflects the prioritization of key system design factors and to make recommendations about transit system design and function. These frameworks will be derived from an exploration of the transit system and its integration with the region's public transportation and overall transportation system.**

The following proposed draft guiding principles are organized in accordance with the policy framework and transit system design factors called out in the Regional Task Force Scope of Work.

#### **Concurrence with, or Proposed Changes to, the Vision and Mission of King County Metro**

SCA concurs with the current Metro mission statement to: "Provide the best possible public transit services that get people on the bus and improve regional mobility and quality of life in King County."

#### **Criteria for Systematically Growing the Transit System to Achieve the Vision**

##### ***Social Equity and Environmental Justice***

Metro should provide services and facilities that benefit all socioeconomic groups. Metro should take measures to ensure that the environmental impacts of its services and facilities do not disproportionately negatively impact any socioeconomic group.

In particular, Metro should provide access to transit services to transit-dependent populations, such as low-income households, the elderly, disabled, and other households without personal automobiles.

##### ***Geographic Equity***

Metro should strive for an equitable distribution of transit service throughout the county, with consideration for locations of actual population and employment growth, planned population and employment growth, transit-supportive land uses, and locations of revenue generation.

Metro should strive to balance county-wide coverage and access to transit in all communities in King County with providing more intensive services to areas of the county with higher demonstrated transit ridership demand.



In striving for geographic equity, Metro should take into consideration investments from all sources -- including Metro ferries, van pools, street cars, and trolleys, Sound Transit, private transit service, and any other transit services provided within King County.

### ***Land Use***

Transit service should serve existing land uses and support countywide growth management objectives.

New transit service should be prioritized to locations where existing uses and recent growth have resulted in demand for transit, particularly suburban locations, that have seen the majority of the county's growth in the past 20 years. Special consideration should be given to areas of the county that lack any transit service or have low levels of service relative to service demand.

Transit service should support the regional growth strategy and adopted countywide growth targets, which call for the majority of new growth to occur in communities with urban centers, including Seattle and many suburban cities, as well as substantial growth in smaller and more outlying communities. Transit service should support local plans that call for a mix and density of residential and commercial uses that promote transit ridership.

### ***Financial Sustainability***

Current sources of transit funding are insufficient and unreliable. Additional funding and funding tools that would provide predictable, sustainable revenues for transit will be needed.

Additional local funding options should be evaluated for areas desiring additional service levels.

Metro should develop a system to monitor its financial stability on an ongoing basis and publish data on operating revenues and capital and operating costs in a timely manner.

### ***Economic Development***

Recognizing that convenient access to transit can spur economic development, transit facilities should be located in areas where local land use plans and zoning support economic development. Growth in the transit system should occur concurrently with employment growth to facilitate commuter access to key employment and service centers

### ***Productivity and Efficiency***

See guiding principles for productivity and efficiency under **Strategies for Increasing the Efficiency of King County Metro** below.

### **State and Federal Legislative Agenda Issues to Achieve the Vision**

Additional funding and funding tools that would provide sustainable revenues for transit will be needed.

### **Strategies for Increasing the Efficiency of King County Metro**

To minimize the potential for reductions in transit service, Metro should continue to take measures to increase its efficiency and reduce operating costs. These include the measures recommended in the 2009 Transit Performance Audit, as well as any measures recommended in the 2010 audit of Metro's bus procurement program.

Metro should coordinate services with Sound Transit and other providers to reduce duplication of services.

Metro should strive to maximize ridership while at the same time recognizing that growth in ridership is a gradual process that requires safe, frequent, and reliable service and time to develop, particularly in newly urbanizing locations of the county.

**Criteria for Systematically Reducing the Transit System should Revenues not be Available to Sustain It**  
Reductions in the transit system should not be considered until Metro has implemented all feasible measures to increase its productivity and efficiency (see above).

Any system-wide reduction in transit service due to insufficient operating revenues shall strive to maintain a minimum level of transit service, transit security, and customer service in all geographic areas of the county, and to preserve the voter-approved Transit Now programs within the collection of Transit Now revenues.

