



## SCA Public Issues Committee AGENDA

June 11, 2014 – 7:00 PM  
Renton City Hall  
Council Chambers, 7th Floor  
1055 S. Grady Way - Renton, WA 98057

1. **Welcome and Roll Call** – Mayor Bernie Talmas, Woodinville, Chair 5 minutes
2. **Public Comment** – Mayor Bernie Talmas, Woodinville, Chair 10 minutes
3. [Approval of minutes – May 14, 2014 meeting](#) 5 minutes  
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4. **Chair’s Report** – Mayor Bernie Talmas, Woodinville, Chair 5 minutes
5. **Executive Director’s Report** – Deanna Dawson, SCA Executive Director 10 minutes
6. [Greenhouse Gas Emissions Targets](#) 20 minutes  
ACTION ITEM  
Page 24  
Doreen Booth, SCA Policy Analyst  
(5 minute update, 15 minute discussion)
7. [Oil Train Safety](#) 10 minutes  
ACTION ITEM  
Page 34  
Lyset Cadena, SCA Senior Policy Analyst  
(5 minute update, 5 minute discussion)
8. [Metro Transit Principles](#) 15 minutes  
ACTION ITEM  
Page 51  
Lyset Cadena, SCA Senior Policy Analyst  
(5 minute update, 10 minute discussion)
9. [King Conservation District Program of Work](#) 15 minutes  
POTENTIAL FUTURE ACTION ITEM  
Page 71  
Deanna Dawson, SCA Executive Director  
(5 minute update, 10 minute discussion)

**10. School Siting Guidance Policy**  
POTENTIAL FUTURE ACTION ITEM 15 minutes  
Page 121  
Doreen Booth, SCA Policy Analyst  
(5 minute update, 10 minute discussion)

**11. Puget Sound Clean Air Agency Representation**  
POTENTIAL FUTURE ACTION ITEM 10 minutes  
Page 127  
Doreen Booth, SCA Policy Analyst  
(5 minute update, 5 minute discussion)

**12. Upcoming Events**

- a) SCA Public Issues Committee Meeting – Wednesday, July 9, 2014 – 7:00 PM  
Kirkland City Hall

**13. For the Good of the Order**

**14. Adjourn**

**Did You Know?**

Did you know that the Board of Health (BOH) adopted e-cigarette regulations in 2010? E-cigarettes have been receiving much media coverage lately, and despite Board of Health regulations being in place since 2010, Public Health has been hearing that the community and businesses are not aware of the BOH’s local regulations around the sale and use of e-cigarettes in King County. There have also been reports that an increasing number of e-cigarette retailers across the county may not know about local regulations, especially new e-cigarette specialty retailers. Public health staff is reaching out to new retailers and providing information about the BOH Code.

Summary of KC BOH Code 19.12 (Electronic Smoking Devices/Unapproved Nicotine Delivery Products):

1. Prohibits selling electronic smoking devices or liquid nicotine to minors under age 18.
2. Prohibits offering free or nominal cost electronic smoking devices or liquid nicotine.
3. Prohibits use of electronic smoking devices in public places/places of employment (same as smoking laws).

To find out more, go to <http://bit.ly/KCBOH19-12>.

# Sound Cities Association

## **Mission**

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

## **Vision**

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

## **Values**

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

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



## **SCA Public Issues Committee DRAFT MINUTES**

**May 14, 2014 – 7:00 PM  
Renton City Hall  
Council Chambers, 7th Floor  
1055 S. Grady Way - Renton, WA 98057**

### **1. Welcome and Roll Call**

PIC Chair Mayor Bernie Talmas, Woodinville, called the meeting to order at 7:03 PM. 32 cities had representation ([Attachment A](#)). Guests present included: John Stilin, Redmond City Council; Benson Wong, Mercer Island City Council; Tamie Deady, Black Diamond City Council; Bob Keller, Sammamish City Council; Layne Barnes, Maple Valley City Council; Stacy Goodman, Issaquah City Council; Dawn Dofelmire, Algona City Council; Carolyn Busch, King County; Matt Kuharic, King County; Megan Smith, King County; Diane Carlson, King County; Craig Kenworthy, Puget Sound Clean Air Agency; Steve DiJulio, Foster Pepper.

### **2. Public Comment**

Chair Talmas asked if any member of the public had any public comment.

Craig Kenworthy, Puget Sound Clean Air Agency (PSCAA) Executive Director, testified that King County is at risk of violating federal standards for clean air. He discussed the possible consequences were the County to fall into nonattainment, including impacts on businesses and potential loss of federal highway dollars. He stressed the importance of the work that PSCAA is doing to reduce emissions. Kenworthy stated that he is happy to answer any questions during the discussion of the agenda item regarding the PSCAA.

There was no other public comment. Talmas closed the public comment portion of the meeting.

### **3. Approval of the March 12, 2014 Minutes**

Councilmember Amy Ockerlander, Duvall, moved, seconded by Councilmember Toby Nixon, Kirkland, to approve the March 12, 2014 meeting minutes.

There was no discussion. The motion passed unanimously.

### **4. Chair's Report**

Chair Bernie Talmas reported that the SCA Executive Committee of the Board met today and is proposing that the PIC look at principles to respond to King County's proposal for transit funding. These proposed principles will be discussed at the end of this meeting as an additional agenda item and the PIC will have the opportunity to bring this item back to the next meeting of the PIC for potential recommendation to the SCA Board of Directors. There was no objection from the membership to adding on this additional item to the end of the agenda.

## 5. Executive Director's Report

Deanna Dawson, SCA Executive Director, followed up on Chair Talmas's comments, and noted that these proposed transit principles are in response to King County Executive Constantine's proposal on Monday regarding a "Community Mobility Contracts program," ([Attachment B](#)) and the City of Seattle's proposal to run a ballot measure within the city to purchase additional transit service ([Attachment C](#)). Dawson introduced SCA's new staff member, Lyset Cadena, who will fill the role of Senior Policy Analysts. Members welcomed Lyset with a round of applause.

## 6. Committee Appointments

Redmond Council President, Hank Margeson, PIC Nominating Committee Chair, reported that the PIC Nominating Committee met on May 5, 2014, at which it approved the minutes of the previous meeting as well as discussed the nominees for the recently vacated member seat on the Domestic Violence Initiative (DVI) Regional Task Force. There were two strong applicants for this position. The PIC Nominating Committee voted to recommend Kent Councilmember Debbie Ranniger for the vacant member seat.

Council President Hank Margeson, Redmond, moved, seconded by Councilmember Ross Loudenback, North Bend, *to recommend to the SCA Board of Directors that Kent Councilmember Debbie Ranniger be appointed as a member to the Domestic Violence Initiative (DVI) Regional Task Force to fill the recently vacated seat.*

There was no discussion. The motion passed unanimously.

Chair Margeson also reported that Nominating Committee members asked SCA to ask the King County Prosecutor's office if the DVI would allow alternate member appointments. Chair Margeson reported that SCA staff reached out to the King County Prosecutor's office and were pleased to have the opportunity to appoint alternates to the DVI. At its May 12, 2014 meeting, the PIC Nominating Committee discussed two nominees for the available alternate seats on the DVI. The PIC Nominating Committee voted to recommend Algona Councilmember Dawn Dofelmire and Auburn Councilmember Yolanda Trout as alternates to the DVI. Margeson reported that there are two additional alternate seats available and encouraged members to apply.

Council President Hank Margeson, Redmond, moved, seconded by Mayor Dave Hill, Algona, *to recommend to the SCA Board of Directors that Algona Councilmember Dawn Dofelmire and Auburn Councilmember Yolanda Trout be appointed as alternates to the Domestic Violence Initiative (DVI) Regional Task Force.*

There was no discussion. The motion passed unanimously.

Chair Margeson reminded members of a recent story where a newborn baby was abandoned near a hospital that would have taken the child, no questions asked. Unfortunately, the baby passed away. The King County Executive has convened a Safety of Newborn Children Task Force to increase the awareness of Washington State's Safety of Newborn Children Law. SCA has been asked to join King County in examining how we can avoid tragedies like this in the future by appointing a representative to the Safety of Newborn Children Task Force. Chair Margeson reported that at the May 12, 2014 meeting, the PIC Nominating Committee reviewed three very strong applicants, had a robust

discussion, and made a difficult decision. The PIC Nominating Committee voted to recommend Tukwila Councilmember Verna Seal to the Safety of Newborn Children Task Force. Council President Hank Margeson, Redmond, moved, seconded by Councilmember Kate Kruller, Tukwila, *to recommend to the SCA Board of Directors that Tukwila Councilmember Verna Seal be appointed to the Safety of Newborn Children Task Force.*

There was no discussion. The motion passed unanimously.

Chair Margeson concluded his report by thanking the applicants.

Chair Talmas thanked the members of the PIC Nominating Committee.

## **7. Puget Sound Clean Air Agency Proposed Rate Increase**

Chair Talmas thanked Craig Kenworthy, Puget Sound Clean Air Agency (PSCAA) Executive Director, for attending the meeting and being available to answer questions. Talmas reported that this issue has been recommended to PIC by the SCA Board of Directors. The SCA Board of Directors sent an initial letter to the PSCAA with concerns about the proposed rate increase.

Deanna Dawson, SCA Executive Director, noted that additional information was sent via email to members earlier this week, including the answers to questions posed by member cities. She explained the time frame for the PSCAA's action on the proposed rate increase, and explained why the Board had asked for emergency action to take place.

Council President, Hank Margeson, Redmond, moved, seconded by Councilmember Toby Nixon, Kirkland, to take emergency action on this item.

Margeson noted that if SCA wanted to have any impact, then emergency action would be necessary, given the timing at the PSCAA. Councilmember Tom Odell, Sammamish, asked about the effect of SCA taking action, and asked who was on the PSCAA Board. Dawson stated that the PSCAA Board of Directors is composed of a representative from King, Kitsap, Pierce, and Snohomish counties; one representative from the largest city in each of the four counties; and a member of the public representative. Dawson also noted that there is an Advisory Committee, and that SCA has learned that there is a seat on that for other cities that has remained vacant for some time. She noted that the PIC may wish to ask for some sort of role for SCA in making that appointment, in order to increase transparency and communication in the future.

Chair Talmas asked Kenworthy if feedback would be considered the PSCAA Board. Kenworthy replied that feedback would be welcome. He noted that they had received feedback from cities in Snohomish County other than Everett asking to implement any rate increase in smaller steps instead of one large increase. Kenworthy also noted that at their last meeting, the PSCAA Board had asked for staff to prepare a scenario wherein the increase would be done in two steps instead of all at once. This was due to feedback from cities.

Margeson noted that Snohomish County cities have weighed in, and SCA should weigh in in a timely fashion as well.

Mayor David Baker, Kenmore, commented that it is important to weigh in. He noted some frustrations that the City of Kenmore had with the agency regarding being asked to use city resources and staff to take on the functions of the agency.

Councilmember Barry Ladenburg, SeaTac, inquired on the PSCAA timeline and if it can be extended. ED Dawson stated that the PSCAA Board is scheduled to take action at its May 22, 2014 meeting, and by law, the PSCAA budget has to be adopted by June.

Councilmember Nancy Tosta, Burien, reported that her council has discussed this but has not adopted a position, and was therefore is not prepared to vote at this time. Dawson reminded members about the process at PIC regarding abstentions.

Chair Talmas stated that in order for the matter to be acted upon tonight, 85% of members must agree that an emergency exists. Chair Talmas called for the vote on whether to declare an emergency, and take action this evening. The motion passed unanimously.

On the substantive issue, Toby Nixon moved, seconded by Amy Ockerlander, Duvall, to recommend that the SCA Board adopt the following policy position:

*Sound Cities Association (SCA) opposes the Puget Sound Clean Air Agency's proposal to increase rates by \$.25 per capita. The proposed increase of 44% or more is too dramatic an increase to be borne by cities in a year, or a biennium.*

Councilmember Toby Nixon, Kirkland, moved, seconded by Councilmember Amy Ockerlander, Duvall, to amend the main motion by adding a third sentence:

*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.*

Chair Talmas opened the floor for discussion on the amendment to the main motion.

Nixon stated that additional information is needed, and that an option to phase in the increase is necessary so that cities aren't hit with an increase all at once. Nixon noted the challenges posed by the timing of PSCAA action. He commented that receiving information may or may not change cities' opinions on whether the increase in dues is warranted. But receiving the information would enable individual cities to weigh in and give feedback to the PSCAA Board on whether they supported the increase.

Mayor Nancy Backus, Auburn, reported that her city met with Kenworthy yesterday and also received a presentation from PSCAA at the Pierce County Cities and Towns meeting to discuss this issue. Auburn agrees with a phased in approach, and appreciates the work being done by the agency.

Councilmember Kate Kruller, Tukwila, reported that Tukwila Mayor Jim Haggerton testified to council on Monday about his meeting with Kenworthy. The Tukwila City Council also opposes the position as originally written. However, the council is supportive of a phased in approach to increasing the rate.

Mayor David Baker, Kenmore, stated that Kenmore is supportive of this motion. Councilmember Chris Roberts, Shoreline, reported that his council had a good discussion and supports the originally drafted position. Regarding the amendment, Shoreline doesn't want to water the statement down, and would therefore oppose the amendment.

Councilmember Tom Odell, Sammamish, stated that his council has not yet discussed this issue formally, but he has sought feedback informally. While noting the good work of the agency, there are concerns re the size of the increase. He noted that the PSCAA has a budget and staff roughly equivalent to that of the City of Sammamish and that Sammamish has not raised taxes in several years but rather have worked with their existing budget. He expressed the view that any increase should be phased in gradually over a number of years. He raised a concern about changing the formula to one that weights more heavily to assessed value, as that would not be fair to cities like Sammamish. He asked that the PSCAA investigate the possibility of including a factor in the formula for communities that are causing greater pollution.

Mayor Matt Larson, Snoqualmie, stated that his city is supportive of the amendment to the main motion. He noted that from his review of the PSCAA strategic plan, many of the goals contained therein may be worthy, but not strictly necessary. He supported getting more information in order to get to learn how the proposed rate increase would be spent by the agency.

Councilmember Amy Ockerlander, Duvall, reported that her council has concerns about the size of the increase, percentage of the increase, and lack of information as of last Thursday. Since then more information has been provided, but not in time for the council to take a formal vote. Ockerlander commented that it's important to have the information readily available, especially for a smaller city with limited staff.

Councilmember Andy Rheume, Bothell, reported that Bothell is supportive of the rate increase and feels it's very important work for our region.

Vice Chair Marlla Mhoon, Covington Councilmember, inquired if the PSCAA's budgets, policies, and records are available to the public on its website. Kenworthy replied that while those items are all available to the public, he was interpreting the amendment to break down all of the costs. Some strategies are more easily broken down than others due to levels of complexity determined by the location of the issue.

Kruller expressed concern that while the amendment states that we do not have sufficient information, the main motion jumps to the conclusion that we should oppose an increase. She noted the importance of the air we breathe and its quality. Kruller provided an example of diesel fumes going into a school in Pierce County. She stated that information on PSCAA is available, and members should seek it out rather than opposing the increase.

Councilmember Bill Boyce, Kent, reported that Craig Kenworthy attended a Kent council meeting. The increase is going to be approximately \$25,000 for the city of Kent. Boyce stated that the city understands the importance of the work of the PSCAA and that it was important to support the increase.

Larson stated that the City of Snoqualmie understands the importance of clean air, and has been a regional leader on efforts to address climate change. Nonetheless, the city supports the amendment to send a message to the PSCAA that asking for an increase of this magnitude requires additional public outreach.

Councilmember Barry Ladenburg, SeaTac, noted that this wasn't about whether a city supports clean air. It is about whether a 44% increase is acceptable. He noted it was hard to tell whether the increase was needed to maintain the current level of work, to implement something new, or if something has not been managed correctly within the agency.

Chair Talmas called for a vote on the motion to amend the main motion as follows:

*The Sound Cities Association (SCA) opposes the Puget Sound Clean Air Agency's 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.***

The motion passed 23-8-1. The cities of Algona, Auburn, Black Diamond, Clyde Hill, Covington, Des Moines, Duvall, Enumclaw, Federal Way, Issaquah, Kenmore, Kirkland, Maple Valley, Mercer Island, Newcastle, Normandy Park, Pacific, Redmond, Renton, Sammamish, SeaTac, Snoqualmie, and Woodinville voted yes. The cities of Beaux Art Village, Bothell, Carnation, Kent, Lake Forest Park, North Bend, Shoreline, and Tukwila voted no. Burien abstained from the vote.

Chair Talmas invited further discussion on amended motion.

Councilmember Marlla Mhoon, Covington moved, seconded by Councilmember Chris Roberts, Shoreline, to amend the motion to include that the PSCAA add SCA representation on its Advisory Council.

Baker asked if this could be dealt with as a separate motion. Odell agreed.

The maker and seconder of the motion concurred that this should be treated as a separate motion, and withdrew the motion.

Chair Talmas asked if there was any further discussion on the amended motion.

Councilmember Tola Marts, Issaquah, noted the continuing financial crisis that many cities are still dealing with. He was supportive of the motion, as not enough information had been provided to justify the increase. He noted that he was skeptical of requests for additional funding for public agencies without sufficient justification. He also noted that he had done some independent research on tropospheric ozone.

Councilmember Chris Roberts, Shoreline, noted that there were many agencies that cities are members in (SCA, AWC, NLC, etc.) doing good work He expressed concerns about what would happen if all of them were to come forward and asking for large rate increases, and the impact to

cities. He expressed a preference for increases being more manageable, such as limited to the rate of inflation.

Kruller stated that this appears to be a communication issue and that no one has said that the PSCAA work is not valid.

Backus commended the PSCAA for not raising rates for several years and working toward getting Pierce County out of its nonattainment status. In hindsight, it might be better to increase the rates a little each year rather than all at once.

Mayor Mary Jane Goss, Lake Forest Park, reported that her council hasn't had a discussion on this topic. As mayor, she stated that Lake Forest Park supports PSCAA and its work, especially since Lake Forest Park is a downstream city in the watershed.

Margeson said while Redmond supports clean air, it is taken aback by a 44% increase. While there had not been a base rate change since at least 2008, a 3% increase per year would not be as much as 44%. He felt the agency needed to do some prioritization, and demonstrate what the \$.25 per capita increase would be used for.

Council President Margeson, Redmond, moved, seconded by Mayor Nancy Backus, Auburn, to amend the amended motion to add a fourth sentence: SCA supports implementation of \$.15 per capita increase in 2015, \$.05 in 2016, and \$.05 in 2017.

Baker stated that Kenmore has asked for help from PSCAA with installing air quality monitors, but was told that even if the city paid for them, it can't be done. Baker added that he'd like to see information on how this additional money is going to be used in communities.

Councilmember Amy Ockerlander reported that without further discussion with her council, she will have to oppose this amendment.

Vice Chair Mhoon stated that Covington is supportive of a two-year step increase, but questions if there is enough information to dictate the PSCAAs budget for the next three years.

Marts noted that Issaquah agrees that funding environmental programs is of critical importance, and that there are many important environmental issues facing our state. However, on the issue of air quality, Washington is doing fairly well, and he therefore questioned whether this was the best place to spend scarce resources. He continued that even a \$.15 per capita rate is very high, approximately a 23% increase.

Kruller stated that Tukwila can support this amendment.

Councilmember Jeanette Burrage, Des Moines, stated that this increase is too much money.

Chair Talmas called for the vote. The motion failed.

Chair Talmas asked if there was any further discussion on the amended main motion.

Mayor Jim Berger, Carnation, reported that Carnation opposes this increase. It's too much money for a small city to bear. He questioned whether his city was getting good value from the dollars they already give to the agency.

Ladenburg questioned whether the dollars were being spent on the right programs. He noted how much cleaner vehicle emissions were these days. He raised a question about the impact of the airport on air quality. He noted the recent failure of Proposition 1 and the increased cars that would be on the road. He questioned whether we had our priorities and objectives right in terms on reducing emissions.

Kenworthy noted that the PSCAA does not have jurisdiction over emissions caused by SeaTac airport.

Kruller noted that SCA has a policy of not taking positions that would harm a member city. She expressed her view that all cities would be harmed if this rate increase were not approved.

