

**SCA Board of Directors
Minutes**

August 17, 2016, 10:00 AM
Covington City Hall
16720 SE 271st Street, Covington WA 98042

1. Call to order

Nancy Backus, SCA President, called the meeting to order at 10:00 a.m.

Members Present: Bill Allison, Nancy Backus, David Baker, Jim Ferrell, Leanne Guier, Will Ibershof, Matt Larson, Hank Margeson, Marlla Mhoon, Dana Ralph, Catherine Stanford

Members Absent: Bob Harrison, Amy Walen

Staff Present: Deanna Dawson, SCA; Becky Parker, SCA

2. Public comment

President Backus asked if any member of the public had any public comment. Seeing none, this portion of the agenda was closed.

3. Consent agenda

Hank Margeson moved, seconded by David Baker, to approve the consent agenda. The motion passed unanimously.

4. Action Items

Bill Allison moved, seconded by Marlla Mhoon, to ratify the filing of the 2015 SCA Form 990 tax return. The motion passed unanimously.

Deanna Dawson, Executive Director, led a discussion regarding the 2016 SCA Art Project and requested direction of funding for the project. Dawson asked for feedback on what, if any text should be included in the piece. The Board agreed that the SCA tagline of “37 cities. A million people. One voice.” should be included. Dawson asked for feedback on how much, if any, the Board would like to allocate to pay for prints for member cities. The City of Duvall could spend no more than \$1,000 on the project, which would approximately cover cost of the original artwork. Any copies would need to be paid for by cities, or SCA. The Board generally agreed they would like to have SCA pay for a print for SCA, as well as a framed poster sized print for each city. They asked that staff coordinate with the artist to get a cost on this, and bring it back to a future SCA Board meeting.

5. President's report

Nancy Backus provided the President's report. Her report included updates on visits with cities including Bothell, Maple Valley and De Moines. The visit with Bothell took place after the fire in the downtown retail area and said that the devastation was unbelievable. They met with Laura Philpot, Interim City Manager of Maple Valley where they discussed that their parks bond failed and that they are hoping to re-do as a scaled down version; the city is in need of park fields. Additional topics that were covered in these meetings included traffic impact fees, how to stimulate downtown redevelopment, challenge that law enforcement is facing with being able to provide coverage, marketplace residential, affordable housing and public records challenges.

6. Executive Director's report

Deanna Dawson provided the Executive Director's report. Topics included:

- Payroll: Dawson alerted the Board that staff had inadvertently processed payroll to go out early. Staff have alerted SCA's audit team. They have been advised that no further action is necessary.
- E911 strategic planning subcommittees: ED Dawson updated members on the E911 strategic planning work, and on staff subcommittees being formed. The Board gave authority to Dawson and staff representative Marilynne Beard of Kirkland to finalize appointments on behalf of SCA.
- Seattle Chamber Regional Leadership Conference: Dawson encouraged members to attend this conference in late October.
- EDC Board Meeting: Dawson has been invited to participate in a panel about economic development efforts in South King County. She encouraged members to share positive stories with her about what is happening in their cities, prior to the meeting on 9/15/2016.
- SCA Caucus Meetings: Dawson asked for direction regarding the Caucus meetings in December. After discussion, it was agreed that the North and Snoqualmie Valley meeting would be held on December 15, 2016, and the South and South Valley meeting would be held on December 7, 2016.

7. Retreat Follow-up

The Board had a follow up discussion on policy priorities from the 2016 Board Retreat, which include transportation, economic development, human services (with a focus on addressing homelessness), and affordable housing.

- Transportation
Members reviewed feedback given to date on the METRO CONNETS Long Range Plan. They generally agreed with feedback given by SCA members to date, as summarized in meeting materials ([Attachment A](#)). Members discussed in detail need for alternative services, and transit integration, and more parking to allow residents to access transit.

Dana Ralph noted a discussion that had taken place at the South County Area Transportation Board (SCATBd) about the needs of smaller cities, and how alternative services were defined. Marlla Mhoon noted an alternative services pilot project in Covington and Maple Valley, and had questions about the ongoing cost of the community van program. Catherine Stanford discussed the need for integration between Sound Transit and Metro, and the need for more park and rides. She noted that alternative services could be a solution to getting people to

transit. Hank Margeson noted that the Regional Transit Committee (RTC) was having extensive conversations around alternative services, and expressed the need to expand options, and define when they should be used. He also noted the challenges with providing direct connections for commuters. David Baker noted that Kenmore was part of a focus group for alternative services. Margeson commented on the need for cities to make their needs known, and to be a “squeaky wheel.” Dawson noted the challenges for small cities to know how to ask for help, when they do not have transit staff. Ralph commented that this was a concern raised at the SCATBd meeting.