Reductions must be in proportion to each subarea's share of the total service investment, at each major service change, tailored to the needs of each sub-area, including the need to serve transit-dependent populations and implemented within each subarea in communication and consultation with appropriate King County Subarea Boards. **(May 12, 2010)**

**SCA supports following principles in response to the recommendations of King County's 2010 Regional Transit Task Force:**

*(In advance of the recommendations of the Regional Transit Task Force, the SCA Caucus to the Regional Transit Committee is recommending the following principles to guide SCA's response to those recommendations, especially with respect to actions by the County Executive and County Council to implement those recommendations. After the work of the task force is completed in October, and as implementation options are being considered by the Regional Transit Committee and County Council, the position may be amended to address more directly specific proposals to reduce, grow, and/or restore service hours.)*

With regard to any reductions to, restoration of, or long-term growth in transit service in the Metro system, the balanced objectives of productivity, geographic equity and social equity should be priorities. A productive transit system enhances efficiency and helps to ensure long-term financial sustainability, supports regional growth plans, and provides public transportation access needed to support economic development activities. Geographic equity among major subareas of the Metro service area means addressing 1) the provision of productive service in all subareas, while still providing some form of service coverage to all communities currently served by transit, 2) fairness in the provision of robust transit service to areas that produce revenues to sustain the system, and 3) meeting the mobility needs of workers and employers within communities that have experienced the greatest demand for transit services. Social equity means continuing to provide accessible service to those with limited transportation options.

As a first step toward financial sustainability, King County Metro must take further measures to increase its operating efficiencies. These include implementing the measures recommended in the 2009 Transit Performance Audit, as well as any measures recommended in the 2010 audit of Metro's bus procurement program. Metro must strive to reduce the growth of operating costs, including overhead costs and the full spectrum of management and labor costs.

If, after addressing efficiencies, reductions to transit service are still deemed necessary, the reductions, along with subsequent service restoration, should be made based on performance measures and use of clear, transparent and fair service guidelines that describe the level of service appropriate to meet the policy priorities (productivity, geographic equity and social equity) for the transit system as a whole and to optimize the mix of service types appropriate to each subarea. Long-term system growth should meet the needs of actual and planned growth in a manner that achieves balanced allocation of services among all locations – urban, suburban, and rural cities – based on the balanced objectives of productivity, geographic equity, and social equity. **(October 14, 2010)**

### **Transit Service Restoration**

SCA supports the following policy for transit service restoration:

- a. SCA supports no change to the existing 40/40/20 new service allocation policy at this time.
- b. The 2010 work program for the King County Regional Transit Committee shall focus on restoration of transit service cuts, if any. **(October 15, 2009)**

### **Tax Neutral Shift of Excess Property Tax**

SCA supports the King County Executive's proposal for a tax neutral shift of excess property tax revenues from AFIS and the Ferry District to reduce the anticipated Metro budget shortfall and to fund six RapidRide routes and the new ST 520 "urban partnership" service, subject to compliance restrictions on the revenues. **(October 15, 2009)**

### **Budget Shortfall for Transit Services**

To address the potential budget shortfall for Transit services, SCA supports fare increases before reductions in services are implemented. **(September 5, 2009)**

- To address the potential budget shortfall for Transit services, SCA supports fare increases before reductions in services are implemented. SCA supports an increase in Transit's target for fare box recovery to a minimum of 30 percent of operating expense (OE) from operating revenues (OR) for bus services. Vanpool and other general public passenger services will have their own operating revenue to operating expense ratio. The OR/OE is one of many factors to be considered in evaluating fare proposals. Achieving a specified OR/OE by itself is neither a sufficient reason for a fare increase nor for any particular level of increase.
- The Transit Program consists of three subfunds: Transit Operating, Revenue Fleet Replacement, and Transit Capital. SCA supports Transit's development of a plan for reducing the size of the Revenue Fleet Replacement Fund balance before cutting service hours. The Revenue Fleet Replacement Sub-Fund shall maintain a balance sufficient to fund replacement of the vehicle fleet; reserves in excess of cash flow requirements may be invested at inter-fund borrowing rates in Council approved transit capital projects. Investment earnings attributable to reserves in each of these subfunds will be credited to that subfund. **(September 10, 2009)**

### **Guiding Principles for Reducing Metro Transit Service Hours**

- Any reduction in service should strive to maintain at least a minimum level of transit service, providing transit access to all geographic areas of the county.
- Any reduction in service should strive to preserve the voter-approved Transit Now programs to the fullest extent possible within the collection of Transit Now revenues.