Larson said that Snoqualmie will support this motion. He raised a question about the assessed value method for determining rates. Kenworthy commented that the method used will be the 50:50 method (half based on population, half on assessed valuation). Larson thanked him for the clarification.

Backus referred members to page 57 of the PIC packet for further information on the rate calculation.

Councilmember Dan Grausz, Mercer Island, reported that his city will be voting against this motion, although it was in favor of the amendment proposed by Redmond. Mercer Island supports the work of the agency and does not want to simply oppose an increase. He was supportive of SCA requesting representation on the PSCAA Advisory Council.

Chair Talmas called for the vote on the amended main motion. The motion passed 23-8-1. The cities of Algona, Beaux Arts Village, Black Diamond, Carnation, Clyde Hill, Covington, Des Moines, Duvall, Enumclaw, Federal Way, Issaquah, Kenmore, Kirkland, Maple Valley, Newcastle, Normandy Park, Pacific, Renton, Sammamish, SeaTac, Shoreline, Snoqualmie, and Woodinville voted yes. The cities of Auburn, Bothell, Kent, Lake Forest Park, Mercer Island, North Bend, Redmond, and Tukwila voted no. Burien abstained from the vote.

Councilmember Chris Roberts, Shoreline, moved, seconded by Councilmember Amy Ockerlander, Duvall, to bring back to the next meeting of the PIC a policy position requesting a position on the Puget Sound Clean Air Agency (PSCAA) Advisory Council.

Ladenburg asked that staff bring back additional information on the role of the advisory body, and responsibility of members on that body. Staff indicated that they would work with Kenworthy to get that information for members.

There was no further discussion. The motion passed unanimously.

## **8. Greenhouse Gas Emissions Targets**

Doreen Booth, SCA Policy Analyst, reported that in 2013, the King County Council adopted countywide planning policies (CPPs), which included a policy requiring the establishment of a countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels. Since 2013, cities and King County, through the King County Cities Climate Collaborative (K4C) have been working on determining a proposed target. Booth stated that the GMPC is tasked with making a recommendation to the King County Council on GHG reduction targets in order to comply with this policy. Booth reported that SCA's GMPC caucus met recently to review the proposed target. The caucus asked how realistic it is to achieve the target; the answer from K4C staff members was that the goal is ambitious but achievable. Booth noted that some cities in King County have already adopted the 2050 target being proposed.

Councilmember Jeanette Burrage, Des Moines, inquired if there is information on the costs. Booth responded that there are a number of options that range from adopting policies, to actions that will have an upfront cost, but then lead to cost savings over time. Dawson added that each city can choose individual projects. Booth directed members to page 89 of the PIC material packet where there are examples of programs and projects.

Chair Talmas asked if a member would like to make a motion.

Mayor David Baker, Kenmore, moved, seconded by Councilmember Kate Kruller, Tukwila, to bring the following policy position back to the next meeting of the PIC:

That the GMPC approve countywide greenhouse gas (GHG) emissions reduction targets of 25% below 2007 levels by 2020; 50% below 2007 levels by 2030; and 80% below 2007 levels by 2050.

Baker noted that the target was ambitious, but achievable and said we should try to attain the targets.

Council President Hank Margeson, Redmond, noted Redmond has a number of questions. Margeson noted that the staff reports states that global temperature increases should be limited to no more than 2° C compared to 1900, and asked what the temperature was in 1900. Margeson also asked what the greenhouse gas emissions were in 2007. He also asked for the target amounts of reductions for the years 2020, 2030 and 2050. Margeson also asked how we are doing when compared to the U.S, Mayors Climate Action Plan target of 7% below 1990 levels. And lastly, Margeson stated that not all greenhouse gasses are created equal or created in King County and asked how we measure GHG emissions from things that are made outside King County and brought in.

ED Dawson stated that staff would provide responses to questions asked at the PIC within one week.

Mayor Matt Larson, Snoqualmie, stated that Snoqualmie is in support of the proposed targets and he encouraged other cities to join the K4C.

Mayor Dave Hill, Algona, supported moving the proposed targets forward and supports getting answers to Redmond's questions.

Councilmember Tola Marts, Issaquah, stated that Issaquah strongly supports the proposal. Marts noted that he believes this is one of the preeminent issues in our society, ranked just below global nuclear warfare. Marts also noted that there are climate change is occurring right now, noting that some tropical diseases like dengue fever are now being seen in Florida. Marts further noted that this allows cities to spotlight sustainable building standards.

Councilmember Bill Boyce, Kent, supports moving the proposed policy forward. Kent does not want this to lead to unfunded mandates. Boyce also asked for further information on whether the targets were achievable.

Councilmember Tom Odell, Sammamish, noted air pollution issues he had encountered in his work at Boeing and in the People's Republic of China. Odell said that Sammamish would likely support the targets but noted they will also be concerned about unfunded mandates arising from the targets.

Councilmember Barry Ladenburg, SeaTac, said SeaTac was supportive of the proposal and noted healthy communities are part of their vision. Ladenburg also noted that SeaTac may have concerns as to where the pollution is coming from.

Mayor Bernie Talmas, Woodinville, stated that he supported bringing the position back to the next meeting. Talmas asked for further information on what impact the targets would have on cities' comprehensive plans and development regulations.

The motion passed unanimously.

## **9. Oil Train Safety**

Chair Talmas reported that this issue was raised by Councilmember Bill Peloza, Auburn, at the Regional Policy Committee (RPC) and asked Lyset Cadena, SCA Senior Policy Analyst, to provide an overview.

Cadena reported that Washington has been experiencing a dramatic increase in the amount of oil moving through the state as well as an unprecedented change in the way oil is transported. Crude oil shipments arriving by tanker to Washington refineries is declining and is being replaced by crude oil shipments by rail from the Bakken formation in North Dakota. The U.S. Department of Transportation Pipeline and Hazardous Materials and Safety Administration has determined that crude oil from the Bakken formation is prone to ignite at a lower temperature compared to oil from elsewhere, presenting a serious public safety concern. Recent derailments, spills, and fires such as the derailment in Lac-Megantic, Quebec, and Lynchburg, Virginia, illustrate the potential impacts to public safety and economic disruption that could result from the transport of petroleum by rail. Cadena read the draft policy position.

Chair Talmas asked if Peloza had any additional information. Peloza stated that he is the chair of the National League of Cities (NLC) Energy, Environment & Natural Resources Committee, which is working to adopt a petroleum transport by rail resolution by the end of this year.

Mayor Dave Hill, Algona, moved, seconded by Councilmember Kate Kruller, Tukwila, to bring back the following potential policy position to the next meeting of the PIC:

*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) supports asking 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.*

During discussion of this motion, Councilmember Tom Odell, Sammamish, stated that this is a major issue and he is dealing with this issue on the NLC Transportation & Infrastructure Services Committee. Odell continued that this is a federal issue and efforts have to be aimed at the federal government.

Councilmember Toby Nixon, Kirkland, noted that the verbiage of the position as drafted was challenging, suggested that policy position should be broken up into multiple paragraphs for greater ease of reading. He also asked if line four could be amended from "supports asking" to either "supports" or "asks."

Councilmember Barry Ladenburg, SeaTac, shared concern that oil trains, as well as coal trains, are very long and will split a city for long periods in time during travel. Ladenburg continued that our region doesn't have the infrastructure to support this and asked that adding language to address this public safety concern.

Hill reported that he is the Chair of the Valley Regional Fire Authority and shared concerns that the rail cars carrying this more unstable crude oil are marked the same as other rail cars carrying less explosive types of crude oil. There are empty rail cars in between those carrying the oil and it's very dangerous for firefighters. Hill would like to see the cars containing this substance to be marked differently for safety reasons.

Kruller stated that trains carry all kinds of volatile products, and asks that the new construction of the rail cars be changed, and that substandard rail cars be retrofitted.

Councilmember Dini Duclos, Federal Way, reported that the Regional Policy Committee (RPC) raised the issue of the ability for emergency medical services to get through the long trains. The RPC did address the issue of constructing the walls of the rail cars to a greater thickness. Duclos stated that there is a lot of concern and many more questions need to be raised, one of which should be who maintains the rails. Duclos reported that there was a derailment in Grays Harbor County earlier in the week.

The motion passed unanimously.

## **10. King Conservation District**

Deanna Dawson, SCA Executive Director, gave background on this item. She noted that it was on for discussion tonight, with a possible policy position on KCD work plan and budget coming forward in June and July, in advance of these items going to the County Council by August 1. Dawson reported on the work of the KCD Advisory Committee, noting that they have been meeting very frequently. She commended KCD for their outreach and increased transparency. The draft work plan before the PIC for discussion was drafted based on input from the committee. She noted that SCA has a previously adopted position regarding the KCD opposing any rate increase. The issue before the PIC will be whether these new programs suggested by the Advisory Committee are valued by cities, and whether cities therefore would support an increase to support the programs and if so, should the rate be increased all at once, or in phases.

Carnation Mayor Jim Berger, KCD Advisory Committee vice chair and SCA caucus chair; Tukwila Councilmember Kate Kruller, SCA caucus vice chair; and Lake Forest Park Mayor Mary Jane Goss, SCA alternate were all present at the meeting.

Berger clarified that the funding does not come from each city's budget, but rather as a per parcel charge to property owners. Dawson agreed, noting also that by law the highest charge is \$10 per parcel, and that a good portion is put back into cities through the maintenance of jurisdictional grants that fund projects in each city.

Mayor Dave Hill, Algona, reported that the current working relationship between the KCD and cities is night and day from years ago when he was the SCA caucus chair and he supports bringing this back to the next meeting of the PIC.

Kruller reported that the programs are well thought out and included in the PIC packet on 113, and page 114 provides the time table for the work of the KCD Advisory Committee.

Vice Chair Mhoon stated that she has worked individually with the KCD staff and values promotion of individual stewardship, educational programs, small grant programs, and their work to be more visible. Mhoon has asked KCD Executive Director Sara Hemphill to provide the KCD e-newsletter to all councilmembers in the county.

Councilmember Toby Nixon, Kirkland, commented that the report is very detailed with price tags associated with all programs, and can understand exactly what the KCD is proposing. Nixon continued that he has no problem supporting it, and would like the report to be used as a template for other organizations such as the Puget Sound Clean Air Agency. He asked that Dawson provide this information to the PSCAA. Other members concurred.

Councilmember Nancy Tosta, Burien, reported that Burien is supportive of this issue. Recently, Tosta attended the King County Farm Roundtable where the KCD was present and supported local foods. Tosta continued that this issue is important from many angles including greenhouse gas emissions to health.

Councilmember Janie Edelman, Black Diamond, stated that her city is supportive and that it's important for her small city, especially with the large watershed with which it's associated.

Relieving Auburn Mayor Nancy Backus, Councilmember Bill Peloza, Auburn, commented that the Auburn International Farmers Market benefits from the work of the KCD. The farmers market was started with funding from a KCD grant. He continued that citizens, farmers, and fish all benefit from this project, and Auburn is supportive.

Goss commented that the KCD Advisory Committee has been fun to work on, and found the regional effort very refreshing. Goss stated that it's important that part of the work of the KCD include urban farming.

Council President Hank Margeson, Redmond, reported that increasing the rate to \$10 per parcel is a 97% rate increase. Margeson shared concerns that the King County Flood Control District was put in charge of managing the funds because the KCD wasn't able to in the past. He continued that while the list of proposed programs is impressive, it's still a large increase in rates and reads as a wish list. Dawson noted that this item was on the agenda to get this sort of feedback.

Mayor Matt Larson, Snoqualmie, commented that this is exactly what was needed to see the value of the work of the KCD. Previously, the KCD was not transparent, but that has now changed. Larson thanked the members who have worked with the KCD on this process.

Kruller commented that she was excited to receive feedback and that many have seen a difference and improvement in the KCD.

Berger stated that the KCD staff did a good job putting this information together and commended them for listening to the concerns of cities. Berger responded to Redmond's concerns that the list was developed by KCD staff as a response to what cities asked them to do in 2013. KCD came up with a plan to achieve all of the requested projects, and if all of the projects are desired, then the KCD can complete them with a rate increase to \$10 per parcel. In the alternative, they could be phased in. Or, no new programs could be added. The Advisory Committee was seeking feedback from the PIC on this.

Hill noted that previously, \$5 of the \$10 per parcel went to funding the Water Resource Inventory Areas (WRIA).

Peloza stated that the KCD funds projects for rivers and fish, and without it WRIA 9 cannot accomplish many projects.

Councilmember Barry Ladenburg, SeaTac, asked for some additional information on work that the KCD is currently doing. Dawson clarified that the programs detailed in the PIC materials were new programs. No rate increase would be needed to continue existing programs.

Dawson asked that all feedback and questions be sent to her, [deanna@soundcities.org](mailto:deanna@soundcities.org), as soon as possible so that the KCD has time to provide information prior to the next meeting of the PIC. The KCD has been working along with the PIC time frame, and it is an aggressive time frame to complete all work by August.

## 11. Transit Plan Principles

Deanna Dawson, SCA Executive Director, reported that the Executive Board of SCA met to discuss the Community Mobility Contracts Program proposed by Executive Constantine on Monday, and the proposal released on Tuesday by Seattle Mayor Ed Murray to run a levy in November to preserve transit service in Seattle. The Executive Board also met with King County Council Chair Larry Phillips and Executive Constantine yesterday and shared their concerns about balkanizing the transit system, and expressed the need for keeping Metro Transit a truly regional system. The Executive Board drafted seven principles for discussion and possible adoption by the PIC. Dawson passed around handouts regarding the county and city of Seattle's proposals ([Attachment B](#)) as well as a handout concerning the SCA Executive Board's proposed principles ([Attachment C](#)) and stated that the PIC has the opportunity to vote to bring this item back to the next meeting of the PIC.

Mayor Dave Hill, Algona, moved, seconded by Councilmember Amy Ockerlander, Duvall, to bring the following principles back to the next meeting of the PIC:

1. We must keep METRO as a regional transit system.
2. METRO reforms need to be explored, understood, and communicated clearly.
3. We ask Seattle to sunset any transit tax increase after no more than three years and re-engage in a system-wide Financial Plan.
4. Through the Regional Transit Committee (RTC), define a minimum level of service standard for all communities in order to preserve connections and service throughout King County.
5. We want consistent and transparent reporting from METRO on financial and service data.
6. Review the Productivity Model to ensure travel to centers is evaluated fairly.
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.

Chair Talmas asked if there was any discussion of this issue.

Councilmember Tom Odell, Sammamish, commented that he attended the pre-PIC workshop and that this is just a band aid on the issue. He expressed concern on whether Seattle acting alone would provide a convenient excuse for legislators to avoid passing a statewide transportation package.

Mayor Matt Larson, Snoqualmie, noted a concern that the Communities Mobility Contract Program could become permanent, rather than a temporary band aid. Larson noted any use of such contracts should be time limited.

Mayor Dave Hill, Algona, stated that this should move forward and that #7 on the list is important. He noted we had a coalition last year but that transportation is not now being addressed in a statewide fashion. He further noted that this would lead to richer cities funding their own buses, while other cities fell further behind.

Councilmember Chris Roberts, Shoreline, noted that Seattle's proposal was under the Transportation Benefit District (TBD). He asked whether there was a built in sunset with the TBD. Diane Carlson, King County, noted that the voters have to approve the sales tax increase every ten years, but there was no built in sunset for the license fee.

Councilmember Tola Marts, Issaquah, liked that SCA is trying to craft something positive. Marts added that this vote on Proposition 1 should not be viewed as saying that cities on the eastside did not want transit. He noted that his city and others have supported transit measures in the past. There was a large gap in his city between how voters have supported previous measures, and the lack of support for this measure.

Mayor Larson reviewed the voting results tracked with the service provided in specific geographic areas. Larson noted that if voters didn't get service, they didn't vote for the proposition, while voters who already get good transit service supported it.

Councilmember Barry Ladenburg, SeaTac, asked about the opportunity to buy additional services that did not correspond to routes being cut.

Council President Hank Margeson, Redmond, suggested that the first principle should be reworded to state "Metro must remain a regional transit system."

Chair Talmas called for the question on bringing the seven principles back for possible adoption at the next PIC meeting. The motion passed unanimously.

Dawson asked that members share these with your councils and staff, and contact [Deanna@soundcities.org](mailto:Deanna@soundcities.org) if you have feedback or questions prior to next month's PIC meeting.

## **12. Upcoming Events**

- a) SCA Women's Leadership Breakfast – Thursday, May 15, 2014 – 7:30 AM Aljoia Mercer Island
- b) The next SCA Networking Dinner – Wednesday, May 28, 2014 – 5:30 PM  
Renton Pavilion Event Center – Governor Jay Inslee, Keynote Speaker
- c) The next Public Issues Committee Meeting – Wednesday, June 11, 2014 – 7:00 PM  
Renton City Hall

## **13. For the Good of the Order**

Councilmember Dini Duclos, Federal Way, said the RPC had discussed marijuana regulations at the RPC caucus earlier in the day. The caucus would like SCA to develop a survey to provide information as to where SCA members' are in terms of regulations and moratoria. Mayor Talmas agreed such a survey would be helpful. It was agreed that planning directors would be the best source of information. Doreen Booth was tasked with bringing this item to the planning directors, in order to compile a comprehensive list of city regulations. The regulations could also be shared with MRSC.

Councilmember Amy Ockerlander, Duvall, shared that Duvall's new police chief, promoted from within the department, is being sworn in on May 22.

Councilmember Tola Marts, Issaquah, noted that Issaquah's police chief had just retired and Issaquah had also promoted a new chief from staff.

Mayor Dave Hill, Algona, said his city's police chief had also retired and Algona had a new interim chief.

Duclos noted that Federal Way also had a new police chief.

**14. Adjourn**

The meeting was adjourned at 9:19 PM.

**2014 Roll Call – Public Issues Committee Meeting  
May 14, 2014**

<b>City</b>	<b>Representative</b>	<b>Alternate</b>	<b>Other</b>	<b>Staff</b>
<b>Algona</b>	Dave Hill	Dawn Dofelmire		
<b>Auburn</b>	Nancy Backus	Bill Peloza		
<b>Beaux Arts</b>	Tom Stowe	Richard Leider		
<b>Black Diamond</b>	Janie Edelman	Tamie Deady		
<b>Bothell</b>	Andy Rheame	Tom Agnew		
<b>Burien</b>	Nancy Tosta	Stephen Armstrong		
<b>Carnation</b>	Jim Berger	Lee Grumman		
<b>Clyde Hill</b>	Barre Seibert	George Martin		
<b>Covington</b>	Marlla Mhoon	Margaret Harto/Jeff Wagner		
<b>Des Moines</b>	Melissa Musser	Jeanette Burrage		
<b>Duvall</b>	Amy Ockerlander	Scott Thomas		
<b>Enumclaw</b>	Mike Sando	Liz Reynolds		
<b>Federal Way</b>	Dini Duclos	Jeanne Burbidge		
Hunts Point	Joseph Sabey			
<b>Issaquah</b>	Tola Marts	Stacy Goodman		
<b>Kenmore</b>	David Baker			
<b>Kent</b>	Bill Boyce	Dennis Higgins		
<b>Kirkland</b>	Toby Nixon	Shelley Kloba		
<b>Lake Forest Park</b>	Catherine Stanford	Tom French	Mary Jane Goss	
<b>Maple Valley</b>	Erin Weaver	Layne Barnes		
Medina	Michael Luis			
<b>Mercer Island</b>	Dan Grausz	Benson Wong		
Milton	Jim Manley	Debra Perry		
<b>Newcastle</b>	Lisa Jensen	John Drescher		
<b>Normandy Park</b>	Shawn McEvoy	Susan West		
<b>North Bend</b>	Ross Loudenback	Ken Hearing		
<b>Pacific</b>	Leanne Guier	Vic Kave		
<b>Redmond</b>	Hank Margeson	John Stilin		
<b>Renton</b>	Ed Prince	Denis Law		
<b>Sammamish</b>	Tom Odell	Bob Keller		
<b>SeaTac</b>	Barry Ladenburg	Mia Gregerson		
<b>Shoreline</b>	Chris Roberts	Chris Eggen		
Skykomish	Henry Sladek			
<b>Snoqualmie</b>	Kingston Wall	Matt Larson		
<b>Tukwila</b>	Kate Kruller	Verna Seal		
<b>Woodinville</b>	Bernie Talmas	Susan Boundy-Sanders		
SCA				Deanna Dawson Kristy Burwell Lyset Cadena Doreen Booth

Electeds present are highlighted in gray. Cities represented are **bolded**

## Community Mobility Contracts Program

Metro's Community Mobility Contracts program allows cities to purchase transit service above what Metro is currently able to provide given current financial constraints. This program should not be viewed as a permanent solution to the region's transit funding challenges, but rather as an option for cities to enhance or restore transit service. The program is similar to Metro's existing Service Partnership Program, but allows for a more significant investment that covers the full cost of providing service.