Dawson asked members for feedback on a proposal to follow up on the 2015 County Roads and Bridges Task Force. Members expressed strong concerns about the county seeking to have city residents pay for county roads, noting that cities had their own road needs to fund. Most cities have large unmet needs in their own road budgets. Even those cities that were able to fully fund their roads needs were using city general fund dollars to do so. Ralph and Backus noted the challenges to cities that had lost streamlined sales tax revenues to the tune of millions of dollars a year. They also expressed the need to look region-wide at the needs of freight corridors. Stanford noted that it would be helpful to learn how more about how other cities paid for their roads. Ralph noted that while Kent did not have a Transportation Benefit District, they had increased their solid waste utility tax to pay for road maintenance and preservation due to the loss of sales tax revenue. Ralph also noted the importance of the streamlined sales tax mitigation dollars to Kent’s transportation budget.

- Economic Development

PSRC Economic Development District Board (EDDB) Chair Catherine Stanford gave an update on the Regional Economic Strategy (RES) update. She noted that the draft contained in the packet was a work in progress. She noted that the RES would focus on transportation, affordable housing, and jobs. She noted that in this region there were many good jobs that go unfilled, and that there is therefore a need to train workers for existing jobs. She was pleased that PSRC recognized the need to have equitable growth and economic development in the region.

The Board reflected back on the retreat, wherein they agreed that SCA should convene members to speak with one voice in the RES update. They agreed that SCA should convene a meeting of SCA elected officials engaged on issues of regional economic development (including but not limited to members of the EDDB, EDC board members, and mayors of job centers) to give feedback on the RES update prior to the December draft being released. They also agreed that it would be helpful to seek feedback from economic development staff from SCA cities.

- Human Services, Homelessness, and Affordable Housing

Dawson referred members to information in the packet regarding human services and affordable housing. Dawson sought feedback from the Board regarding the upcoming Veterans and Human Services levy. Members expressed general support for not just continuing but also possibly expanding the levy to address the growing needs in King County. They especially were supportive about expanding services for seniors, as some funding through United Way had been cut for older adults, and to address homelessness. They discussed expanding the levy to address

the growing affordable housing challenges in the region. Members expressed some hesitation about whether this would make the levy more challenging to pass, especially because Seattle has its own affordable housing levy. They also wondered if the funds in the levy could make a significant impact in this area. Baker spoke to the need to address the housing needs of seniors, and veterans in particular. Margeson spoke to the need to get more information on what gaps there are in current services. Mhoon spoke to the need to better define what is meant by “affordable” housing.

- SCA Legislative Committee

Dawson reported that the SCA Legislative Committee will have its first meeting on August 31, 2016. This committee was formed in response to an action item at the 2016 Board Retreat. Members agreed that the committee should focus on issues specific to King County cities, and not duplicate the work of the Association of Washington Cities (AWC).

8. Adjourn

The meeting adjourned at 11:57 a.m.

Draft *METRO CONNECTS* Plan: SCA Member Common Themes

Common Themes from SCA Cities (identified by letters submitted during public comment period):

- **Workings with Cities** – Many cities appreciated the level of engagement Metro has provided and expressed encouragement that local plans have been incorporated. Several comments stressed the importance of working with cities to understand transit needs and land use plans to ensure they match with service types and routes.
- **Financial Details** - There is significant interest in additional financial details of the plan, including suggestions for a scalable or tiered approach, the nature of transit improvements, and timing for partnership contributions. Several cities commented that Metro should take equity into consideration regarding partnership investments. A greater level of specificity on location of capital improvements would enable cities to better evaluate the feasibility of the plan – and plan for their own capital improvements.
- **System Access** - There is strong interest in additional capacity and access to park-and-rides. Several comments highlighted the need for parking management strategies, with suggestions to have an integrated parking program with Sound Transit and WSDOT. The need for non-motorized connects was also expressed by a number of cities.
- **Transit Oriented Development** – A number of cities have expressed interest in future opportunities for partnerships, particularly around new proposed transit hubs, and proposed and existing park-and-rides.
- **Transit Integration** – Bus-bus and bus-train integration should continue to be a focus of future transit planning and investment, including transit agencies outside of King County. Several cities commented on the need for a seamless transfer experience with real-time technology and amenities for comfort.
- **Direct Connections** - Express, direct connections are important to cities. This is in response to the current draft service network that intercepts downtown Seattle-bound express service at ST Link stations. Cities would like better understanding regarding the determination of which areas justify direct connections, and clarity on how downtown Seattle connections are made in the future.
- **Service Network Refinements** – A number of cities have requested that specific service begin sooner to reflect the opening of major transit or infrastructure investments. Service to higher educational facilities was noted, in addition to a request to increase service and connections within geographic areas of the county.
- **Alternative Services** - In general, cities supported an expanded alternative service program. Cities are interested in seeing more clarity on how alternative services will be implemented, with some suggestion that alternative services should be a focus for early implementation. Several cities highlighted the need for alternative services to access underserved areas, industrial job concentrations, and lower density residential areas.
- **Implementation** – Several cities acknowledged the benefit of a six-year implementation program; however, more information should be provided for reconciling near-term and long-term investment priorities.