- Any reduction in service should strive to provide better coordination to avoid duplication in service between Sound Transit and Metro where feasible.
- Any system wide reductions in service shall be in proportion to each subarea's share of the total service investment, at each major service change.
- Any reduction in service should tailor the type of service and service levels to the needs of each sub-area
- Any reduction in service must be implemented within each subarea in communication and consultation with appropriate King County Subarea Boards. **(June 17, 2009)**

#### **Reaffirmation of service investment distribution**

SCA supports the Six Year Transit Development Plan Strategy IM-3: Any system wide reduction in service investment shall be distributed among the subareas in proportion to each subarea's share of the total service investment. **(April 15, 2009)**

#### **King County Legislative Proposal regarding Statutory Authority to levy MVET**

Suburban Cities Association opposes King County's legislative proposal to gain statutory authority to levy a Motor Vehicle Excise Tax to fund transit services in part to help mitigate impacts of the replacement of the Alaskan Way Viaduct, as well as to fund Transit Now projects beyond 2009 and additional new service as funds permit. If King County gains this statutory authority, SCA supports a voter-approved approach to levy the MVET with the distribution of new service hours based on the 40/40/20 subarea allocation formula. **(March 16, 2009)**

#### **Shortfall funding for Metro Transit**

SCA supports a fifty cent fare increase to help close a serious shortfall in Metro Transit's current 2008-2009 biennial budget. **(November 12, 2008)**

#### **40-40-20 Service Hours for Metro**

SCA supports preservation of the current 40-40-20 service allocation for new Metro hours. **(May 21, 2008)**

#### **Transit Now**

SCA supports the proposal to increase the sales and use tax by 0.1 percent to make the needed enhancements to Metro Transit/s capital and maintenance programs and operations that will allow expansion of Metro bus service throughout King County. **(October 13, 2006)**

#### **Parking Fees at Park and Ride Lots**

SCA supports the continuation of offering park and ride lots at no cost to users. **(May 17, 2006)**

## **12. Issues related to transportation: roads**

#### **Balancing the T2040 Financial Strategy**

In order to balance the PSRC T2040 financial strategy, SCA supports adopting a hybrid approach rather than basing decisions solely on the PSRC prioritization scorecard. While this scorecard is a valuable source of information, it was not designed for or intended to be used as the sole tool for evaluating projects. **(December 18, 2013)**

### **Comprehensive Approach to Regional Tolling**

The Sound Cities Association supports a more comprehensive approach to regional tolling implementation, through the formation of a special task force convened by the Puget Sound Regional Council that would advance the review of a system-wide approach to tolling our region's major highway facilities as an alternative to the current path of implementing tolling on a corridor by corridor basis.

This comprehensive review should include consideration of the following components:

- Ability to demonstrate the value to toll payers and the region at large;
- Equity for toll payers across the region and a fair distribution of costs and benefits;
- Analysis of the direct and external costs and benefits of relatively recent tolling on Tacoma Narrows Bridge, SR 520 and SR 167, and future facilities, including an assessment of overall system performance across modes, greenhouse gas emissions, vehicle miles travelled, traffic diversion and potential mitigation measures, and experiences of the travelling public;
- Review the impact of tolling by income quintile, based on household car ownership and use;
- Review of the technology available to achieve a regional solution, the implementation challenges, and a proposed phasing plan with greater definition than that provided in the region's Transportation 2040 Plan;
- A robust discussion of the uses of both near and long-term revenues for transit to maximize the efficiency and equity of the tolled corridors and the system as a whole;
- Timing and staging of tolling implementation in tandem with the availability of choices, such as transit, that provide alternatives to paying tolls to address inequitable impacts as well as system operations; and
- Review and comparison of alternative finance options including Road Usage Charges (VMT).