The Community Mobility Contracts program is based on three principles:

- Contracts must reflect the full cost of providing the service.
- Contracts cannot come at the expense of other cities or the regional allocation of service.
- The program is intended as a bridge to keep buses on the street until the state legislature provides a sustainable funding tool for local transportation needs.

### How the Community Mobility Contracts Program will work

Under this program, any city or group of cities in King County can contract with Metro to avoid planned cuts. The program could also provide enhanced transit services to advance a community's economic, planning and development, and livability goals. Contracted services give cities the flexibility to tailor transit services to meet unique local transportation needs.



The program is based on a contracted service model. Cities can invest in additional transit hours beyond the countywide level of service provided by Metro. Cities participating in this program will pay the full cost associated with the enhanced level of service.

There are several reasons why cities may consider a contracted services model:

- Preserve service slated for cuts: Cities can choose to invest in routes that are proposed to be reduced or eliminated.
- Enhance service on underserved corridors: Metro's 2013 service review found that more than 500,000 additional hours of bus service are needed annually to meet demand throughout the County. Many of the hours are to be needed to adequately serve underserved corridors that connect important employment and educational centers. Cities could choose to invest in meeting this existing demand.
- Tailored service: Cities could use this program to develop services tailored to their unique community needs. Cities can contract for enhanced services such as circulators and shuttles.

Metro will offer technical assistance to interested cities to help identify service investments that meet the communities' transit and economic objectives. Once a contract is signed, service would begin at the time of Metro's next quarterly service change, when practical.

### Maintaining a regional transit system

Metro's regional bus service is essential to maintaining a strong economy and mobility throughout King County. The county remains committed to finding a sustainable funding source to restore and grow regional transit service to meet the large and growing demand. The Community Mobility Contracts program provides an option for cities to offset transit

service cuts or tailor an enhanced form of transit service, during the near term, when the current system will experience service reductions.

### **Metro's service reduction proposal**

This approach to contracting service does not solve Metro's financial situation. In the absence of new revenue, the Metro will have to reduce 550,000 service hours, or 16 percent, based on current projected revenues. Contracted services can be used by cities to help restore lost service hours.

### **Metro's service guidelines**

Metro uses adopted service guidelines to plan where to add or reduce bus service, and these guidelines will be used to help jurisdictions identify routes that could provide productive service and meet the needs of their communities.

Every year, Metro analyzes our transit system using the service guidelines. The 2013 analysis identified 58 corridors in which the current service level does not meet ridership demand in one or more time periods of the day. These corridors could be candidates for city investments in transit service.

Cities could also invest in preserving service that Metro has proposed to eliminate or reduce in response to the funding shortfall. Metro planned these reductions following the service guidelines. The first priority in the guidelines is to cut the lowest performing service—service that carries fewer people or carries them for shorter distances to fewer of the places the route goes. The second priority is to restructure service—changing a group of routes in an area so the network serves the most riders and costs less to operate, and cuts have the least impact on our riders. In the case of the current shortfall, Metro is also recommending third priority reductions--cutting services that are not the lowest performing.

Use of the guidelines can help ensure that communities keep service where it is needed most: highly productive routes that carry many riders, low-income and minority communities where many people rely on buses, and routes that get people to key destinations across King County.

King County Metro Transit  
King Street Center, KSC-TR-0415  
201 S Jackson St  
Seattle, WA 98104

Questions or comments? Please email [MetroTransitGM@kingcounty.gov](mailto:MetroTransitGM@kingcounty.gov)

# Preserving Metro Transit Service

\$40 Million Seattle funding plus \$3 Million Regional Partnership Fund

## The Mayor's Plan

To preserve Metro bus service in the City of Seattle and along key inter-city routes, Mayor Murray is proposing a transit funding plan, expected on the November 2014 ballot. Through the following two revenue sources, the plan would generate \$45 million per year:

**\$60 vehicle fee:** Approximately \$24 million per year

**0.1% sales tax:** approximately \$21 million per year

Of the \$45 million:

**\$40 million** would be used to preserve the vast majority of service that would otherwise be cut in second, third, and final rounds of cut during 2015.

**\$3 million** would establish a Regional Partnership Fund to partner with key suburban cities and employers to maintain cross-jurisdiction routes.

**\$2 million** would establish a \$20 low-income vehicle fee rebate.

The first round of Metro service cuts are scheduled to occur in September 2014. Because this funding plan cannot be approved in time to avoid first round cuts, the Mayor plans to reallocate existing SDOT funds to retain night-owl service hours that would be lost.

Funding could be phased out starting in 2016 if new regional revenue is approved in 2016.

## 90% Reduction in Rider Impacts

Full Metro cuts would impact more than 110,000 Seattle boardings, or approximately 55,000 people, per average weekday.

The Mayor's City of Seattle funding measure would prevent significant impacts on nearly 100,000 of those boardings.

## \$3M Regional Partnership Fund

The City of Seattle will partner with other cities, employers, and King County to preserve key peak hour service. Partners will identify their top priorities for protecting Metro routes that connect suburban residents with Seattle employers and institutions.

The City of Seattle will contribute up to 50% toward the cost of partner services. Partnerships might center on peak-period commuter routes to Seattle such as (examples only):

- Bellevue, Issaquah: Route 215, I-90 to Downtown via Eastgate
- Kent: Route 158, East Hill to Downtown
- Lake Forest Park, Shoreline: Routes 304 and 308, Richmond Beach and Horizon View to Downtown via I-5 and N. 145th Street
- Renton: Route 167, Renton Transit Center to University District

## King County Metro Participation

Under this plan, King Country Metro would collaborate with the City of Seattle to finalize use of funds and recognize the City's authority to allocate funds, while the City recognizes the need to honor Metro's Service Guidelines with flexibility to address specific demands.

Metro would commit: To continuing efforts to improve efficiency, to minimizing the amount of capital and overhead included in cost per service hour, and to the pre-cut plan of replacing the entire electric trolley bus fleet with modern electric trolleys.



June 11, 2014  
SCA PIC Meeting

**Item 6:**  
Greenhouse Gas Emissions Targets  
*Action Item*

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**SCA Staff Contact**

Doreen Booth, Policy Analyst, [Doreen@soundcities.org](mailto:Doreen@soundcities.org), 206-433-7147

**GMPC Members:**

Maple Valley Councilmember Layne Barnes (caucus chair); Shoreline Deputy Mayor Chris Eggen; Sammamish Councilmember Tom Odell; Renton Councilmember Ed Prince; Covington Mayor Pro Tem Jeff Wagner; Issaquah Councilmember Tola Marts; Mercer Island Councilmember Debbie Bertlin (alternate); Black Diamond Councilmember Tamie Deady (alternate); Pacific Mayor Leanne Guier (alternate); Redmond Councilmember John Stilin (alternate).

**Potential Action:**

**To recommend the following policy position to the SCA Board of Directors:**

Sound Cities Association supports the countywide greenhouse gas (GHG) emissions reduction targets of 25% below 2007 levels by 2020; 50% below 2007 levels by 2030; and 80% below 2007 levels by 2050.

**Background**

The proposal to set countywide greenhouse gas (GHG) emissions reduction targets was first presented at the March 12, 2014 SCA pre-PIC workshop and PIC meeting. There was a request for a one page document on the proposal; that document is attached ([Attachment A](#)). More detailed background information can be found in Agenda Item 8, page 68, of the [May 14, 2014 PIC packet](#).

The proposed position, that SCA support the countywide greenhouse gas (GHG) emissions reduction targets of 25% below 2007 levels by 2020; 50% below 2007 levels by 2030; and 80% below 2007 levels by 2050; was brought forward at the May 14, 2014 PIC meeting. A number of questions were raised at that meeting; the responses to those questions are included here as [Attachment B](#). The PIC unanimously supported bringing the position back for potential action in June. Subsequent to the PIC meeting, additional questions were submitted by the town of Beaux Arts Village. The responses to those questions will be provided prior to the PIC meeting.

**Proposed EN-17**

In 2013, the King County Council adopted Countywide Planning Policies, which included 21 policies addressing the Environment (EN). The following policy is the currently adopted EN-17, the countywide planning policy that addresses the greenhouse gas emissions reductions target:

EN-17 Establish a countywide greenhouse gas reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels.

The proposed replacement policy for EN-17 setting a greenhouse gas emissions reduction target was anticipated to read:

**EN-17** Establish countywide greenhouse gas emissions reduction targets, compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050.

The Growth Management Policy Council (GMPC) had a briefing on the proposed policies on May 21, 2014. At that meeting, a revised EN-17 was proposed:

*Reduce community level sources of greenhouse gas emissions, compared to a 2007 baseline, by at least 25% by 2020, 50% by 2030, and 80% by 2050. For geographic-based emissions, assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) by 2020, 5 MTCO<sub>2e</sub> by 2030, and 1.5 MTCO<sub>2e</sub> by 2050.*

The proposed policy differs from the previously proposed policy in several important ways. First, the language refers to reducing “community level sources” of greenhouse gas emissions, rather than establishing a countywide target. It also adds the words “at least” to the targets. Finally, the policy also included the translation of the target into a per capita perspective.

The first change (reference to “community level sources” rather than a countywide target) may be of concern to cities, given that this may be misinterpreted as requiring that targets be met on a city by city basis, rather than an aspirational, countywide target. County staff has noted that this is not the intent of the policy. In order to ensure that the policy is not misinterpreted in the future, the PIC may wish to adopt as part of its policy position a request that this new “community level sources” language be removed.

A number of GMPC and PIC members have raised questions about the likelihood of achieving the targets. Responses from the King County Cities Climate Collaborative (K4C) indicated that the targets were ambitious but achievable. Adding the “at least” language seems to change the intent of policy from working toward an aspirational target, to requiring progress toward a set goal. The PIC may therefore wish to adopt as part of its policy position a request that this newly added “at least” language be removed.

The newly added language translating the target into a per capita perspective would appear to be responsive to city requests for additional clarity about the real world impact of these targets, and the metrics that will be used to evaluate success. As such, this additional language may be viewed as helpful. On the other hand, some cities may have concerns about whether this new language could be viewed as setting “hard” targets that must be met, rather than an aspirational target.

The PIC may wish to consider adoption of an alternate version of EN-17, more consistent with the language previously considered by cities:

**EN-17** Reduce countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050. For geographic-based emissions, assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) by 2020, 5 MTCO<sub>2e</sub> by 2030, and 1.5 MTCO<sub>2e</sub> by 2050.

### **Proposed EN-18A**

A new countywide planning policy, EN-18A, was presented at the May 21, 2014 GMPC.

**EN-18A** states:

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 at 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.

According to King County staff, this policy only applies to King County government; the policy does not mandate reporting by cities. The PIC may wish to adopt as part of its policy position language to clarify and confirm this understanding, such as:

“SCA recognizes that the responsibility for implementing CPP EN-18A belongs solely to King County.”

### **City Responsibility for a GHG Target**

The proposed GHG reduction target is a countywide target and cities are not required to adopt their own GHG targets. Cities will be encouraged to adopt GHG emissions reduction targets as a part of their comprehensive plan updates. The GMPC will provide a menu of strategies that cities will be encouraged to implement to help achieve the countywide GHG emissions reduction target. Please note that Vision 2040 and Transportation 2040 also address climate change policies <http://www.psrc.org/assets/1764/3Climate.pdf>.

A number of questions raised by PIC members relate to the costs to implement the GHG targets, the question of unfunded mandates and the responsibilities of cities given the proposed countywide target. In order to address these concerns, the PIC may wish to consider adoption of a sentence to the proposed policy position that stresses the aspirational nature of the policy:

“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.”

### **Next Steps**

The GMPC is anticipated to take action on EN-17 and EN-18A at their July 23, 2014 meeting. After GMPC approval, the proposed policies, amendments to the Countywide Planning Policies, (CPPs) will be transmitted to the King County Council for approval. Amendments to the CPPs require a 90 day ratification period after approval by the King County Council. To be ratified, 30% of jurisdictions representing 70% of the population must ratify the policies. No action on the policies has the effect of ratification. It is anticipated that the policies will be ratified by the middle of 2015.

Additionally, on June 12, 2014, King County Executive Dow Constantine and Mercer Island Mayor Bruce Bassett will host an Elected Official Climate Summit from 9:00-11:00 AM in the Mercer Room at the Mercer Island Community and Event Center. Mayors from all 39 King County Cities are invited; county and city staff will be in attendance to support the event. The focus will be on considering a set of joint county-city commitments related to climate action.

### **Attachments**

- A. [One Page Climate Change Background Paper](#)
- B. [K4C Response to PIC Questions](#)

## Climate Change and King County Cities

The Growth Management Planning Council (GMPC) is scheduled to discuss establishment of a countywide greenhouse gas (GHG) emissions reduction target and measurement framework in May, and to make a recommendation to the King County Council in July. SCA has six members and 4 alternates on the GMPC. This matter comes before the Public Issues Committee (PIC) in order to give policy direction to these representatives.

### Background:

In 2013, the King County Council adopted countywide planning policies, which included the following Environmental (EN) policies:

- EN-17 Establish a countywide greenhouse gas reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels.
- EN-18 Establish a greenhouse gas emissions inventory and measurement framework for use by all King County jurisdictions to efficiently and effectively measure progress toward countywide targets established pursuant to policy EN-17.

The GMPC is now tasked with making a recommendation to the King County Council on GHG reduction targets in order to comply with these policies. The discussion at the GMPC will center on what specific GHG reduction target to adopt, and whether to adopt a “stepped” target that includes long-term goals, as well as near- and mid-term goals along the way.

***The following GHG emissions reduction goals have been proposed for consideration:***  
*25% below 2007 levels by 2020; 50% below 2007 levels by 2030; 80% below 2007 levels by 2050*

### Why establish new GHG reduction targets?

Increasing air temperatures, acidifying marine waters, rising sea levels, decreasing snow pack, and decreasing summertime river flows are examples of related changes that have been observed locally. Depending on global GHG emissions, these impacts have the potential to become much more severe. According to best available science, in order to avoid the most devastating impacts of climate change, a consensus has emerged that global temperature increases should be limited to no more than 2° C compared to 1900. Globally, this translates to an approximately 80% GHG emissions reduction by 2050 (compared to 2007), which is somewhat stronger than the current Washington State emissions reduction requirement contained in RCW 70.235.020.

When comparing Washington State and King County, the King County policy of achieving a reduction of 80% below 2007 levels is significantly more ambitious than Washington State’s adopted requirement of achieving a reduction of 50% below 1990 levels. *However, it is important to note that the Washington State has adopted a “requirement,” while King County is considering an aspirational “target.”* It should also be noted that the 80% reduction goal is a collective countywide target, not a city by city target.

### What kinds of community-level targets have already been adopted by King County cities?

- 17 of 39 cities adopted the U.S. Mayor’s Climate Protection Agreement, which included a target to reduce GHG emissions 7% below 1990 levels by 2012
- Kirkland: 10% below 2005 by 2010, 20% by 2020, and 80% by 2050
- Issaquah: 80% below 2007 by 2050
- Mercer Island: 80% below 2007 by 2050
- Shoreline: 25% below 2007 by 2020, 50% by 2030, and 80% by 2050
- Seattle: Carbon neutrality by 2050

### What kinds of actions would it take to reduce greenhouse gas emissions 80 percent by 2050?

In King County and in cities, actions that are being implemented to reduce emissions are focused on the following: transportation and land use, energy and green building, forests and farms, and consumption and materials management.

The particular strategies that a city would implement are dependent on variables such as energy use, location and development history. While each city's pathway would be different, example strategies that have proven effective and would likely be included in many cities' efforts include:

- Sustain and expand transit and implement clean mobility options
- Adopt and implement green building standards
- Partner with utilities to help them transition to increasingly renewable resources, meet demand through efficiency improvements, and phase out fossil fuels
- Implement outreach programs to increase residential and commercial recycling and reuse
- Improve efficiency of and reduce emissions from government buildings and fleets

Implementation of existing federal and state laws will also reduce emissions. The combined impact of federal vehicle efficiency standards, Washington State's Renewable Portfolio Standard, and the Washington State Energy Code will result in significant local GHG emissions reductions. Despite expected population growth, these existing laws would stabilize and could lead to a slight decline in total countywide emissions. While this is good news, analysis also shows that significant local action is necessary to achieve state requirements and more ambitious local targets. An overview of related findings presented to the Public Issues Committee is available here: <http://newenergycities.org/march-12-2014-sound-cities-association-briefing>.

#### **What specifically will be required of cities after a GHG reduction target is adopted in King County?**

Although cities are not required to adopt their own targets, the target will become a part of the countywide planning policies. Cities' comprehensive plans must be consistent with these planning policies. Cities will be encouraged to adopt targets as a part of their comprehensive plan updates that are consistent with the countywide target. The GMPC would provide a menu of strategies that cities would be encouraged to implement to help achieve the countywide GHG emissions reduction target. An overview of sample strategies is attached.

#### **What are the potential costs to cities from adoption of this target?**

Some actions would require minimal costs to cities (such as changes to transportation or building policies), some could be done at low costs (for example by partnering with other cities or with utilities), and others may build on existing city programs. Many climate actions reduce energy or resource costs, and are thereby cost-neutral or revenue-generating. At an economy-wide scale there is a growing consensus that the costs of action are far less than the costs of expected climate change impacts if collective action is not taken. (More information on potential resources available to cities to meet targets is being researched, and will be provided.)

#### **How can my city get more involved?**

**King County-Cities Climate Collaboration (K4C):** King County and the cities of Issaquah, Kirkland, Mercer Island, Redmond, Renton, Seattle, Shoreline, Snoqualmie, and Tukwila are collaborating through the King County-Cities Climate Collaboration (K4C). K4C partners pool financial and staff resources to support technical work, public outreach, and grant writing. All cities are welcome to join the K4C.

<http://www.kingcounty.gov/climate/pledge>

**Mapping Out Shared Climate Actions:** King County Executive Constantine and Mercer Island Mayor Bruce Bassett convened 13 mayors representing more than three-quarters of the county's population in February to begin mapping out specific joint actions to meet an 80 percent by 2050 target. Work continues on a specific package of actions for review and potentially joint recommendation by June.

<http://www.kingcounty.gov/environment/climate/other-governments/climate-summit.aspx>

**Sustainable Cities Roundtable:** The Sustainable Cities Roundtable meets monthly, hosted by rotating cities, and provides a forum for local planners and sustainability staff to share expertise, model policies and codes, and proven approaches for reducing GHG emissions.

<http://your.kingcounty.gov/solidwaste/greenbuilding/roundtable.asp>

**Responses to Sound Cities Association Public Issues Committee May 14th Meeting  
Questions on Growth Management Planning Council (GMPC) Proposed Climate Policies**

*Prepared by King County in support of the King County Cities Climate Collaboration  
May 19, 2014*

<b>Basis for Target</b>
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**What are the proposed targets for reducing GHG emissions?**

*Proposed EN-17: Reduce community level sources of greenhouse gas emissions, compared to a 2007 baseline, by at least 25% by 2020, 50% by 2030, and 80% by 2050. For geographic-based emissions, assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) by 2020, 5 MTCO<sub>2e</sub> by 2030, and 1.5 MTCO<sub>2e</sub> by 2050.*

The second part of policy EN-17 is included to translate the target into a per capita perspective.