**(May 29, 2013)**

### **Regional Tolling**

SCA supports mitigation from the State of Washington to address impacts from the current regional tolling of SR 520, as well as the potential regional tolling of I-90 and other future regional tolling.

**(April 17, 2013)**

### **Transportation 2040 (T2040) Prioritization**

SCA supports Transportation 2040 (T2040) Prioritization in accordance with the following guiding principles. T2040 Prioritization should include:

- a. Separate investment categories that prioritize like investments against like investments (i.e. bicycle/pedestrian/complete streets is its own category);
- b. Overarching measures that are used within each category to assess a project's likelihood of furthering a desired outcome (i.e. jobs – this measure considers the extent to which projects support businesses and job creation);
- c. Addressing maintenance, preservation and operations beginning with an inventory of the existing conditions of the Regional Transportation Network;
- d. That the Prioritization process not move forward, to the General Assembly, until there is agreement on the criteria to prioritize projects;
- e. Any crosscheck with regional growth trends must use updated population and employment forecasts rather than aspirational targets used in 2040 work plans. **(November 2, 2011)**

### **Transportation 2040 Plan**

SCA supports the Draft Transportation 2040 plan with the following recommendations:

- SCA recommends that adaptive management be incorporated into the plan in its entirety including as adaptive management relates to climate change.
- SCA recommends a detailed process for moving the Unprogrammed investments and policies to the Constrained portion of the plan.
- SCA recommends there should be a methodology which encourages incorporating new concepts and technology into the plan.
- SCA recommends that because of the \$65 Billion funding gap (between current law revenue and the constrained plan), all funding options should be given serious consideration
- SCA recommends that any plan must be a hybrid that supports transit options and highway and arterial capacity improvement to serve urban fringe communities. **(March 10, 2010)**

### **PSRC Preliminary Preferred Alternative to the Transportation 2040 Update**

That SCA support PSRC's Preliminary Preferred Alternative to the Transportation 2040 Update. **(November 5, 2009)**

### **Regarding Transportation 2040**

SCA supports the following guiding principles in updating Transportation 2040:

- SCA supports efforts in the update of Transportation 2040 to reduce congestion on facilities for all types of freight and personal travel.
- SCA supports efforts in the update of Transportation 2040 to reduce greenhouse gas emissions and other pollutants by emphasizing conservation, new technologies and the linking of land use and transportation policies more tightly.
- SCA supports efforts in the update of Transportation 2040 to support the development of sustainable transportation funding.
- SCA supports efforts in the update of Transportation 2040 to consolidate all transit agencies in the PSRC region into one regional transit agency. **(September 10, 2009)**

### **Initiative 985 (regarding traffic congestion)**

SCA opposes Initiative 985. **(September 17, 2008)**

### **Projects Connecting Urban Centers**

- SCA supports more explicit policy language in the PSRC Federal Funds Regional Competition that gives equal treatment to projects that connect two urban centers and to projects that connect to only one center. This acknowledges that getting to an urban center is just as critical as connecting two urban centers.
- SCA supports adding new criteria for non-motorized projects such as trail projects where priority will be given to projects connecting regional trail routes or connecting to regional trail routes, and for sidewalk projects, where priority will be given to pedestrian routes providing access to school bus stops, schools and parks. **(May 21, 2008)**

### **Transportation Funding**

- SCA will continue to support the needs of all suburban cities for funding for local, arterial and regional transportation.
- SCA will support transportation funding, especially local option revenues for major arterial projects
- SCA will support local transportation funding options such as a gas tax, MVET, weight fees, and a regional transportation funding structure that is fair and equitable.