**How does the proposed target relate to temperatures in 1900? What was the average temperature in 1900?**

The 80% by 2050 GHG emissions reduction target is based on the scientific consensus developed over the last decade that to avoid the most devastating impacts of climate change, global temperature increases should be limited to no more than 2°C (~3.6°F) since the beginning of the 20th century. This target is relative (compared to) average pre-industrial global temperatures, and often is compared to a baseline of the first decade of the 20<sup>th</sup> century (1900-1910), before human sources of greenhouse gas emissions started significant increases.

The 2°C policy target has become a consensus standard through commitments in the United Nations Copenhagen Accord (2009), as well as by many countries at the Cancun United Nations Framework Convention on Climate Change (2010). To achieve this goal, global concentrations of atmospheric carbon dioxide would need to be stabilized at roughly 450-475 ppm, which would require a global reduction in emissions of roughly 80% by 2050.

The comparison to “average global temperatures” is what is most relevant. Scientists present this data by making comparisons compared to that mean/average global temperatures (e.g. 1 degree increase, 2 degree increase). That said, for a literal answer, average global temperatures rounded to the nearest half degree were about 13.5 degrees Centigrade (56.5 degrees Fahrenheit) around 1900. IPCC reports would be able to give an even more precise number than that, [http://www.ipcc.ch/publications\\_and\\_data/publications\\_and\\_data\\_reports.shtml](http://www.ipcc.ch/publications_and_data/publications_and_data_reports.shtml).

<b>How are we doing?</b>
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**What were greenhouse gas emissions in King County in 2007?**

**How do we measure GHG emissions from things that are made outside King County and brought in?**

Over the last decade, King County has conducted periodic comprehensive inventories of greenhouse gas emissions to support County, city, business and citizens’ commitments to

confront climate change. This includes comprehensive inventories for the 2008 calendar year. Year 2007 emissions have not been formally quantified, but estimating 2007 emissions based on the 2008 data is straightforward. Inventories are available at [www.kingcounty.gov/climate](http://www.kingcounty.gov/climate)

The Geographic-plus inventory estimates year 2008 GHG emissions released within King County's geographic boundary (it is called "plus" because it also includes some emissions outside the boundary, such as those associated with air travel and electricity generation). Total geography-plus based emissions were 23.4 million metric tons of carbon dioxide equivalent (million MTCO<sub>2e</sub>).

King County, in partnership with the City of Seattle and the Puget Sound Clean Air Agency, published a nationally recognized consumption-based GHG emissions inventory for 2008 calendar year emissions. The 2008 consumption-based inventory used a new methodology to quantify the emissions associated with production, transport, sale, use, and disposal of goods and services – no matter where they are produced. Emissions associated with local consumption were 55.0 million MTCO<sub>2e</sub>, more than twice as high as emissions from inside the County's borders. This research shows that additional efforts, such as reducing waste food or purchasing sustainable and low-impact products can help to create a broader and deeper impact on global greenhouse gas emissions outside the region.

### **How are we doing against the US Mayors Climate Action Plan target of 7% below 1990 levels?**

It can be challenging to establish credible baseline data for years before the 2000s. King County has not conducted a 1990 baseline inventory, but Seattle has. [Seattle's 2012 GHG Inventory](#) showed documented a 4% decline from 1990 to 2012 after accounting for offsets. Though modest, this accomplishment is more impressive considering Seattle's population has grown 23% (118,000) and jobs have increased 14% (60,000) over the same time period. On a per person basis, Seattle's emissions declined 22% between 1990 and 2012. Per capita GHG emissions in King County have been on the decline, based largely on decreasing vehicle miles traveled (VMT) and increasing efficiency of buildings. For the United States as a whole, GHG emissions for 2012 had decreased 10 percent below 2005 levels.

### **Is the proposed target achievable?**

Technical analysis [presented](#) at the February 13, 2014 Elected Official Working Summit illustrated that getting on track to an 80% reduction by 2050 is ambitious but achievable. Subsequent analysis conducted after the Summit has demonstrated that a 50 percent reduction by 2030 is possible with concerted action. There is a menu of strategies – from building standards, to transit-oriented development, to clean fuels – that can be packaged and carried out in phases to get us on track. Federal and state laws such as federal vehicle efficiency standards and Washington State's Energy Code and Renewable Portfolio Standard will help to make significant progress in reducing emissions; additional local actions are needed to close the gap.

While technical analysis has indicated that achieving the proposed targets is ambitious but achievable, to reach the goals concerted action will be needed at federal, state, and local levels, by business, governments, and citizens.

## Measuring Emissions

### How will emissions be measured?

In response to Countywide Planning Policy EN-18 on measuring emissions, the GMPC will also be considering the following proposed policy related to a measurement framework:

*Proposed EN-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 at 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.*

King County is committed to frequent updates of core emissions as well as more comprehensive periodic GHG emissions inventories. King County considers leading and partnering on these an important role as regional convener and partner on climate action. While it does not make sense to conduct and combine 39 separate inventories for each (plus for unincorporated areas) to measure progress towards a countywide target, King County does encourage cities to periodically assess and report citywide and operational sources of greenhouse gas emissions to inform and support progress towards countywide targets.

Examples of how emissions are counted: energy use data documented by Puget Sound Energy or Seattle City Light, vehicle miles traveled data documented by the Puget Sound Regional Council, waste emissions from King County or Seattle Public Utilities. These metrics are multiplied by an emissions coefficient. For example, (residential energy use by PSE) multiplied by (emissions per unit energy as provided by WA Dept of Commerce). For countywide emissions, cities (other than Seattle) would not be expected to provide additional data. Emissions measured are compiled in GHG Emissions inventories.

## Relationship between Proposed target in Countywide Planning Policies and Local Comprehensive Plan Updates

### What effect would adoption of this target have on local comprehensive plan and development standards?

Although cities would not be required to adopt their own targets, the targets will become a part of the Countywide Planning Policies. Cities' comprehensive plans must be consistent with these planning policies, but consistency can take a different form depending on individual cities' development patterns, size, and economic base. Cities will be encouraged to adopt targets as a part of their comprehensive plan updates that are consistent with the countywide target. The GMPC would provide a menu of strategies that cities would be encouraged to implement to help achieve the countywide GHG emissions reduction target.

Cities updating their comprehensive plans have an opportunity to align their comprehensive plan policies to support community level GHG reductions. The SCA has provided PIC members with the two page document “Sample Local and Regional Climate Actions for King County Cities”, prepared by Climate Solutions’ New Energy Cities Program in support of the King County-Cities Climate Collaboration (K4C) as a starting reference.

Beyond that introductory document, the K4C has compiled examples of comprehensive plan policies that King County cities have adopted in support of climate action. Additional resources such as those prepared by the California Air Resources Board (CARB) and external organizations can support city comprehensive plan updates.

### **Costs to Achieve Target**

#### **What information is available on the costs to cities to implement? Will the targets lead to unfunded mandates?**

Some actions would require minimal costs to cities (such as changes to transportation or building policies), some could be done at low costs (for example by partnering with other cities or with utilities), and others may build on existing city programs. Many climate actions reduce energy or resource costs, and are thereby cost-neutral or revenue-generating.

Costs and benefits of implementation depend largely on existing local conditions. Economic analyses called “greenhouse gas abatement cost curves” have been done at many scales (from city to national) and can help compare the general cost and benefits of various options.

At an economy-wide scale there is a growing consensus that the costs of action are far less than the costs of expected climate change impacts (e.g., more severe storm events and flooding, sea-level rise, wildfires, reduced water supplies, more extreme heat events, impacts forestry and farming, etc.).



June 11, 2014  
SCA PIC Meeting

**Item 7:**  
Oil Train Safety  
**Action Item**

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**SCA Staff Contact**

Lyset Cadena, Senior Policy Analyst, office 206-433-7169, [lyset@soundcities.org](mailto:lyset@soundcities.org)

**RPC Members:**

Federal Way Councilmember Dini Duclos (caucus chair); Bellevue Councilmember John Stokes; Woodinville Mayor Bernie Talmas; Kirkland Mayor Amy Walen; Redmond Council President Hank Margeson (alternate); Auburn Councilmember Bill Peloza (alternate).

**Potential action:**

To recommend the following policy position to the SCA Board of Directors:

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.

At the April 2014 meeting of the Regional Policy Committee (RPC), Councilmember Bill Peloza of Auburn requested that the RPC work plan be amended to add an item on oil train safety. He further requested that the Public Issues Committee (PIC) consider adopting a public policy position on this topic. The SCA Caucus of the RPC concurred with this request.

## Background

Washington is experiencing a dramatic increase in the amount of oil moving through the state as well as an unprecedented change in the way oil is transported. Crude oil shipments arriving by tanker to Washington refineries is declining and is being replaced by crude oil shipments by rail from the Bakken formation in North Dakota. The U.S. Department of Transportation Pipeline and Hazardous Materials and Safety Administration has determined that crude oil from the Bakken formation is prone to ignite at a lower temperature compared to oil from elsewhere presenting a serious public safety concern. Recent derailments, spills, and fires such as the derailment in Lac-Megantic, Quebec, and Lynchburg, Virginia, illustrate the potential impacts to public safety and economic disruption that could result from the transport of petroleum by rail.

New technologies have resulted in the development of unprecedented amounts of petroleum products and derivatives. By some estimates, the volume of petroleum and petroleum products moving by rail through Oregon and Washington will increase to 800,000 barrels per day. Emergency response agencies in the dozens of communities along the rail routes to the state's oil refineries, as well as communities on routes to proposed export handling facilities, are seeking information about the shipments to better plan for spills or accidents that may occur in their jurisdictions.

Many cities and towns along rail lines have raised concerns over the risk to public safety, the local economy and the environment. Recent media stories related to the transport of petroleum by rail have continued to raise the alarm about the potential impacts to local communities. These stories include: [March 1 Seattle Times](#); [April 9 Seattle Times](#); [April 19 Seattle Times](#); [April 19 Seattle Times \(maps\)](#); [April 24 New York Times](#); and [April 28 KIRO 7](#). Unfortunately, there is not much local jurisdictions can do to prevent the transport of petroleum by rail. Local jurisdictions can ask for rail companies to share pertinent information that will assist cities and towns plan for the risks as well as ask for state and federal involvement in promoting rail safety.

### *Local Initiatives*

Several local governments (Auburn, Seattle, Spokane, and King County) have adopted resolutions or are considering motions urging Washington State to adopt legislation promoting rail safety and study rail-related safety preparedness. (See Agenda Item 9, page 99, of the [May 14, 2014 PIC materials](#).) The resolutions have also asked the Federal government to implement safety regulations and create guidelines for tracking the chemical composition of transported fuels. King County has also asked their Office of Emergency Management, in consultation with local governments, emergency response entities and rail companies, to review and update the county's incident response plans to specifically address the risk from increased transport of petroleum by rail. Similar to King County, the City of Seattle requested the Seattle Fire Department and Seattle Office of Emergency Management to review and, if needed, update the City's incident response plans for the increasing risk resulting from the transport of petroleum by rail.

City of Auburn Councilmember Bill Pelosa is working with the National League of Cities (NLC) to adopt a petroleum transport by rail. (See Agenda Item 9, page 109, of the [May 14, 2014 PIC materials.](#))

### *State Initiatives*

The Washington State Legislature introduced a variety of bills during the 2014 session to address oil transportation, including two comprehensive bills (SB 6262 and HB 2347) that included provisions to:

- Increase communities right to know about the type, quantity and route of travel of oil being transported through impacted areas;
- Add a nickel per-barrel tax to oil being transported by rail, as it is with oil transported through our waters (the revenue from this tax goes into the oil spill preparedness and response programs);
- Establish tug escort requirements on Lower Columbia River and Grays Harbor, and adds penalty for non-compliance;
- Establish penalties for reckless or negligent spills from an oil barge in Puget Sound and Straits, Grays Harbor, or Columbia River (penalty does not apply if two qualified individuals were in tug bridge, one of whom assigned as lookout).

There was also a stand-alone bill to add a nickel per-barrel tax to oil being transported by rail (SB 6567). Legislation was proposed to explicitly include several types of oil and natural gas in the definition of 'oil', in order to resolve uncertainty over whether current oil spill response and preparedness laws extend to tar sands oil from Canada and other kinds of oil such as synthetic crude oil (HB 2440, SB 6243). None of the bills introduced during the 2014 session passed.

The 2014 Supplemental Operating budget did include \$300,000 for the Department of Ecology to conduct a study of oil shipment through the state, including by water. The purpose of the study is to assess public health and safety, and well as environmental impacts associated with oil transport. The study must provide data and analysis of statewide risks, gaps, and options for increasing public safety and improving spill prevention and response readiness. The Department of Ecology must provide an update to the Governor and Legislature by December 1, 2014, and a final report by March 1, 2015.

On May 23, eight state legislators sent a letter ([Attachment A](#)) to ICF International urging for a comprehensive environmental scoping process for the Westway Terminal Company and Imperium Renewables proposed bulk liquid storage facility expansions at the Port of Grays Harbor. The letter asks for the co-lead agencies, Dept. of Ecology and City of Hoquium, to broaden the scope of the environmental impact statements to include the impacts felt by cities and counties across Washington and consider the cumulative impact of other large-capacity fuel export proposals in the Pacific Northwest.

### *New Rules Issued by United States Department of Transportation*

On May 7, the United States Department of Transportation issued an emergency order ([Attachment B](#)) for those trains transporting 1,000,000 gallons (which is about 35 tank cars) or

more of Bakken crude oil. The order requires each railroad carrier provide the State Emergency Response Commission (SERC) for each state in which it operates trains notification regarding the expected movement of such trains through the counties in the state.

Specifically, the notification must: include estimated volumes of Bakken crude oil being transported, frequencies of anticipated train traffic and the route through which Bakken crude oil will be transported.

The order also included a safety advisory strongly urging those shipping or offering Bakken crude oil to use tank car designs with the highest level of integrity available in their fleets. The order also included recommendations, not requirements, that railroads commit resources to develop specific crude oil by rail trainings for first responders.

#### *Oil Trains in King County*

BNSF reports there are an average of 1.5 crude oil trains a day in in the Pacific Northwest. BNSF declined to provide estimates of crude oil train traffic specifically for King County, citing federal statutes allowing for the non-disclosure of the information. BNSF notes that any estimates of future train traffic would be purely speculative.

According to estimates by Sightline, a non-profit research center focused on issues of sustainability, each week there are currently on average about 11.9 loaded oil trains, each carrying about 100 cars, traveling through King County. If the refinery expansion plans are approved in Anacortes and Ferndale, that estimate increases to on average about 21.7 loaded oil trains traveling through King County each week.

#### **Attachments**

- A. [Letter from state legislators](#)
- B. [USDOT emergency order](#)



## Washington State Legislature

May 23, 2014

Imperium and Westway EISs  
c/o ICF International  
710 Second Avenue, Suite 550  
Seattle, WA 98104

To whom it may concern,

We greatly appreciate the opportunity to participate in the environmental review process for the proposed Westway and Imperium expansion projects. Please consider this letter as part of the public record for the proposed bulk liquid storage facility expansions at the Port of Grays Harbor in Hoquiam.

In evaluating the impact of these projects, we urge the co-lead agencies to thoroughly examine the projects' impact to the natural environment, as well as impacts to Washington's built environment. In light of the expansive ongoing review of the Gateway Pacific and Millennium coal export terminal projects, we feel that a similarly comprehensive review is appropriate for the expansion projects at Westway and Imperium. As with the coal export terminal projects, we are particularly interested in ensuring that this review process accurately identifies and assesses the full range of potential externalities and impacts, not just in the area immediately surrounding the project site, but statewide, in a comprehensive and cumulative fashion.

Due to the gravity of the proposed projects and the widespread nature of the potential impacts, we recommend that the agencies broaden the scope of the review process to include the impacts felt by cities and counties across Washington. We also encourage the agencies to consider the cumulative impact of other large-capacity fuel export proposals in the Pacific Northwest. This letter summarizes some of the far-reaching effects of the Westway and Imperium projects that should be, at a minimum, analyzed within the scope of the environmental impact statement.

### **I. Increased threat of oil spills**

By increasing the volume of oil that is transported across the state and through our waterways, the proposed expansion projects necessarily increase the risk of large-scale oil spills. The lack of tug escorts available to tankers, the lack of appropriate staffing requirements for oil barges, and the lack of appropriate emergency response planning given the proposed expansion projects are all factors that heighten the risk of a catastrophic oil spill. Additionally, the Bakken crude that is likely to be moved through the

proposed projects poses risks above and beyond those of other types of oil. It has been shown to be more explosive (due to a lower flash point) and more difficult to clean up when spilled (due to the fact that it sinks). The EIS must carefully consider the full range of economic and environmental impacts that an oil spill would have on Grays Harbor and on the state as a whole.

## **II. Impacts of additional rail and vessel traffic**

The Westway and Imperium expansion projects will significantly increase rail traffic along Washington rail lines and vessel traffic through Washington waterways, and the impacts of this additional traffic must be reviewed by the agencies.

Rail traffic will likely cause congestion at rail crossings, increased air and noise pollution along rail corridors, and increased rail maintenance and improvement costs. Out-of-state oil shipments are also likely to have an impact on the movement of key commodities within Washington, as the agriculture and aerospace industries, among many others, rely on rail to transport goods. Vessel traffic has the potential to interfere with marine wildlife, congest already busy shipping lanes, and impact local fisheries.

## **III. Net economic impacts**

Given the array of potential impacts that are likely to result from the expansion projects, we feel strongly that an apples-to-apples accounting of the net costs and benefits is critical before we can make an informed decision that sufficiently protects the interests of Washington State. The creation of full-time, family wage jobs and the associated tax revenue are legitimate benefits that must be objectively quantified. The externalities of creating those jobs, however, are equally important to examine and quantify.

In the course of conducting an analysis of the net economic impacts of the proposed projects, we must inevitably examine our state's rail infrastructure and what public investment would be necessary to allow for growth in the future. As oil shipments are added to our increasingly congested railways, a detailed accounting of the taxpayer dollars required for infrastructure expansions and upgrades is necessary. This analysis is critical as we strive to ensure a world-class transportation infrastructure for the coming decades.

Similarly, a look at the net economic impacts of the Westway and Imperium projects must include consideration of the other bulk fuel export projects that are under consideration in the Pacific Northwest. As a trade-dependent state focused on steady economic development, a thorough analysis of oil export impacts is necessary to ensure that project proposals fit within current growth projections and are consistent with existing industries. For example, we would be remiss to ignore the potential impact that oil trains would have on the transport of other goods, or the possible complications to vehicle movement that might arise as a result of increased rail traffic. While economic growth is a priority for our state, we must diligently and objectively review the net impacts of each proposal to ensure that we choose the right path forward for Washington.

In conclusion, we reiterate the critical importance of ensuring an informed decision making process with respect to the proposed expansion projects. The far-reaching impacts of these projects, especially the impacts to Washington's economy, warrant a thorough and comprehensive analysis; an analysis at least as thorough as the process already underway for the Gateway Pacific and Millennium Bulk coal export terminals. We must not abdicate our fiduciary duty to review and protect our state's interests, and for this reason we urge you to a broad and robust review.

Thank you for your consideration,

Undersigned



Rep. Reuven Carlyle – 36<sup>th</sup> District



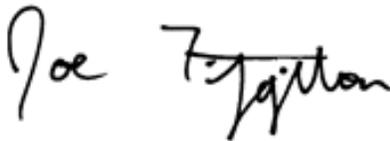
Rep. Ruth Kagi – 32<sup>nd</sup> District



Rep. Gael Tarleton – 36<sup>th</sup> District



Rep. Jessyn Farrell – 46<sup>th</sup> District



Rep. Joe Fitzgibbon – 34<sup>th</sup> District



Rep. Gerry Pollet – 46<sup>th</sup> District



Sen. Jeanne Kohl-Welles – 36<sup>th</sup> District



Sen. John McCoy – 38<sup>th</sup> District

United States  
Department of Transportation

## FACT SHEET

# Emergency Order

### UNITED STATES DEPARTMENT OF TRANSPORTATION

)

Petroleum Crude Oil Railroad Carriers )

) Docket No. DOT-OST-2014-0067

### **EMERGENCY RESTRICTION/PROHIBITION ORDER**

This notice constitutes an Emergency Restriction/Prohibition Order (Order) by the United States Department of Transportation (DOT; Department) pursuant to 49 U.S.C. 5121(d). This Order is issued to all railroad carriers that transport in a single train in commerce within the United States, 1,000,000 gallons or more of UN 1267, Petroleum crude oil, Class 3,<sup>[1]</sup> sourced from the Bakken shale formation in the Williston Basin (Bakken crude oil). By this Order, DOT is requiring that each railroad carrier provide the State Emergency Response Commission (SERC) for each state in which it operates trains transporting 1,000,000 gallons or more of Bakken crude oil, notification regarding the expected movement of such trains through the counties in the state. The notification shall identify each county, or a particular state or commonwealth's equivalent jurisdiction (e.g., Louisiana parishes, Alaska boroughs, Virginia independent cities) (county), in the state through which the trains will operate.

Upon information derived from recent railroad accidents and subsequent DOT investigations, the Secretary of Transportation (Secretary) has found that an unsafe condition or an unsafe practice is causing or otherwise constitutes an imminent hazard to the safe transportation of hazardous materials. Specifically, a pattern of releases and fires involving petroleum crude oil shipments originating from the Bakken and being transported by rail constitute an imminent hazard under 49 U.S.C. 5121(d).

### **EFFECTIVE IMMEDIATELY ANY RAILROAD CARRIER IDENTIFIED BY THIS ORDER:**

Shall, within 30 days of the date of this Order, provide certain information in writing to the SERC in each state in which the railroad carrier operates trains transporting 1,000,000 gallons or more of Bakken crude oil. The contact information for each SERC is located on the U.S. Environmental Protection Agency's (EPA) website related to the Emergency Planning and Community Right-to-Know Act of 1986 (ECPRA).<sup>[2]</sup> If notification is not made to a SERC within 30 days of the date of this Order,

a railroad is prohibited from operating any train transporting 1,000,000 gallons or more of Bakken crude oil in that state until such notification is provided. The notification must provide information regarding the estimated volumes and frequencies of train traffic implicated. Specifically, the notification must: (a) provide a reasonable estimate of the number of trains implicated by this Order that are expected to travel, per week, through each county within the state; (b) identify and describe the petroleum crude oil expected to be transported in accordance with 49 CFR part 172, subpart C; (c) provide all applicable emergency response information required by 49 CFR part 172, subpart G; and, (d) identify the routes over which the material will be transported. This notification also must identify at least one point of contact at the railroad (including name, title, phone number and address) responsible for serving as the point of contact for SERCs and relevant emergency responders related to the railroad's transportation of Bakken crude oil. To ensure that the information provided to a SERC remains reliable, railroad carriers shall update notifications prior to making any material changes in the estimated volumes or frequencies of trains traveling through a county. Railroad carriers must assist the SERCs as necessary to aid in the dissemination of the information to the appropriate emergency responders in affected counties. Copies of railroad notifications to SERCs must be made available to the DOT's Federal Railroad Administration (FRA) upon request. This Order does not preclude railroad carriers from taking any additional steps to communicate with state and local emergency responders regarding the transportation of hazardous materials or any other commodities within a state or local jurisdiction.

This Order applies to all railroad carriers who transport 1,000,000 gallons or more of Bakken crude oil in a single train in commerce within the United States, and its officers, directors, employees, subcontractors, and agents. This Order is effective immediately and remains in effect unless withdrawn in writing by the Secretary, or until it otherwise expires by operation of regulation and/or law.

## **I. Authority**

The Secretary of Transportation has the authority to regulate the transportation of petroleum crude oil in commerce. 49 U.S.C. 5103(b). The Secretary of Transportation has designated petroleum crude oil, UN 1267, 3, Packing Group I, II, or III, as a hazardous material subject to the requirements of DOT's Hazardous Materials Regulation (HMR) (49 CFR parts 171 to 180). 49 U.S.C. 5121(d); 49 U.S.C. 5103(a). Commerce is as defined by 49 U.S.C. 5102(1) and 49 CFR 171.8, and "transportation" or "transport" are as defined by 49 U.S.C. 5102(13) and 49 CFR 171.8. A "railroad" is as defined by 49 CFR 171.8. Accordingly, railroads that transport petroleum crude oil in commerce by rail are subject to the authority and jurisdiction of the Secretary, including the authority to impose emergency restrictions, prohibitions, recalls, or out-of-service orders, without notice or an opportunity for hearing, to the extent necessary to abate the imminent hazard. 49 U.S.C. 5121(d).

## **II. Background/Basis for Order**

An imminent hazard, as defined by 49 U.S.C. 5102(5), constitutes the existence of a condition relating to hazardous materials that presents a substantial likelihood that death, serious illness, severe personal injury, or a substantial endangerment to health, property, or the environment may occur before the reasonably foreseeable completion date of a formal proceeding begun to lessen the risk that death, illness, injury or endangerment.

The number and type of petroleum crude oil railroad accidents described below that have occurred during the last year is startling, and the quantity of

petroleum crude oil spilled as a result of those accidents is voluminous in comparison to past precedents. Due to the volume of crude oil currently being shipped by railroads, the demonstrated recent propensity for rail accidents involving trains transporting crude oil to occur, and the subsequent releases of large quantities of crude oil into the environment and the imminent hazard those releases present, this Order requires that railroads take the action described above to assist emergency responders in mitigating the effects of accidents involving petroleum crude oil trains. Releases of petroleum crude oil, subsequent fires, and environmental damage resulting from such releases represent an imminent hazard as defined by 49 U.S.C. 5102(5), presenting a substantial likelihood that death, serious illness, severe personal injury, or a substantial endangerment to health, property, or the environment may occur.

<>A.<sup>[3]</sup>

Shipping hazardous materials is inherently dangerous. Transporting petroleum crude oil can be problematic if the crude oil is released into the environment because of its flammability. This risk of ignition is compounded in the context of rail transportation because petroleum crude oil is commonly shipped in unit trains that may consist of over 100 loaded tank cars. With the rising demand for rail carriage of petroleum crude oil<sup>[4]</sup> throughout the United States, the risk of rail incidents increases along with the increase in the volume of crude oil shipped. There have been several significant derailments in the U.S. and Canada over the last ten months causing deaths and property and environmental damage that involved petroleum crude oil shipments. These accidents have demonstrated the need for emergency action to address unsafe conditions or practices in the shipment of petroleum crude oil by rail.

Most recently, on April 30, 2014, an eastbound CSX Transportation, Inc. (CSX) unit train consisting of 105 tank cars loaded with petroleum crude oil derailed in Lynchburg, Virginia. Seventeen of the train's cars derailed, and one of the tank cars was breached. A petroleum crude oil fire ensued, and emergency responders evacuated approximately 350 individuals from the immediate area. Three of the derailed tank cars containing petroleum crude oil came to rest in the adjacent James River, spilling up to 30,000 gallons of petroleum crude oil into the river. The National Transportation Safety Board (NTSB) and DOT are both investigating this accident.

On December 30, 2013, 13 cars in a westbound BNSF Railway (BNSF) grain train derailed near Casselton, North Dakota,<sup>[5]</sup> fouling an adjacent main track. At the same time, an eastbound BNSF petroleum crude oil unit train with 106 cars was operating on that adjacent main track. The petroleum crude oil unit train reduced its speed but collided with the derailed car that was fouling the main track, resulting in the derailment of the lead locomotives and the first 21 cars of the petroleum crude oil unit train. Eighteen of the 21 derailed tank cars ruptured, and an estimated 400,000 gallons of petroleum crude oil was released. The ruptured tank cars ignited, causing a significant fire. Approximately 1,400 people were evacuated. Damages from the derailment have been estimated at \$8 million.

On November 8, 2013, a 90-car petroleum crude oil train operated by Alabama & Gulf Coast Railway derailed in a rural area near Aliceville, Alabama. The petroleum crude oil shipment originated in North Dakota, and was bound for Walnut Hill, Florida, to be transported by a regional pipeline to a refinery in Saraland, Alabama. Twenty-six cars derailed, resulting in eleven cars impinged by a crude oil pool fire. An undetermined amount of petroleum crude oil escaped from derailed cars and found its way into wetlands area nearby the derailment site. Clean up costs are estimated at \$3.9 million.

On July 6, 2013, a catastrophic railroad accident involving a U.S. railroad company occurred in Lac-Mégantic, Quebec, Canada, when an unattended freight train transporting petroleum crude oil rolled down a descending grade and subsequently derailed.<sup>[6]</sup> The subsequent fires, along with other effects of the accident, resulted in the confirmed deaths of 47 individuals. In addition, the derailment caused extensive damage to the town center, a release of hazardous materials that will require substantial clean-up costs, and the evacuation of approximately 2,000 people from the surrounding area.

## B. DOT Actions and Investigations

In the wake of these and other events, PHMSA and FRA have taken a number of steps to increase the safety of petroleum crude oil shipments by rail. Following the Lac-Mégantic derailment, FRA issued Emergency Order No. 28 (EO 28), which established certain securement requirements for unattended trains and rail equipment, including petroleum crude oil unit trains. EO 28 remains in effect until further notice by FRA. In addition, on August 7, 2013, PHMSA and FRA issued Safety Advisory 2013-06, which made a number of safety-related recommendations to railroads and hazardous materials offerors operating in the United States, including the recommendation that offerors evaluate their processes to ensure that hazardous materials are properly classed and described in accordance with the HMR, and the recommendation that offerors and carriers conduct reviews of their safety and security plans. On August 27-28, 2013, FRA and PHMSA held a public meeting with industry stakeholders to solicit input on a comprehensive review of safety regulations contained in 49 CFR part 174 applicable to the safe transportation of hazardous materials by rail. PHMSA and FRA have initiated a rulemaking (RIN 2137-AF07) to address comments received as a result of the public meeting.

On August 29, 2013, FRA convened an emergency session of the Railroad Safety Advisory Committee (RSAC). RSAC is a group composed of railroad industry, labor, and governmental representatives who develop recommendations on new regulatory standards and other rail safety programs. During the emergency meeting, RSAC established three collaborative working groups to formulate new rulemaking recommendations regarding hazardous materials transportation by rail, appropriate train crew sizes, and train securement procedures. Each of these working groups has met on a regular basis and has now finished with its work. DOT has initiated rulemaking proceedings as appropriate to codify in Federal regulation certain of the items discussed by the working groups.

On September 6, 2013, PHMSA issued an Advanced Notice of Proposed Rulemaking (ANPRM (HM-251); 78 FR 54849) to solicit comments on petitions for rulemaking and NTSB recommendations related to rail hazmat safety, including

regulations for DOT specification tank cars most commonly used to move crude oil by rail. The comment period closed on December 5, 2013, and PHMSA received nearly 150 substantive comments representing over 150,000 stakeholders. PHMSA, in cooperation with FRA, has developed a comprehensive Notice of Proposed Rulemaking (NPRM). The NPRM is titled: PHMSA-2012-0082 (HM-251; RIN 2137-AE91): Hazardous Materials: Enhanced Tank Car Standards and Operational Controls for High-Hazard Flammable Trains. The NPRM is under review by the Office of Management and Budget pursuant to Executive Order 12866. (See <http://www.reginfo.gov/public>).

PHMSA and FRA issued a supplementary safety advisory, Safety Advisory 2013-07, on November 20, 2013, to emphasize the importance of proper characterization, classification, and selection of a packing group for Class 3 materials (flammable liquids, including petroleum crude oil), and to reinforce the need to follow the Federal hazardous materials regulations for safety and security planning. On January 2, 2014, PHMSA issued a Safety Alert, which warned of crude oil variability and emphasized that unprocessed crude oil may affect the integrity of packaging or present additional hazards related to corrosivity, sulfur content, and dissolved gas content. Further, noting that mined natural resources, such as crude oil, may have widely variable chemical compositions and properties, the Safety Alert noted that crude oil being transported from the Bakken region of North Dakota may be more flammable than traditional heavy crude oil.

On January 16, 2014, the Secretary met with members of the rail and the petroleum industries in a Call to Action to address the risks associated with the transportation of crude oil by rail. As a result, on February 21, 2014, the Secretary of Transportation sent a letter to the President and Chief Executive Officer at the AAR requesting that he and his members subscribe to voluntary actions to improve the safe transportation of crude oil by rail. These include: speed restrictions, braking signal propagation systems, routing analyses, additional track and rail integrity inspections, more frequent mechanical inspections, development of an emergency response inventory, funding for emergency responder training, and continued communication with communities about the hazards of crude oil being transported by rail. To date, all Class I railroads have subscribed to the voluntary actions and several more have expressed their intent to sign.

On February 25, 2014, DOT issued an Emergency Order requiring all shippers to test product from the Bakken to ensure the proper classification of crude oil in accordance with the HMR before it is transported by rail, while also prohibiting the transportation of crude oil in the lowest-strength packing group.

That Emergency Order was issued, in part, out of concerns over proper classification and packaging of petroleum crude oil that are under investigation as part of DOT's Operation Classification, also known as the "Bakken Blitz." On March 6, 2014, DOT issued an amended emergency order replacing the February 25 Emergency Order.<sup>[7]</sup> The Amended Emergency Order is still in effect.

Notwithstanding the above DOT actions, in light of continued risks associated with petroleum crude oil shipments by rail, the further actions described in this Order are necessary to eliminate unsafe conditions and practices that create an imminent hazard to public health and safety and the environment.

<>C.[8] This is a reasonable threshold when considering that the aforementioned incidents all involved trains consisting of more than 70 railroad tank cars carrying petroleum crude oil, or well above the Order's threshold of 1,000,000 gallons or more of petroleum crude oil being transported in a single train. In setting this threshold quantity of 1,000,000 gallons, DOT has also relied on a Federal Water Pollution Control Act mandate for regulations requiring a comprehensive spill response plan to be prepared by an owner or operator of an onshore facility.[9] For purposes of addressing an imminent hazard, that threshold amount of petroleum crude oil also ensures DOT is assisting local emergency responders to be prepared for the type of accidents that have been occurring regularly, and represent the greatest risks to public safety and the environment with regard to the transportation of Bakken crude oil. Further, this threshold amount of Bakken crude oil ensures that DOT is not unnecessarily imposing safety-related burdens on lesser risks that have not, to date, proven to represent the same safety and environmental concerns.

DOT has determined that SERCs are the most appropriate point of contact to convey written notifications regarding the transportation of trains transporting large quantities of Bakken crude oil. Each state has a designated SERC in accordance with the requirements of the ECPRA, which was created to help local entities plan for emergencies involving hazardous substances.[10] Generally, SERCs are responsible for supervising and coordinating with the local emergency planning committees (LEPC) in states, and are best situated to convey information regarding hazardous materials shipments to LEPC's and state and local emergency response agencies. This Order requires that railroad carriers, to the extent reasonably practicable, assist SERCs as necessary in responding to any requests for information from local emergency response agencies regarding the volume and frequency of train traffic implicated by this Order within that agency's jurisdiction.

**Written notification containing the required information to states in which trains affected by this Order operate must be made within 30 days of the effective date of this Order. If initial notification is not made to a SERC within 30 days of the date of this Order, a railroad is prohibited from operating any train transporting 1,000,000 gallons or more of Bakken crude oil through that state until such notification is provided. This notification must reflect the expected volume and frequency of train traffic implicated in each county in a particular state, with updated notifications required to be made when there is a material change in the volume of those trains. DOT is aware that the nature of freight railroad operations does not make it possible in many instances to estimate the exact number of trains implicated by this Order that will travel over a particular route in a specified time period. Thus, this Order requires that railroads make a reasonable estimate as to the number of implicated trains expected to travel through a county per week, and to update the notification whenever a significant increase or decrease in that estimated number occurs. For purposes of complying with the requirements of this Order, DOT considers any increase or decrease of twenty-five percent or more in the number of implicated trains per week to be a material change. In making these notifications to SERCs, railroads must identify that Bakken crude oil is the commodity involved, and convey the applicable petroleum crude oil emergency response information that is required by 49 CFR part 172, subpart G in the notice. The railroad's notice to the SERCs must identify the routes over which the material will be transported through each affected county in a state. The above requirements will enable SERCs, and accordingly, state and local emergency responders, to have a reasonable**

**expectation of the petroleum crude oil train traffic, and prepare accordingly for the possibility of an accident involving a train transporting a large quantity of Bakken crude oil.**

**In addition, railroads must also identify at least one point of contact (including name, title, phone number and address) at the railroad responsible for serving as the railroad's point of contact for state and local emergency response agencies on issues related to the transportation of Bakken crude oil through their jurisdictions. This point of contact must be communicated in the notice to the SERCs so that a jurisdiction may contact the railroad to obtain information regarding the transportation of large quantities of Bakken crude oil via rail. Copies of the written notification to SERCs must be made available upon request to FRA. FRA will audit railroad compliance with this Order by reviewing the notices that railroads provide to SERCs to ensure the accuracy of those notices, and also to ensure that state and local emergency responders are able to communicate with the railroad contact identified in the written notification when necessary.**

**Nothing in this Order precludes railroad carriers from taking any additional steps to communicate with state and local emergency responders regarding the transportation of hazardous commodities within a state or local jurisdiction. If a railroad carrier has existing methods of communications with first responders along affected routes, DOT encourages railroads carrier to also continue to utilize those existing methods of communication.**

**To further enhance emergency response efforts, DOT is also recommending that railroads continue to commit resources to develop specialized crude oil by rail training and tuition assistance program for local first responders. Through the Transportation Community Awareness and Emergency Response (TRANSCAER®) program<sup>[11]</sup> and other initiatives, the railroad and hazardous materials shipping industries collaborate and cooperate with communities through which hazardous materials are transported. For example, in accordance with Association of American Railroads (AAR) Circular OT-55-N, railroads are to assist in implementing TRANSCAER's outreach program to improve community awareness, emergency planning and incident response for the transportation of hazardous materials. The same industry standard provides for the disclosure of certain commodity flow data upon request to local emergency response agencies and planning groups.**

**In response to the Secretary's recent "Call to Action," the rail and shipping industries have renewed their commitment to the TRANSCAER® program and have agreed to conduct additional outreach and training to local emergency responders in jurisdictions through which crude oil is transported in large quantities.<sup>[12]</sup> At the same time, industry has committed to providing additional funding for emergency response resources for local emergency responders, and to continued communication with communities about the hazards of crude oil being transported by rail. DOT views these efforts as supporting the emergency response capability planning requirement.**

#### **D. Remedial Action**

**Within 30 days of this Order, to abate this imminent hazard, each affected railroad carrier shall, within 30 days of the date of this Order, notify the SERC in each state in which the railroad carrier operates trains transporting 1,000,000 gallons or more of Bakken crude oil. The contact information for each SERC is on the U.S. EPA's website related to the ECPRA as discussed above. If notification is not made to a SERC within 30 days of the date of this**

Order, a railroad is prohibited from operating any train transporting 1,000,000 gallons or more of Bakken crude oil in that State until such notification is provided. This notification must provide information regarding the estimated volumes and frequencies of train traffic implicated. Specifically, this notification must: (a) provide a reasonable estimate of the number of trains implicated by this Order that are expected to travel, per week, through each county within the state; (b) identify and describe the petroleum crude oil being transported in accordance with 49 CFR part 172, subpart C; (c) provide all applicable emergency response information required by 49 CFR part 172, subpart G; and, (d) identify the route over which the material will be transported. This notification also must identify at least one point of contact at the railroad (including name, title, phone number and address) responsible for serving as the point of contact for SERCs and local emergency responders related to the railroad's transportation of Bakken crude oil. To ensure that the information provided to a SERC remains reliable, railroad carriers shall update notifications prior to making any material changes – defined as any increase or decrease of twenty-five percent or more – in the estimated number of trains per week transporting 1,000,000 gallons or more of Bakken crude oil through local communities. Railroad carriers must assist the SERCs as necessary in disseminating the information to local emergency responders in affected counties. Copies of railroad notifications to SERCs must be made available to the FRA upon request.

#### E. Rescission of Order

This Order remains in effect until the Secretary determines that an imminent hazard no longer exists or a change in applicable statute or Federal regulation occurs that supersedes the requirements of the Order, in which case the Secretary will issue a Rescission Order.