- d. SCA will support additional local funding options for transportation. Examples include a local sales tax, gas tax and more liberal TIF (traffic impact fee) calculations.
- e. SCA will support funding to complete urban corridors. **(July 28, 2005)**

### **13. Miscellaneous issues**

#### **Best Start for Kids Levy**

In order to support the healthy development of children and youth, families and communities across King County, the Sound Cities Association (SCA) urges the King County Council to place the Best Starts for Kids levy on the November 2015 ballot for consideration by the voters. **(July 15, 2015)**

#### **Committee to End Homelessness 2015-2019 Strategic Plan**

The Sound Cities Association (SCA) shares the vision of the Committee to End Homelessness (CEH), which is that homelessness is rare in King County, racial disparities are eliminated, and if one becomes homeless, it is brief and only a one-time occurrence. SCA endorses the 2015-2019 CEH Strategic Plan, and its goals of making homelessness rare, making homelessness brief and one-time, and creating a community to end homelessness. **(June 17, 2015)**

#### **Flexibility in Investment of Hotel/Motel Taxes for Affordable Housing**

The Sound Cities Association supports legislation to allow King County to bond against future hotel/motel tax revenue reserved for housing beginning in 2021. To accomplish this, RCW 67.28.180 (3)(i) will need to be amended with a technical fix that specifically authorizes bonding for affordable housing. Such legislation would allow King County to bond against future revenue and allow up to \$45 million in new housing funds to be released over the next six years to create and preserve affordable workforce housing in coordination with transit investments. **(February 25, 2015)**

#### **Property Tax Cap**

While cities understand and appreciate property owners' concerns about rising costs and increased property taxes, in some jurisdictions the current 1% property tax cap has created an ever widening structural gap between revenues, and the costs of providing needed services to residents and making prudent investments in infrastructure. SCA therefore supports legislation to raise the 1% property tax revenue limit. **(December 17, 2014)**

#### **Recreational Immunity**

SCA supports legislation to clarify the scope of recreational immunity in Washington State, and clarify that potential dual purposes of land does not reduce the scope of immunity provided by RCW 4.24.210.

The Washington State Supreme Court has created a disincentive for recreational facility investments in its recent interpretation of RCW 4.24.210, the state's recreational immunity statute. The Court's interpretation of the nature and role of bicycling and bicycle paths, as applied to RCW 4.24.210, creates the type of potential liability for local government, policymakers, and private landowners that discourages any investments in bicycling or other recreational trails and facilities and encourages decisions to revoke existing access privileges. This outcome is counter to the recreational, economic, and health policies and objectives of the state that underlie RCW 4.24.210. **(December 17, 2014)**

### **TIGER CUBS grants**

SCA supports reauthorization of the TIGER grant program and Congressman Rick Larsen's "TIGER CUBS" legislation with the following amendments:

- The population threshold should be modified to include cities up to 60,000; and
- Funding for "TIGER CUBS" be in addition to "TIGER" grants funding. **(December 17, 2014)**

### **Youth Athletic Facilities**

SCA supports re-establishing and increasing competitive grant funding for the "Youth Athletic Facilities" program administered by the Recreation and Conservation Office (RCO). **(November 26, 2014)**

### **Puget Sound Clean Air Agency Representation**

Sound Cities Association (SCA) supports the Puget Sound Clean Air Agency (PSCAA) providing seats on the Advisory Council for cities in each of the four member counties. Because the largest cities in each county have seats on the PSCAA Board under RCW 70.94.100, the city seats on the Advisory Council should be held by cities other than the largest cities in each county. The appointments should be made by Sound Cities Association for King County, and by the Pierce County Cities and Towns Association and the Snohomish County Cities and Towns Association respectively in Pierce and Snohomish counties.

SCA supports amending RCW 70.94.100 in order to ensure representation for cities other than the largest cities in each county on the board of the PSCAA. **(July 16, 2014)**

### **Oil Train Safety**

In order to address the dramatic increase in the amount of oil being transported through our region by rail and vessel transport through our bodies of water, the potential impacts on public safety and economic disruption from a possible crude oil spill incident, the Sound Cities Association (SCA) asks the Federal Government to implement safety regulations regarding oil transport via rail and urges the Washington State Legislature to adopt legislation promoting rail safety.