#### F. Failure to Comply

Any railroad carrier or person failing to comply with this Emergency Order is subject to civil penalties of up to \$175,000 for each violation or for each day it is found to be in violation (49 U.S.C. 5123). A person willfully or recklessly violating this Emergency Order is also subject to criminal prosecution, which may result in fines under title 18, imprisonment of up to ten years, or both (49 U.S.C. 5124).

#### G. Right to Review

Pursuant to 49 U.S.C. 5121(d)(3) and in accordance with section 554 of the Administrative Procedure Act (APA), 5 U.S.C. 500 *et seq*, a review of this action may be filed. Any petition seeking relief must be filed within 20 calendar days of the date of this order (49 U.S.C. § 5121 (d)(3)), and addressed to: Office of the General Counsel, U.S. Department of Transportation, 1200 New Jersey Avenue, S.E., Washington, DC 20590. Please include the docket number of this Emergency Order in your petition, and state the material facts at issue which you believe disputes the existence of an imminent hazard and must include all evidence and exhibits to be considered. The petition must also state the relief sought. Within 30 days from the date the petition for review is filed, the Secretary must approve or deny the relief in writing; or find that the imminent hazard continues to exist, and extend the original Emergency Order. In response to a petition for review, the Secretary may grant the requested relief in whole or in part; or may order other relief as justice may require (including the immediate assignment of the case to the Office of Hearings for a formal

hearing on the record.

### III. Paperwork Reduction Act

The Paperwork Reduction Act of 1995 ([44 U.S.C. 3507\(d\)](#)) requires that DOT consider the impact of paperwork and other information collection burdens imposed on the public. DOT has determined that this Emergency Order imposes new information collection requirements. FRA will be publishing a Paperwork Reduction Act notice for comment, following publication of this order.

### IV. Emergency Contact Officials

If you have any questions concerning this Emergency Order, you should contact the U.S. Department of Transportation at (202) 493-6245.

Dated: May 7, 2014

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Anthony R. Foxx

Secretary of Transportation

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[1] As described by 49 CFR 172.101.

[2] <http://www2.epa.gov/epcra/state-emergency-response-commissions-contacts>.

[3] See Association of American Railroads' (AAR) December 2013 paper "Moving Crude Oil by Rail", available online at: <https://www.aar.org/keyissues/Documents/Background-Papers/Crude-oil-by-rail.pdf>.

[4] In 2011 there were 65,751 originations of tank car loads of crude oil. In 2012, there were 233,811 originations. *Id.*

[5] This derailment currently is being investigated by the National Transportation Safety Board (NTSB), and information regarding this incident can be found at the NTSB website. See [http://www.nts.gov/doclib/reports/2014/Casselton\\_ND\\_Preliminary.pdf](http://www.nts.gov/doclib/reports/2014/Casselton_ND_Preliminary.pdf).

[6] This derailment currently is being investigated by the Transportation Safety Board of Canada and information regarding this incident can be found at the TSB website. See

<http://www.bst-tsb.gc.ca/eng/enquetes-investigations/rail/2013/R13D0054>

[/R13D0054.asp](#).

[7] The Amended Emergency Order addressed shipments already in transportation at the time of the emergency order's issuance. <http://www.dot.gov/sites/dot.gov/files/docs/Amended%20Emergency%20Order%20030614.pdf>.

[8] This approximation assumes that the tank cars would not be entirely filled to capacity.

[9] See 40 CFR 112.20. The Federal Water Pollution Control Act, as amended by the Oil Pollution Act of 1990, directs the President, at section 311(j)(1)(C) (33 U.S.C. 1321(j)(1)(C)) and section 311(j)(5) (33 U.S.C. 1321(j)(5)), respectively, to issue regulations "establishing procedures, methods, and equipment and other requirements for equipment to prevent discharges of oil and hazardous substances from vessels and from onshore facilities and offshore facilities, and to contain such discharges."

[10] <http://www2.epa.gov/epcra>.

[11] [www.transcaer.com](http://www.transcaer.com)

[12] See February 21, 2014 letter from Secretary Anthony Foxx to President and Chief Executive Officer of the Association of American Railroads Ed Hamberger. <http://www.dot.gov/briefing-room/letter-association-american-railroads>

Updated: Wednesday, May 7, 2014

## *Media Contact*

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### **Press Office**

US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590  
United States  
[pressoffice@dot.gov](mailto:pressoffice@dot.gov)

Phone: 1 (202) 366-4570



June 11, 2014  
SCA PIC Meeting

**Item 8:**

Metro Transit Principles

**Action Item**

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**SCA Staff Contact**

Lyset Cadena, Senior Policy Analyst, office 206-433-7169, [lyset@soundcities.org](mailto:lyset@soundcities.org)

**SCA Executive Board:**

Redmond Mayor John Marchione (President); Snoqualmie Mayor Matt Larson (Vice-President); Sammamish Councilmember Don Gerend (Treasurer); Algona Mayor Dave Hill (Director-at-Large); Renton Mayor Denis Law (Past President).

**Potential action:**

To recommend the following policy position to the SCA Board of Directors:

1. We must keep METRO as a regional transit system.
2. METRO reforms need to be explored, understood, and communicated clearly.
3. We ask Seattle to sunset any transit tax increase after no more than three years and re-engage in a system-wide Financial Plan.
4. Through the Regional Transit Committee (RTC), define a minimum level of service standard for all communities in order to preserve connections and service throughout King County.
5. We want consistent and transparent reporting from METRO on financial and service data.
6. Review the Productivity Model to ensure travel to centers is evaluated fairly.
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.

On May 12<sup>th</sup>, the Executive Committee of the SCA Board of Directors met to discuss the Community Mobility Contracts Program proposed by Executive Constantine, and the proposal released by Seattle Mayor Ed Murray to run a levy in November to preserve transit service in Seattle. The Executive Committee also met with King County Council Chair Larry Phillips and Executive Constantine to share their concerns about “balkanizing” the transit system, and expressed the need for keeping Metro Transit a truly regional system. The Executive Committee drafted seven principles for discussion and possible adoption by the PIC. The PIC voted unanimously to bring the seven principles back for possible adoption at the June 11, 2014 PIC meeting.

In response to comments from cities at and subsequent to the last PIC meeting, the PIC may wish to consider amending the policies for grammar and clarity as follows:

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 Seattle (or any other city) to increase transit service in an individual city rather than countywide 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.

### **Background**

King County Metro's primary revenue source is local sales tax. Before 2000, Metro relied on the state's motor vehicle excise tax (MVET) for nearly one-third of its revenue. In 2000, following voter approval of Initiative 695, the state legislature eliminated the MVET for transit agencies. After the MVET was eliminated, King County voters approved a 0.2 percent sales tax increase, from 0.6 percent to 0.8 percent, replacing a portion of the lost MVET revenue. In 2006, voters approved an additional 0.1 percent sales tax increase for the Transit Now program, which was intended to expand the system and create RapidRide. As a result of the increase, Metro is one of a handful of transit agencies in the state that are at the maximum allowable 0.9 percent sales tax level.

Metro's increased reliance on sales tax has made their ability to provide bus service more dependent on economic situations. Sales tax is volatile and receipts can vary substantially with the ups and downs of the region's economy. The recession in 2008 impacted Metro's ability to sustain service. For the period 2009 through 2015, Metro expects to collect \$1 billion less in planned sales tax. As the economic downturn began, Metro, the King County Council, and the King County Executive initiated changes to business, operational, and policy conditions.

In 2010 the King County Council and Executive formed the Regional Transit Taskforce (RTTF) to consider a policy framework for the potential future growth and, if necessary, contraction of King County's transit system. The RTTF recommended a new policy framework and service allocation methodology. The new concepts were adopted in the Strategic Plan for Public Transportation 2011-2021 and the King County Metro Service Guidelines.

The primary principle of the strategic plan and guidelines revolve around the statement within Strategy 6.1.1, which directs Metro to “manage the transit system through service guidelines and performance measures.” Strategy 6.1.1 requires “guidelines to state the balanced prioritization of emphasizing productivity, ensuring social equity and providing geographic values used for identifying the All-Day and Peak Network and changes to the network.”

The Service Guidelines identify an All Day and Peak Network of bus service needs on 112 corridors connecting transit activity centers throughout the county. Corridors receive points based on:

1. Productivity - points are awarded based on the numbers of households, jobs, and students along each corridor, and the actual number of transit users in each corridor;
2. Social equity - points are awarded to corridors based on the percentage of people who board buses in census tracts with greater than average low-income and minority populations compared to the county average; and
3. Geographic value - points are awarded if a corridor is the primary connection between the regional growth centers or manufacturing/industrial centers, or if the corridor is the primary connection between transit activity centers.

Based on points scored, the Guidelines suggest how frequent the service on each transit corridor should be, which in turn identifies a need-based level of transit service for the county. All-Day Corridors are defined as “Very Frequent,” “Frequent,” “Local,” and “Hourly” depending on the frequency of service identified through the scoring process.

The Guidelines not only calculate the need for transit service, they also provide the framework to measure the performance of current bus routes. Bus route productivity is measured by rides per platform hour and passenger miles per platform mile. Routes are evaluated for three periods, peak (5-9 am and 3-7 pm weekdays), off peak (9 am-3 pm weekdays and 5 am-7 pm weekend days), and night (7 pm-5 am). Routes serving the “Seattle Core” (the central business district and nearby areas, or the University District) are required to be more productive than other routes because the Seattle Core areas are more popular destinations.

This performance data is used to determine a route's ranking for reduction in priority order. Then other factors of specific location and time of service utilization data, geographic value, social equity and the effectiveness of the overall system are used to identify level of reduction or restructure of service within general corridor areas.

#### *Proposed Transit Service Reductions*

On April 24<sup>th</sup>, King County Executive transmitted for the County Council’s consideration a proposed ordinance ([Attachment A](#)) that would reduce Metro transit service by 16 percent, or approximately 550,000 annual hours with an additional 34,000 hours held in reserve. Transit service reductions are scheduled to occur over four service changes:

- September 2014 166,000 hours of service
- February 2015 188,000 hours of service

- June 2015 92,000 hours of service
- September 2015 38,000 hours of service

The service is proposed to be reduced based on the following prioritization:

**Priority 1:** Stand-alone reductions of service that are below the 25% productivity threshold for a given time period – 166,000 hours in Fall 2014.

**Priority 2:** Restructures of service to achieve a more efficient transit network while achieving a net reduction of 339,000 service hours in February, June and September 2015 - service changes as follows:

- Northeast King County 53,000 hours of service
- Queen Anne, Capitol Hill, Central and Southeast Seattle 106,000 hours of service
- I-5 South and Kent 29,000 hours of service
- Northeast Seattle 58,000 hours of service
- North-Central Seattle and Magnolia 34,000 hours of service
- West Seattle 59,000 hours of service

**Priority 3:** Stand-alone reductions of service that are predominantly between the 25% - 50% productivity threshold for a given time period - 79,000 hours in September 2015.

While a total of 584,000 service hours are proposed to be reduced, this will result in a net reduction of 550,000 hours. 34,000 hours (six percent) are being held in reserve to address the most severe crowding and reliability problems that, based on past experience, are expected to materialize. As well, the reserve hours will be used to address any differences between planning estimates (of hours) and actual hours once scheduled and operated.

*Other King County proposals*

On May 27<sup>th</sup>, King County Councilmembers Rod Dembowski and Jane Hague introduced a proposed motion ([Attachment B](#)) regarding transit service reductions. The proposed motion does the following:

- A. The executive is requested to review fare and other revenues, operational cost and other reductions, incorporate independent advice, and alternatives to traditional transit service prior to proposing the remaining necessary reductions in the number of service hours, including consideration of:
  1. Transit fare changes to achieve a new fare box recovery target of not less than thirty percent;
  2. Cost reductions and operational changes consistent with a target of being at or below the average operating cost for peer transit agencies; and
  3. Independent reviews of revenue and other policies, funds and operations to ensure transparency of operations and public accountability.

- B. King County supports preserving a sustainable, growing and regional transit system, including through working with cities, businesses and not-for-profit partners to preserve a regionally funded regional transit system as described in the King County Strategic Plan for Public Transportation 2011-2021.
- C. An interbranch staff working group is established to review and develop options including those set forth above, associated with reducing or avoiding the proposed 2015 service hour reductions. The interbranch working group shall consist of:
  - 1. The director of the transit division;
  - 2. A representative of the department of transportation, director's office;
  - 3. A representative of the director of the office of performance, strategy and budget;
  - 4. Two staff appointed by the executive;
  - 5. Two staff appointed by the council; and
  - 6. Other King County staff as needed by the working group in support of the charge to review and develop options.
- D. Any new revenues, savings, cost reductions, and one-time funds identified through the efforts identified in this motion shall be used to lessen the impacts of anticipated service reductions and restructures consistent with the King County Metro Service Guidelines.
- E. King County supports investing in a reformed Metro transit system using region-wide resources including:
  - 1. Continuing to work in partnership with the legislature, cities and stakeholders toward the shared goal of a statewide transportation package to address our critical transportation infrastructure needs; and
  - 2. Exploring options afforded by existing authorities including those authorities for the King County Transportation Benefit District and new revenues to increase transit service and access to transit to meet unmet transit service needs.

The motion received a do pass recommendation from the King County Council Transportation, Economy and Environment Committee (TrEE) on June 3<sup>rd</sup>.

On June 2<sup>nd</sup>, Councilmember Rod Dembowski introduced a proposed ordinance ([Attachment C](#)) to approve the fall 2014 transit service reductions proposed by the King County Executive. No other service reductions would be approved at the present time under the proposed ordinance. Rather, the cuts proposed for 2015 would be evaluated during the budget process, following the reforms proposed in the Dembowski/Hague motion.

At the TrEE meeting on June 3<sup>rd</sup>, Councilmembers Kathy Lambert, Rod Dembowski, and Jane Hague introduced an amendment ([Attachment D](#)) to the proposed ordinance requiring the King County Council to adopt a report detailing and quantifying the ridership to the system and the anticipated cost and operational impacts of wheelchair ridership currently using these

service; describing how contracted transit service is proposed to be used to reduce or avoid other potential transit service reductions and make the transit system more efficient; and describes how the county has worked with its contract transit service provider to manage and potentially mitigate fiscal impacts of service changes. The ordinance as amended received a do pass recommendation from the TrEE Committee on June 3<sup>rd</sup>.

The TrEE Committee also passed out without recommendation the King County Executive proposed transit service reductions.

All three measures will be before the King County Council on June 9<sup>th</sup>. The County Council is expected to take action on these items on that date (two days before the June 11 PIC meeting.)

### *City of Seattle proposals*

In response to the failure of Proposition 1 (Prop 1) and strong support in favor of Prop 1 in Seattle, transit advocates initially proposed an initiative to raise the sales tax within the City of Seattle to pay for transit service.

Seattle Mayor Ed Murray did not support this plan, and instead proposed an alternate funding plan and ballot measure ([Attachment E](#)) to be placed on the November 2014 ballot.

The Mayor's proposed funding plan is anticipated to generate \$45 million per year through the following revenue sources:

- \$60 vehicle fee: approximately \$24 million per year
- 0.1% sales tax: approximately \$21 million per year

Of the \$45 million:

- \$40 million would be used to preserve the majority of service that would otherwise be cut in the second, third, and final rounds of service reductions proposed by the Executive in 2015.
- \$3 million would establish a Regional Partnership Fund to partner with key suburban cities and employers to maintain cross-jurisdiction routes.
- \$2 million would establish a \$20 low-income vehicle fee rebate.

A week after City of Seattle Mayor introduced his proposed transit funding plan, City of Seattle Councilmembers Nick Licata and Kshama Sawant announced a different plan ([Attachment F](#)). The City of Seattle Councilmembers funding plan proposes to increase the commercial parking tax and impose an employer head tax of up to \$18 per worker per year. This funding plan would replace the sales tax increase under the Mayor's proposal.

### **Attachments**

- A. [King County proposed ordinance](#)
- B. [Councilmember Rod Dembowski and Councilmember Janet Hague transit motion](#)
- C. [Councilmember Rod Dembowski transit service reduction ordinance](#)
- D. [Amendment to transit service reduction ordinance](#)

- E. [City of Seattle Mayor transit service proposal](#)
- F. [City of Seattle Councilmembers Licata and Sawant proposal](#)



# King County

1200 King County  
Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Legislation Text

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**File #:** 2014-0169, **Version:** 1

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Clerk 04/25/2014

AN ORDINANCE adopting public transportation service reductions in September 2014, February 2015, June 2015 and September 2015 scheduled service changes.

### STATEMENT OF FACTS:

1. Transit division ("Metro") service is funded mainly by sales tax, and due to the inherently unstable and variable nature of that funding source, the amount of operating funds available from that source varies with the health of the economy. The economic downturn that started in 2008 and resultant decline in sales tax revenues caused a projected shortfall in Metro's operating funds of about \$1.2 billion for the years 2009 through 2015.
2. Since 2009, Metro has undertaken a series of actions to address the revenue shortfall, including increasing system-wide operating efficiencies, use of one-time reserve funds, and generation of new revenue, resulting in approximately \$800 million in cost savings and additional resources and closing the financial gap by approximately \$148 million annually. Although the worst of the recession has passed and sales tax revenue is currently on an uptick, the economy has not recovered enough to generate the sustained sales tax revenues needed to close this financial gap.
2. A temporary funding source, the congestion reduction charge, was authorized by the state Legislature and approved by the county council in 2011, through Ordinance 17169. The intent of this legislation was to help address transit revenue shortfalls during the economic downturn

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**File #:** 2014-0169, **Version:** 1

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and allow King County Metro to continue reducing congestion on some of the state's most crowded highways.

3. With the imminent expiration of the temporary congestion reduction charge in June 2014 and the prior drawdown of its reserve funds, Metro faces a significant annual shortfall equaling approximately 550,000 annual hours of transit service.

4. To close the annual budget gap, Metro is proposing to reduce 550,000 annual hours of transit service over the course of four service changes: September 2014, February 2015, June 2015 and September 2015.

5. The proposed reductions to Metro's fixed route transit network include bus service changes that affect all jurisdictions within King County, as well as portions of unincorporated King County.

6. The proposed service reductions are consistent with the policy direction and priorities adopted on August 30, 2013, in the Updates to the Strategic Plan for Public Transportation 2011-2021 and associated King County Metro Service Guidelines under Ordinance 17641.

7. Metro conducted required public outreach and Title VI service equity analysis in accordance with applicable federal regulations and King County code and policy.

8. The proposed service reductions are within the adopted 2013-2014 service hour budget and are consistent with the most currently available sales tax revenue forecasts established by the King County office of economic and financial analysis.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The September 2014 public transportation service changes for King County, substantially as described in Attachment A to this ordinance, are hereby approved and shall be implemented beginning September 27, 2014.

SECTION 2. The February 2015 public transportation service changes for King County, substantially

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**File #:** 2014-0169, **Version:** 1

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as described in Attachment B to this ordinance, are hereby approved and shall be implemented beginning February 14, 2015.

SECTION 3. The June 2015 public transportation service changes for King County, substantially as described in Attachment C to this ordinance, are hereby approved and shall be implemented beginning June 6, 2015.

SECTION 4. The September 2015 public transportation service changes for King County, substantially as described in Attachment D to this ordinance, are hereby approved and shall be implemented beginning September 26, 2015.



# King County

1200 King County  
Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Legislation Text

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**File #:** 2014-0207, **Version:** 1

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Clerk 05/27/2014

A MOTION related to Metro transit service and planning.

WHEREAS, the economic recession and recovery period of 2008 through 2013 resulted in \$1.4 billion in anticipated sales tax revenues not being generated for King County Metro transit purposes, and

WHEREAS, the King County council and executive have worked collaboratively to save \$798 million of transit service through 2013 and \$148 million in ongoing transit savings and increased revenue, and

WHEREAS, the 2013/2014 approved budget reduced the Metro transit system to match available revenues assuming initial service reductions in September 2014, and

WHEREAS, Ordinance 17757 created a low-income fare program and requires transmittal of a low-income fare program implementation plan for incorporation into the 2015/2016 executive proposed budget, and

WHEREAS, Motion 14081 calls for the transmittal of a plan that fully funds programs to reduce passenger crowding, improve schedule reliability and meet target service levels in the all-day and peak transit network consistent with the King County Metro Strategic Plan for Public Transportation and the King County Metro Service Guidelines, including an evaluation of existing and new revenue authorities and legislative strategies, by September 1, 2014, and

WHEREAS, an opportunity exists for the council and executive to work collaboratively with stakeholders and cities throughout the county to identify additional cost savings, efficiencies and updated estimates of revenue and expenditures that could reduce Metro's annual budget gap and thereby decrease the number of transit service hours required to be reduced;

NOW, THEREFORE, BE IT MOVED by the Council of King County:

A. The executive is requested to review fare and other revenues, operational cost and other reductions, incorporate independent advice, and alternatives to traditional transit service prior to proposing the remaining necessary reductions in the number of service hours, including consideration of:

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**File #: 2014-0207, Version: 1**

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1. Transit fare changes to achieve a new fare box recovery target of not less than thirty percent;
2. Cost reductions and operational changes consistent with a target of being at or below the average operating cost for peer transit agencies; and
3. Independent reviews of revenue and other policies, funds and operations to ensure transparency of operations and public accountability.

B. King County supports preserving a sustainable, growing and regional transit system, including through working with cities, businesses and not-for-profit partners to preserve a regionally funded regional transit system as described in the King County Strategic Plan for Public Transportation 2011-2021.

C. An interbranch staff working group is established to review and develop options including those set forth above, associated with reducing or avoiding the proposed 2015 service hour reductions. The interbranch working group shall consist of:

1. The director of the transit division;
2. A representative of the department of transportation, director's office;
3. A representative of the director of the office of performance, strategy and budget;
4. Two staff appointed by the executive;
5. Two staff appointed by the council; and
6. Other King County staff as needed by the working group in support of the charge to review and develop options.

D. Any new revenues, savings, cost reductions, and one-time funds identified through the efforts identified in this motion shall be used to lessen the impacts of anticipated service reductions and restructures consistent with the King County Metro Service Guidelines.

E. King County supports investing in a reformed Metro transit system using region-wide resources including:

1. Continuing to work in partnership with the legislature, cities and stakeholders toward the shared goal of a statewide transportation package to address our critical transportation infrastructure needs; and
2. Exploring options afforded by existing authorities including those authorities for the

King County Transportation Benefit District, and new revenues to increase transit service and access to transit to meet

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**File #:** 2014-0207, **Version:** 1

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unmet transit service needs.



# King County

1200 King County  
Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Legislation Text

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**File #:** 2014-0210, **Version:** 1

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Clerk 05/29/2014

AN ORDINANCE adopting public transportation service reductions in  
September 2014.

### STATEMENT OF FACTS:

1. 1. Transit division ("Metro") service is funded mainly by sales tax, and due to the inherently unstable and variable nature of that funding source, the amount of operating funds available from that source varies with the health of the economy. The economic downturn that started in 2008 and resultant decline in sales tax revenues caused a projected shortfall in Metro's operating funds of about \$1.2 billion for the years 2009 through 2015.

2. Since 2009, Metro has undertaken a series of actions to address the revenue shortfall, including increasing system-wide operating efficiencies, use of one-time reserve funds, and generation of new revenue, resulting in approximately \$800 million in cost savings and additional resources and closing the financial gap by approximately \$148 million annually.

Although the worst of the recession has passed and sales tax revenue is currently on an uptick, the economy has not recovered enough to generate the sustained sales tax revenues needed to close this financial gap.

2. A temporary funding source, the congestion reduction charge, was authorized by the state Legislature and approved by the county council in 2011, through Ordinance 17169. The intent of this legislation was to help address transit revenue shortfalls during the economic downturn and allow King County Metro to continue reducing congestion on some of the state's most

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**File #:** 2014-0210, **Version:** 1

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crowded highways.

3. To close the annual budget gap in the 2013/2014 Biennial Budget Ordinance, transit service must be reduced consistent with the King County Metro Service Guidelines.

4. The proposed reductions to Metro's fixed route transit network include bus service changes that affect all jurisdictions within King County, as well as portions of unincorporated King County.

5. The proposed service reductions are consistent with the policy direction and priorities adopted on August 30, 2013, in the Updates to the Strategic Plan for Public Transportation 2011-2021 and associated King County Metro Service Guidelines under Ordinance 17641.

6. Metro conducted required public outreach and Title VI service equity analysis in accordance with applicable federal regulations and King County Code and other policy.

7. The proposed service reductions are within the adopted 2013-2014 service hour budget.

8. An opportunity exists for the council and executive to work collaboratively with each other, stakeholders and cities throughout the county to identify alternative cost savings, efficiencies and updated estimates of revenue and expenditures that could reduce Metro's annual budget gap, thereby decreasing the number of transit service hours required to be reduced in 2015.

9. Actual service levels for 2015 and later will be determined in a manner consistent with adopted policies and the King County budget for those years.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The September 2014 public transportation service changes for King

County, substantially as described in Attachment A to this ordinance, are hereby approved and shall be implemented beginning September 27, 2014.

[6/2/14]



Sponsor: Kathy Lambert, Rod Dembowski,  
Jane Hague

[jr]

Proposed No.: 2014-0210

1 **AMENDMENT TO PROPOSED ORDINANCE 2014-0210, VERSION 1**

2 On page 2, beginning on line 52, insert:

3 "Section 2. Service changes to routes 903, 909, 919, 927, 931 and 935 as  
4 proposed in section 1 of this ordinance shall take effect only upon the council's approval  
5 by motion of a report that: identifies and quantifies the ridership to the system and the  
6 anticipated cost and operational impacts of wheelchair ridership currently using these  
7 services transferring to either Access or regular bus service; describes how contracted  
8 transit service, as an alternative service product, is proposed to be used to reduce or avoid  
9 other potential transit service reductions and make the transit system more efficient,  
10 including through extension or changes to the existing Dial-a-Ride Transit routes, and  
11 other new and existing alternative services, consistent with strategies 6.2.3 and 6.2.4 of  
12 the Strategic Plan for Public Transportation 2011-2021; and describes how the county has  
13 worked with its contract transit service provider to manage and potentially mitigate fiscal  
14 impacts of service changes. The report shall be filed by the executive in the form of a  
15 paper original and electronic copy with the clerk of the council, who shall retain the  
16 original and provide an electronic copy to all councilmembers, the council's chief of staff  
17 and the lead staff to the transportation, economy and environment committee, or its  
18 successor."

- 19 **EFFECT: Requires Council adoption of a motion accepting a report meeting certain**
- 20 **criteria prior to service changes to Dial a Ride Transit (DART) services being effective.**

# Preserving Metro Transit Service

\$40 Million Seattle funding plus \$3 Million Regional Partnership Fund

## The Mayor's Plan

To preserve Metro bus service in the City of Seattle and along key inter-city routes, Mayor Murray is proposing a transit funding plan, expected on the November 2014 ballot. Through the following two revenue sources, the plan would generate \$45 million per year:

**\$60 vehicle fee:** Approximately \$24 million per year

**0.1% sales tax:** approximately \$21 million per year

Of the \$45 million:

**\$40 million** would be used to preserve the vast majority of service that would otherwise be cut in second, third, and final rounds of cut during 2015.

**\$3 million** would establish a Regional Partnership Fund to partner with key suburban cities and employers to maintain cross-jurisdiction routes.

**\$2 million** would establish a \$20 low-income vehicle fee rebate.

The first round of Metro service cuts are scheduled to occur in September 2014. Because this funding plan cannot be approved in time to avoid first round cuts, the Mayor plans to reallocate existing SDOT funds to retain night-owl service hours that would be lost.

Funding could be phased out starting in 2016 if new regional revenue is approved in 2016.

## 90% Reduction in Rider Impacts

Full Metro cuts would impact more than 110,000 Seattle boardings, or approximately 55,000 people, per average weekday.

The Mayor's City of Seattle funding measure would prevent significant impacts on nearly 100,000 of those boardings.

## \$3M Regional Partnership Fund

The City of Seattle will partner with other cities, employers, and King County to preserve key peak hour service. Partners will identify their top priorities for protecting Metro routes that connect suburban residents with Seattle employers and institutions.

The City of Seattle will contribute up to 50% toward the cost of partner services. Partnerships might center on peak-period commuter routes to Seattle such as (examples only):

- Bellevue, Issaquah: Route 215, I-90 to Downtown via Eastgate
- Kent: Route 158, East Hill to Downtown
- Lake Forest Park, Shoreline: Routes 304 and 308, Richmond Beach and Horizon View to Downtown via I-5 and N. 145th Street
- Renton: Route 167, Renton Transit Center to University District

## King County Metro Participation

Under this plan, King Country Metro would collaborate with the City of Seattle to finalize use of funds and recognize the City's authority to allocate funds, while the City recognizes the need to honor Metro's Service Guidelines with flexibility to address specific demands.

Metro would commit: To continuing efforts to improve efficiency, to minimizing the amount of capital and overhead included in cost per service hour, and to the pre-cut plan of replacing the entire electric trolley bus fleet with modern electric trolleys.

## Council News Release

**FOR IMMEDIATE RELEASE:**  
5/19/2014 1:40:00 PM

**FOR MORE INFORMATION CONTACT:**

Lisa Herbold, Councilmember Licata's Office, 206-684-5331  
Clay Showalter, Councilmember Sawant's Office, 206-684-8257  
Dana Robinson Slote, (206) 615-0061

**Councilmember Nick Licata**  
**Councilmember Kshama Sawant**

Councilmembers Licata, Sawant Announce Proposal to Maintain Metro

**SEATTLE** - [Councilmember Nick Licata](#) and [Councilmember Kshama Sawant](#) and individuals representing working people, elderly, disabled, students, and people of color announced their plan today to address proposed cuts to Seattle Metro bus service. The proposed plan would use a Commercial Parking Tax increase and an Employer Head Tax to prevent devastating cuts to transit.

With the failure of Proposition 1 on April 22, King County Metro will implement the first of four planned rounds of bus service cuts. If all of these cuts happen, 16% of bus service, or 550,000 annual service hours, will disappear.

"If approved by Council, the Mayor's proposal will go to the ballot in November, but not in time to prevent the first round of cuts. These initial cuts, and the funding that would kick in if 'Plan C' were approved, places a burden on poor and working people," said Licata. "There are other options, and they are options that don't expose our most vulnerable populations to more regressive taxation. The City Council has the ability to implement an Employer's Head Tax and increase the commercial parking tax to fund public transportation," Licata added. "If the City Council moves on this, we can prevent devastating cuts. I have asked our policy staff to research exactly how much revenue could be raised through these means, and to begin drafting legislation to introduce to the City Council."

During the past 25 years, Metro has increased its reliance on regressive taxation five times through raising the sales tax and Vehicle Licensing Fees. In addition, fares have also been raised four times in the past six years, with another proposed increase in 2015. Sales tax has proven to be an unstable revenue source: the dot-com crash in 2001 reduced sales tax revenue and forced Metro to scale back plans to increase service, and in 2009 Metro lost more than 15% of its sales tax base due to the recession.

"A functioning transportation system is critical to the working people who make Seattle and the wider region run. The ongoing cuts to Metro disproportionately affect low-wage workers, the

elderly, the disabled, and people of color," said Sawant. "As a regular bus rider, I stand with all the commuters in King County who are opposed to the looming cuts to these services. I am also in solidarity with Metro workers who are threatened with layoffs and a proposed wage freeze. Seattle's poor and working people not only need the service to be maintained, they need a world-class mass transit system for this city to remain livable for them," Sawant added.

"I support the most equitable and least burdensome revenue source(s) on lower income users when considering the critical funding for our Metro bus system," said Rev. Paul Benz, Faith Action Network.

"Working people should refuse to accept that increasingly regressive taxation is the best we can do," said Philip Locker, Social Alternative. "The only reason that no progressive funding options currently exist is because there is a lack of political will at the state, county and city level. Local elected officials have an obligation to fight to stop regressive taxation and to implement policies such as taxing big business and the super-wealthy, ending direct and indirect subsidies to large real estate developers, capping excessive government executive salaries, and ending corporate handouts to generate the revenue necessary to fully fund and expand mass transit."

"With the findings recently published in the Third National Climate Assessment, it is clear that the US is already experiencing serious effects of climate change. The City of Seattle has the responsibility to act decisively to reduce our carbon impact on the environment," said Jess Spear, 15 Now. "Maintaining and expanding public transportation has proven to be an effective strategy for reducing emissions and combating climate change."

"We must organize and build our forces until we can wage an effective fight for new public transit funding and progressive taxation in Olympia," said Katie Wilson, Transit Riders Union. "Until then we will continue to be driven by the logic of artificial scarcity, cornered into the false choices of austerity: Service cuts or regressive taxes?"



June 11, 2014  
SCA PIC Meeting

## Item 9:

King Conservation District Program of Work

### ***Potential Future Action Item***

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#### **SCA Staff Contact**

Deanna Dawson, SCA Executive Director, [Deanna@soundcities.org](mailto:Deanna@soundcities.org), (206) 433-7170

#### **King Conservation District Advisory Committee Members:**

Carnation Mayor Jim Berger (caucus chair); Tukwila Councilmember Kate Kruller (caucus vice chair); Shoreline Deputy Mayor Chris Eggen; Redmond Councilmember Hank Myers (alternate); Issaquah Councilmember Mary Lou Pauly (alternate); Lake Forest Park Mayor Mary Jane Goss (alternate).

The King Conservation District (KCD) Advisory Committee voted unanimously to support moving forward the attached Draft Program of Work for 2015. ([Attachment A](#)) The issue before the PIC is whether SCA member cities support the Draft Program of Work being adopted in 2015. An alternative position would be to support an incremental approach to taking on the projects contained in the Program of Work, and to phase in any increase in the per parcel rate over time.

#### **Background**

At the May 2014 PIC meeting, members were given the opportunity to provide feedback on the KCD Draft Program of Work. As noted in the May PIC materials, the Advisory Committee was enthusiastic about the programs contained in the Program of Work, which were developed by KCD staff based on guidance from the KCD Advisory Committee, and based on the work of the KCD Conservation Task Force and Conservation Panel.

The programs contained in the Draft Program of Work fall into the following categories:

- Rural Small Lot Forestry and Urban Tree Canopy Enhancement;
- Regional Food System and Sustainable Agriculture;
- Rural Farm Plans, Technical Assistance, and Regulatory Support;
- Urban Farm Plans, Technical Assistance and Regulatory Support;
- Shoreline and Riparian Education and Technical Assistance;
- Expanded Landowner Incentive Program (LIP).

In addition to the Draft Program of Work, the KCD has been working on a series of fact sheets for each of these six focus areas. The first three of these are attached:

- Rural Small Lot Forestry and Urban Tree Canopy Enhancement ([Attachment B](#));
- Regional Food System and Sustainable Agriculture ([Attachment C](#));
- Shoreline and Riparian Habitat ([Attachment D](#)).

Other fact sheets are being drafted by KCD staff, and will be provided to the PIC as they become available.

At the May 28, 2014 KCD Advisory Committee meeting, the Committee had a discussion about whether to move the entire Program of Work forward for consideration by the PIC and other bodies, or whether to recommend that the Program of Work be taken on incrementally. While there was some support for phasing in the programs over time (and thus phasing in any increase in the per parcel rates and charges for property owners), the KCD Advisory Committee ultimately voted unanimously to bring the Draft Program of Work forward in its entirety.

At the direction of the Advisory Committee, KCD made minor changes to the Draft Program of Work considered by the Advisory Committee. The changes were made to increase clarity, and to add an additional degree of specificity. The updated Draft Program of Work, which includes details on the costs associated with each aspect of the program, is attached. ([Attachment A](#)) (A track changes version of the document is available upon request.)

As a reminder, KCD receives funding from two primary sources, Rates & Charges and Grants. Rates and Charges are collected using a per parcel mechanism from each tax parcel in the District at a level of approximately \$5.14 per parcel currently. The statutory cap per parcel is \$10. If the Draft Program of Work were adopted in its entirety, that would raise the per parcel level to approximately \$9.45 per parcel annually.

Additional background on the KCD, and SCA's adopted positions with regards to the KCD, can be found in Agenda Item 10, page 111, of the [May 2014 PIC packet](#).

### **Next Steps**

The final program of work and budget for the KCD must be presented to the King County Council no later than August 1, 2014. The Council may choose to adopt a one year, or multi-year Interlocal Agreement (ILA) and budget for the KCD.

The work leading up to this will proceed according to the following time table:

- June 9, 2014: KCD Board of Directors Meeting and Public Hearing re DRAFT Work Program
- June 11, 2014: PIC review of DRAFT Work Program, initial consideration of public policy position
- June 18, 2014: KCD Advisory Committee, opportunity for committee to recommend changes to draft based on feedback from PIC and other stakeholders
- July 9, 2014: PIC meeting, possible recommendation of public policy position in support of or opposed to KCD Work Program and recommended Rates and Charges
- July 14, 2014: KCD Board of Directors Meeting
- July 16, 2014: SCA Board Meeting, possible adoption of public policy

- July 23, 2014: position  
KCD Advisory Committee Meeting, final recommendation to KCD Board re Work Program, Rates and Charges
- July 28, 2014: KCD Board of Directors Meeting, Adoption of Work Program
- August 1, 2014: KCD Work Program submittal due to King County

## Attachments

- A. [KCD DRAFT Scoping Document for 2015 Program of Work](#)
- B. [Rural Small Lot Forestry and Urban Tree Canopy Enhancement](#)
- C. [Regional Food System and Sustainable Agriculture](#)
- D. [Shoreline and Riparian Habitat](#)

# King Conservation District Scoping Document Program of Work 2015

## Overview

Throughout the second and third quarters of 2013, KCD co-convened with King County a roundtable of local elected officials, senior staff, and rural landowners to examine the natural resource challenges facing our region and the ways in which the conservation approach could best support our one-of-a-kind regional mix of stakeholder needs and challenges. Named the *King Conversation District and King County Conservation Panel and Task Force*, the roundtable developed into a uniquely collaborative and productive process, ultimately resulting in a set of recommendations aimed at resolving historical concerns about KCD's operations and exploring new or expanded programs KCD's partners believed would have broad and effective impact on the neighborhoods and communities that fund and use the King Conservation District.

KCD is grateful to the participants of both the Task Force and the Conservation Panel for their dedication and commitment in addressing our region's most urgent natural resource challenges:

## King Conservation District 2014 Advisory Committee

	Member	Alternate
<b>King Conservation District</b>	<b>Bill Knutsen</b> <i>Chair, Board of Supervisors</i>	
	<b>Max Prinsen</b> <i>Board of Supervisors</i>	<b>Dick Ryon</b> <i>Board of Supervisors</i>
<b>King County</b>	<b>John Taylor</b> <i>Assistant Division Director</i>	<b>Joan Lee</b> <i>Section Manager</i> Water & Land Resource Division
	<b>Michael Huddleston</b> <i>Municipal Relations Director</i> King County Council	

<b>City of Seattle</b>	<b>Kathy Minsch</b> <i>Regional Liaison</i> Seattle Public Utilities	<b>Melissa Lawrie</b> City Budget Office
<b>Equity &amp; Social Justice</b>	<b>Becca Fong</b> <i>Director of Environmental Program</i> Seattle Tilth	
<b>City of Bellevue</b>	<b>John Stokes</b> <i>Councilmember</i>	<b>Alison Bennett</b> <i>Policy Advisor</i>
<b>Sound Cities Association</b>	<b>Kate Kruller</b> <i>Councilmember, City of Tukwila</i>	<b>Hank Myers</b> <i>Councilmember, City of Redmond</i>
	<b>Chris Eggen</b> <i>Deputy Mayor, City of Shoreline</i>	<b>Mary Lou Pauly</b> <i>Councilmember, City of Issaquah</i>
	<b>Jim Berger</b> <i>Mayor, City of Carnation</i>	<b>Mary Jane Goss</b> <i>Mayor, City of Lake Forest Park</i>

Tuesday, June 03, 2014

	<b>Member</b>		<b>Alternate</b>
<b>Landowners</b>	<b>Nancy Hutto</b> <i>Commissioner</i> King County Ag Commission		
	<b>Sandy Miller</b> <i>Commissioner</i> King County Forest Commission		
	<b>Rura</b>	<b>James Haack</b> <i>President</i> Momentum, Inc.	
	<b>Urba</b>	<b>Joan McGilton</b>	<b>Terri Butler</b> <i>Executive Director</i> Sustainable Seattle
<b>Environmental Partners</b>	<b>Valerie Segrest</b> <i>Representative</i> Muckleshoot Tribe		<b>Heather Trim</b> <i>Science &amp; Policy Director</i> Futurewise

Overall, the recommendations focus on two themes:

- 1. Protect and enhance the local food economy through both infrastructure development and direct assistance , as well as protecting the rural and working lands**
- 2. Recognize the tapestry of natural resources that exist within urban boundaries and how it meshes and overlaps with the whole and identify how KCD programs can best support natural resource stewardship across the county by strengthening KCD's capacity to support natural resource stewardship across that tapestry**

All participants of the roundtable emphatically agreed that local food and healthy rural working lands directly contribute to the quality of life in their communities and that every community in the District deserves the opportunity to expand access to both healthy local food and natural resources like trees to all their residents. Building upon the recommendations of the roundtable, KCD is working with its Advisory Committee and ad hoc focus groups of elected officials and other interested parties to develop a more refined response to the recommendations and begin building proposals that would address the highest priorities of its partners and constituents.