SCA acknowledges there are measures in place to promote the safety of marine transportation and protect state waters from oil spills, but urges the Federal Government and Washington State Legislature to review those measures due to the increased movement of crude oil.

SCA also urges rail companies to share the following information with local communities so they may be fully informed and plan for the risks posed by the transport of oil by rail: types of petroleum being transported; transportation routes; the frequency and duration of transfers of petroleum; and efforts and actions to ensure the safe transport of such commodities.

SCA urges the King County Office of Emergency Management to review and update the county's incident response plans to address the risk from increased transport of petroleum by rail. **(June 25, 2014)**

### **Puget Sound Clean Air Agency Rates**

Sound Cities Association (SCA) opposes the Puget Sound Clean Air Agency's (PSCAA) proposal to increase rates by \$.25 per capita. This proposed increase of 44% or more is too dramatic an increase to be borne by cities in a year, or a biennium. SCA recommends that PSCAA develop specific action items, with associated costs, for each strategy in the plan, and prioritize the strategies, so that cities can understand how the additional revenue would be used and how the work could be implemented incrementally. **(May 21, 2014)**



### **Marketplace Fairness Act**

The Sound Cities Association supports the Marketplace Fairness Act. **(May 29, 2013)**

### **Watershed Investment Authorities**

SCA supports the formation of a stakeholder group by the Washington State Legislature, as the means to reach consensus on bill language regarding watershed investment authorities, to be introduced in the 2014 legislative session. **(February 20, 2013)**

### **Public Records Act**

SCA is committed to open and transparent government and to upholding the intent of the Public Records Act. SCA supports the legislative efforts of the Association of Washington Cities (AWC) and others to help relieve the onerous cost burdens associated with Public Records Requests that are harassing, frivolous, or overly burdensome. **(February 20, 2013)**

### **Automated Fingerprint Information System (AFIS)**

AFIS is a regional program that provides enhanced fingerprint technology and services to all law enforcement agencies in King County. It is levy-funded, and requires periodic voter approval to continue funding. Without sustained funding, the responsibility for funding criminal identification would revert to each local city's police department, placing an additional fiscal burden on cities. The current levy expires at the end of 2012. The AFIS Advisory Committee has recommended that a levy rate of \$0.0592 per \$1,000/assessed valuation (AV), which would continue program funding for the next six years, 2013-2018.

The AFIS Program promotes efficiency and effectiveness in law enforcement through regional sharing of services. It has proven itself to be an invaluable tool for information sharing and criminal identification. SCA supports continued regional funding of the AFIS program, and urges the King County Council to place the renewal of the Automated Fingerprint Identification System (AFIS) property tax levy on the ballot for approval at the General Election on November 6, 2012. **(July 18, 2012)**

### **WAC 118-09-040 – Emergency Management Performance Grant (EMPG)**

SCA opposes a Rule Change to WAC 118-09-040 without additional stakeholder review and input, including but not limited to, an open and transparent process for stakeholder input (including an opportunity for input from the elected officials representing affected jurisdictions), and a thorough review of the impact of such a Rule Change on the emergency management capabilities of the cities in the Puget Sound region. **(May 16, 2012)**

### **Service Improvement Plan of the Veterans Services Levy**

SCA supports continuity of services pursuant to adoption of the Service Improvement Plan (SIP) to guide the goals and investments of the Veterans and Human Services Levy for the next six years. **(November 2, 2011)**

### **South Central Action Area Caucus Group (SCAACG) – Guiding Principles**

SCA supports the following guidelines to be used in reviewing the Action Area Briefs:

- The SCAACG may encourage or recommend local government to make certain regulatory or policy additions, revisions, and updates to support Puget Sound recovery efforts; however, the SCAAC should not put into place plans or policies that require local governments to adopt more stringent

regulations/plans/policies than currently exist.

- The SCAACG may collect existing information/data/studies from local governments. Governments will make available existing information/data/studies in a timely manner, as resources are available.
- The SCAACG may encourage local governments to prioritize actions consistent with the Action Agenda and SCAAC priorities. Local governments should consider such prioritization requests if they are consistent with local policies, regulations, and work plans.
- The SCAACG may encourage local governments to work collaboratively with other organizations on achieving Action Area goals.
- The SCAACG may lead a communication effort among members in an effort to meet Action Agenda priorities in a more consistent manner. Local governments should consider participation, as resources are available. **(July 20, 2011)**

#### **King County Flood Control District – Seattle Seawall**

SCA supports partial funding, up to the additional \$24.5 million requested, for the Seattle seawall replacement project from funds available through the King County Flood Control District as part of its 2011-2016 Capital Improvement Program. Support for such expenditure is contingent on 1) not creating a precedent that establishes FCD support for coastal zone projects as a general policy, and 2) not jeopardizing other significant flood control projects funded through the CIP. **(June 9, 2011)**

#### **Level/Stable Pension Contribution Rates**

SCA supports level/stable pension contribution rates that do not fluctuate with economic “boom/bust” cycles, taking into account unfunded actuarial accrued liability. **(March 24, 2011)**

#### **Veterans and Human Services Levy**

SCA supports the renewal of the King County Veterans and Human Services Levy in 2011 at the current level of five cents per \$1,000 of assessed value and with the continued 50-50% split between funding for services targeted specifically for veterans and their families and services for other King County residents. **(February 14, 2011)**

#### **Public Records Legislation**

SCA supports legislation that addresses some of the problems that come with burgeoning public records requests. **(February 14, 2011)**

#### **Local Hazardous Waste Management Plan 2012 Rate Increase**

SCA supports the proposed Local Hazardous Waste Management Plan 2012 Rate Increase Proposal. The total increase from the 2006 rates to the proposed 2012 rates is 35% overall or 4.4% annualized from 2006 through the end of the rate period of 2014. **(December 15, 2010)**

#### **King County Emergency Management Ordinance**

SCA supports the amendments to the King County Emergency Management Ordinance to clarify that:

- The mission of the Department of Emergency Management is to serve as the coordinating entity for cities, county governmental departments and the private sector and coordinate with other appropriate agencies during incidents and events of regional significance; and
- The Department foster cooperative planning at all levels to enable a uniform and rational approach to the coordination of multi-agency and multi-jurisdictional actions for all regional mitigation, preparedness, response, and recovery efforts. **(December 15, 2010)**

#### **King County Flood Control District Exempt from \$5.90 Levy Rate Cap**

SCA should seek legislative changes that would make Flood Control Districts exempt from the \$5.90 levy rate cap. **(September 13, 2010)**

#### **Housing and Community Development Program Risk Analysis**

SCA supports that the Housing and Community Development Program analyze capital project pre-applications for any site specific risks that are identifiable prior to a phase one environmental review. Pre-applications may be requires to provide evidence that the project can secure appropriate insurance at the level required by King County Risk Management. The cost of insurance will be reviewed as part of the feasibility analysis for projects. If evidence of ability to secure insurance cannot be provided, the project will not be invited to submit a full application. **(September 13, 2010)**

#### **King County Flood Control District's Budget Reallocation for 2010**

SCA supports the King County Flood Control District's proposed 2010 Budget Reallocation with concern that the reallocation will cause the fund balance at the end of the 6-year window to be reduced to \$1M and will no longer meet the \$2.5M Emergency Reserve Target for 2015. **(April 21, 2010)**

#### **Initiative 1033 (Places limits on revenue collection by jurisdictions through property tax)**

SCA opposes Initiative-1033. **(September 10, 2009)**

#### **Additional Seats on PSRC Transportation Policy Board and Growth Management Policy Board**

SCA will pursue additional seats for other cities and towns in King County on both the PSRC Transportation Policy Board as well as the Growth Management Policy Board. **(April 16, 2008)**

#### **Composition of PSRC Executive Board**

SCA amends it's position on the composition of the PSRC Executive Board to support on record the recommendation from the PSRC Operations Committee that cities with 3% of King County's population or 5% in any other county shall be entitled to a seat on the Executive Board as long as the number of individuals representing the category of "other cities and towns" remains the same. **(September 27, 2006)**