Tuesday, June 03, 2014

Components of a *Preliminary Scoping Document* have been developed by KCD staff with the guidance of KCD's Advisory Committee. It is hoped that the draft *Preliminary Scoping Document* captures the direction of the Conservation Panel/Task Force and moves the dialogue forward toward a final scoping document to be forwarded by the Advisory Committee to the KCD Board and implementation of priority Opportunities. (See attached *Opportunities* white papers developed by the 2013 Conservation Panel and Task Force).

## Overview of Current Programs

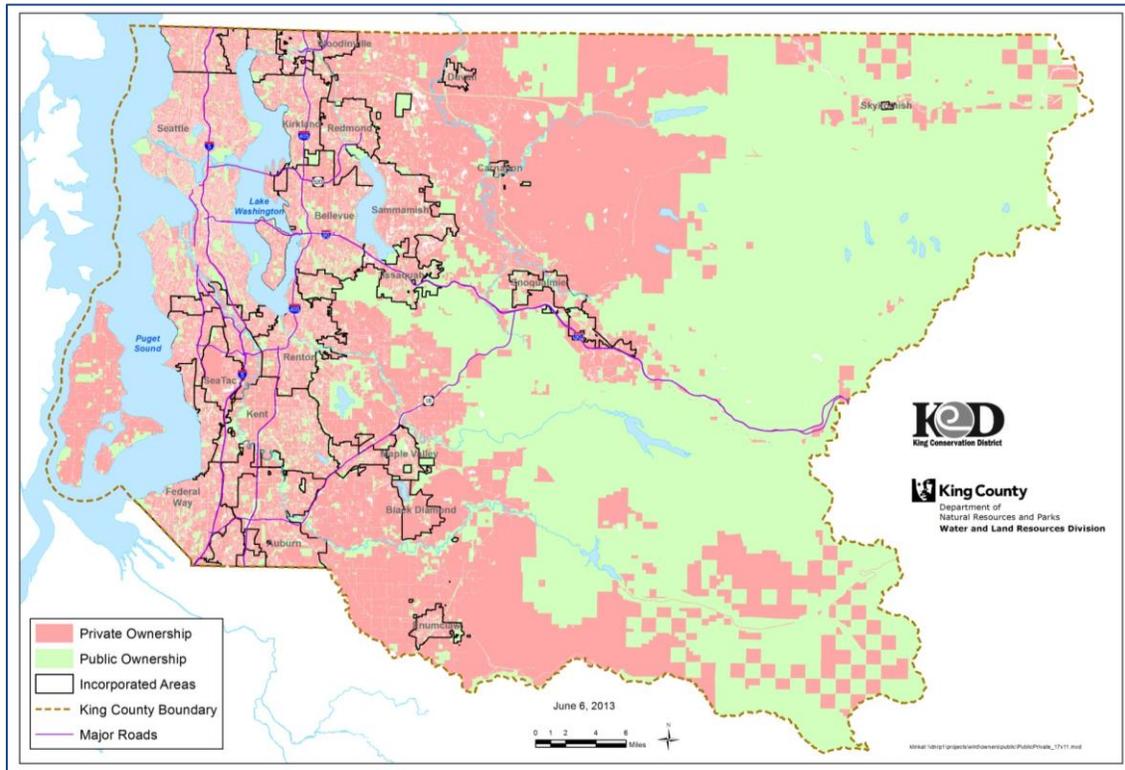
### How We Work

The King Conservation District takes an incentive-based approach to stewardship. We provide landowners with technical assistance and incentives to adopt resource conservation practices through a three-pronged approach:

- Education
- Site-specific technical assistance
- Financial incentives, including grants, cost-share, and direct services

### Private Lands in King County

There are more than 300,000 parcels in private ownership in King County. The Conservation District's mission is to partner with private citizens to engage in incentive-based programs that complement regulatory principles.

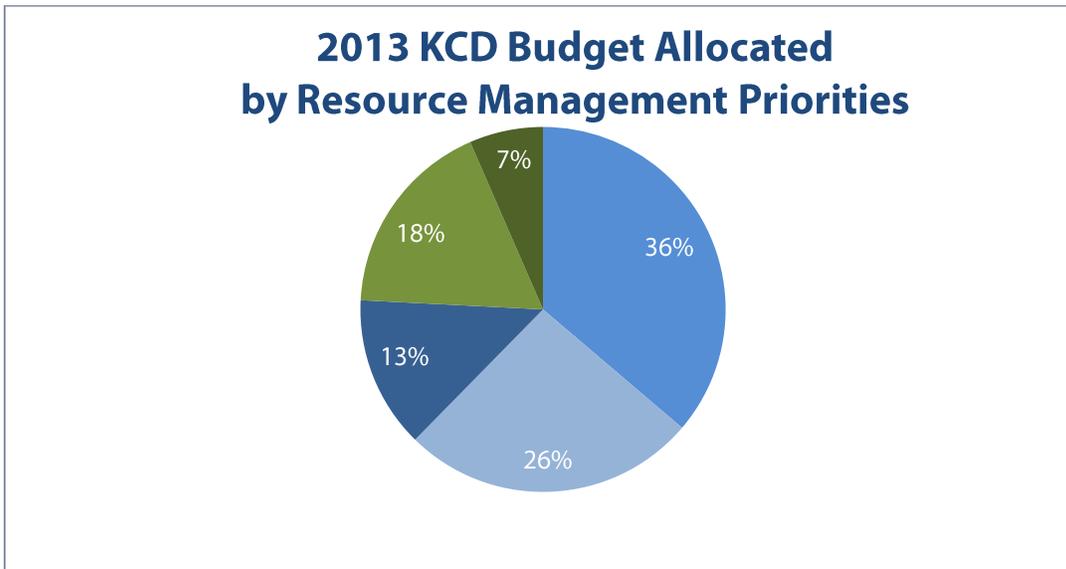


## Resource Management Priorities

This section provides a snapshot of the King Conservation District’s current resource management priorities and associated program of work along with a 10-year scorecard are summarized.

The King Conservation District’s programs and services are organized by the following Resource Management Priorities:

- *Aquatic Habitat (Freshwater & Marine)*
- *Water Quality and Quantity*
- *Forest Health Management & Upland Habitat*
- *Agricultural Lands*
- *Economic Viability of Working Lands*



<b>Aquatic Habitat</b>		<b>36%</b>	<b>\$ 1,376,391</b>
<b>Water Quality &amp; Quantity</b>		<b>26%</b>	<b>\$ 992,152</b>
<b>Forest /Upland Habitat</b>		<b>13%</b>	<b>\$ 511,203</b>
<b>Agricultural Lands</b>		<b>18%</b>	<b>\$ 671,039</b>
<b>Viability of Working Lands</b>		<b>7%</b>	<b>\$ 248,066</b>
			<b>\$ 3,798,851</b>

## Ten Year Report Card 2003-2012

<b>Planning and Technical Assistance</b> (including shorelines)	
Number of resource management plans & technical assistance services	1,636
Acres covered by resource management plans and technical assistance	18,469
Practices implemented	3,283
Farmland acreage served with a Conservation Plan	1 In 5 acres

<b>Grant Implementation</b>	
Total grants awarded	561
Total grant funds awarded	\$35,311,405
Dollars leveraged with grant funds (estimated)	\$127,451,896
Dollars cities leverage for each KCD Grant dollar	\$3.60

<b>Education</b>	
Farm tours, classes, workshops	361

<b>Project Implementation</b>	
Dollars leveraged in association with landowner implementation of conservation practices	\$1,926,569
Dollars leveraged by landowners for each dollar of financial assistance for water quality practices	\$2.78
Miles of shoreline enhanced (fresh and marine)	18
Acres of shoreline enhanced (fresh and marine)	196
Percent of shoreline properties receiving direct buffer project assistance.	1.7% fresh 6.4% marine
Percent of District cooperators with aquatic areas helped to install buffers	90%
Number of native plants installed	523,327

<b>Volunteer / Community Building*</b>	
KCD Volunteers	5,651
Attendance @ tours, classes, workshops	5,077
KCD Volunteer hours	20,610
Dollars leveraged in association with volunteer labor	\$311,664

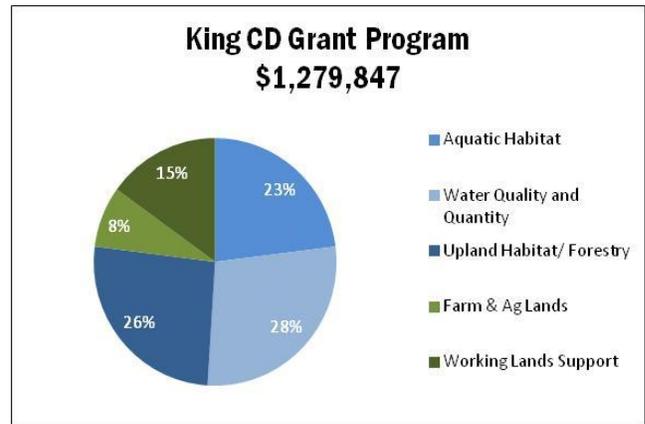
*\*These statistics apply to KCD volunteers and do include volunteers, hours, and financial value of volunteers used in member jurisdiction grant projects as the District has not historically requested this information from cities.*

## Member Jurisdiction Funding for Natural Resource Stewardship

Tuesday, June 03, 2014

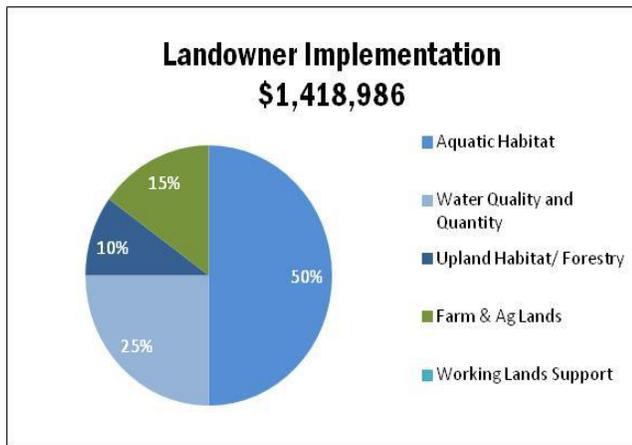
The King Conservation District assists member jurisdictions with meeting their resource conservation goals by offering grants to enhance natural resources, provide education and outreach, and build capacity for project implementation.

Projects funded through the grants program reflect the District’s resource management priorities. Examples of recent grants include:



- City of Renton knotweed removal project (partnering with the Friends of the Cedar River Watershed to target weed removal efforts on both public and private lands).
- King Conservation District/Seattle Community Partnership Grant Program, providing funding for projects implemented by both city agencies and nonprofit organizations. A total of 31 applications are currently being reviewed for 2013 funding.
- The City of Bellevue’s storm drain stenciling program is working with citizen volunteers to help neighbors take responsibility for the health of city creeks and ultimately Puget Sound.

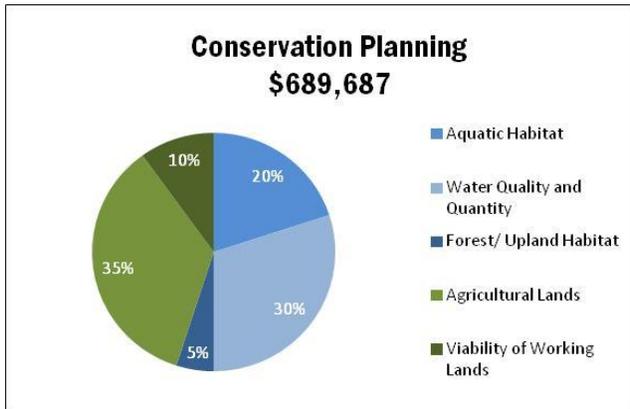
### Landowner Implementation



The King Conservation District plans and implements natural resource management projects in partnership with landowners, neighborhood groups, and public entities. The District also provides financial incentives, such as grants and cost-share, to support self-directed landowners with implementation of Best Management Practices that protect and enhance natural resources on their property. Some examples of natural resource management and conservation practices typically supported by the King Conservation District include:

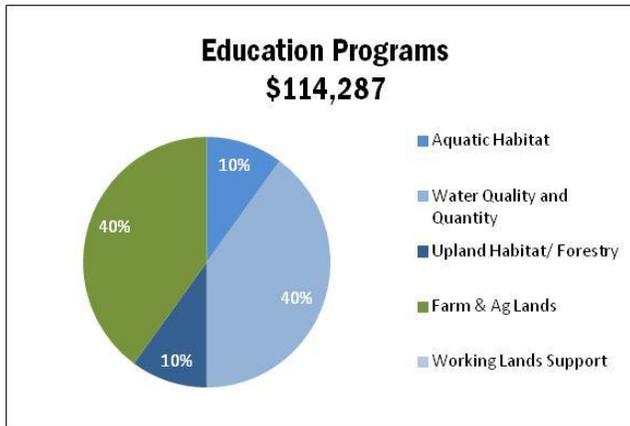
- Aquatic Area Buffer Plantings
- Bulkhead Removal
- Buffer Fencing
- Forest Health Management
- Upland Wildlife Habitat Management
- Stream Crossings
- Pasture & Hay Planting
- Livestock Heavy Use Protection Areas
- Livestock Waste Storage Facilities
- Roof water and surface water quality protection

### Resource Planning & Conservation Education for Private Landowners

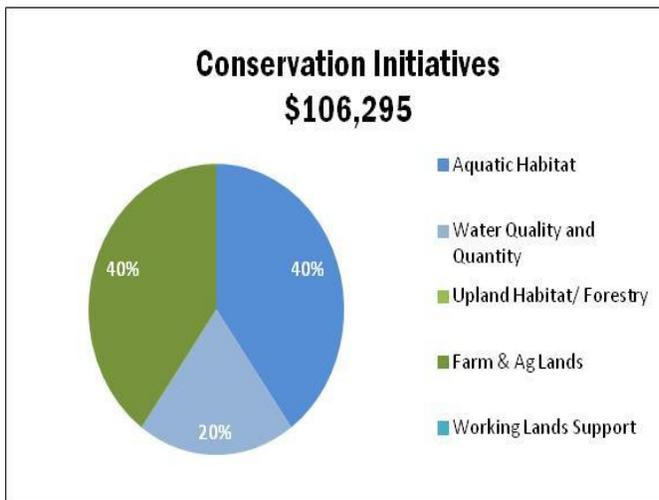


The District provides site-specific, whole property natural resource conservation plans for crop and dairy farms and for horse and livestock owners, with particular focus on livestock impacts on water quality and overall streamside habitat improvement.

In addition to individual property focus, the District sponsors action-oriented workshops, classes, and farm tours, targeting both youth and adults, focused on planning and implementing resource conservation.



### Strategic Conservation Initiatives



The King Conservation District’s programs are based on the latest research and national standards established by USDA Natural Resources Conservation Service, as adapted to local needs and regulations. The District works closely with local, state and federal agencies and educational institutions to address complex and challenging issues related to soils, wetlands, and habitat preservation. Each year the District budgets for research on issues that impact land owners and land managers in King County.

## Background

The King Conservation District (KCD) is a natural resource conservation organization charged with improving and protecting community sustainability by engaging private landowners to take special care of their land. Like conservation districts across the United States, KCD's formula is a simple one: Funds are collected from all property owners within the boundary of the District and in turn, KCD implements or funds activities that will benefit the people who live in the District. These activities span a broad spectrum of programs and services, but share the common goal of increasing the resilience of our region's natural resources and working lands in the face of population growth, urbanization, and increased pressure from development

The mandate of conservation districts is to encourage and support land owners and managers to take steps to protect and enhance the health of the natural resources important to *their* communities. Conservation districts in Northeastern Washington, for example, serve a distinctly rural and agricultural clientele. Soil health, water conservation, and livestock management rank among the top priorities facing land managers in those districts. Each conservation district, however, is charged with responding uniquely and effectively to the challenges faced by its own community.

KCD is tasked with one of the most interesting, challenging, complex, and multi-faceted opportunities facing any conservation district: To work with landowners in the rural landscape of unincorporated King County and in the backyards, and public easements, parks and open spaces that dot the urban landscapes of the 34 cities we are proud to call our partners. In short, KCD works with landowners to improve soil, water, and habitat conditions wherever it's needed.

Serving such an urban landscape positions KCD to help leverage limited resources for effective regional impact at a time when the financial resources for conservation are dwindling instead of increasing. Now more than ever, collaboration and coordination across agencies, programs, and individuals is needed to ensure that our region's natural resources are resilient and healthy enough to support our growing population.

## 2015 Program Focus Areas – recommended by the 2013 Conservation Panel/Task Force

After reviewing existing natural resource conservation programs and services in the region and identifying gaps that affect landowners and communities within the District, the Conservation Panel/Task Force recommended six priority areas in which they believed the King Conservation District could either expand current programs and services or develop new programs/services in order to optimally meet the evolving needs and priorities of our stakeholders.

In developing a *Preliminary Scoping Document*, the King Conservation District proposes to organize its activities to meet the challenges and opportunities recommended by the King Conservation District / King County Conservation Panel and Task Force as follows:

- **Rural Small Lot Forestry and Urban Tree Canopy Enhancement**
- **Regional Food System and Sustainable Agriculture**
- **Rural Farm Plans, Technical Assistance, and Regulatory Support**
- **Urban Farm Plans, Technical Assistance and Regulatory Support**
- **Shoreline and Riparian Education and Technical Assistance**
- **Expanded Landowner Incentive Program (LIP)**

Two additional areas identified as priorities are included as programs in this scoping document:

- **Member Jurisdiction Grant Program**
- **Community Relations and Outreach**

The KCD's current and proposed level of service in each of these priority areas is discussed in detail in the following sections. Budget numbers associated with proposed activities are preliminary and will be refined through discussion with the Advisory Committee and other stakeholders.

## 1. Rural Small Lot Forestry & Urban Tree Canopy Enhancement – Supporting equity across District communities

**Challenge:** As climate change and population growth pressures mount, the health of Pacific Northwest Forests is increasingly vulnerable.

**Need:** The demand to train and support owners of small forest properties to safeguard our regional forest resources is immediate and essential. Individual jurisdictions and agencies do not have the resources to adequately protect our forests without mobilizing the private land managers.

**Total Proposed Program Budget (new + current) \$319,654**

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### A. Rural Small Lot Forestry and Forest Health Management Services

“The combined impacts of increasing wildfire, insect outbreaks, and tree diseases are already causing widespread tree die-off and are virtually certain to cause additional forest mortality by the 2040s and long-term transformation of forest landscapes.”

- *Climate Change Impacts in the United States – Northwest* May, 2014

#### Current Outcomes

- **25-40 forested acres treated annually**
- **2,000-3,000 native trees and shrubs planted annually**
- **\$28,986 leveraged annually**

#### Proposed Future Outcomes

New small forest forestry services and programs are expected increase the number of rural small forest landowners actively managing their forest resources for improved ecosystem services. This work will be supported by funding a minimum of one WSU Coached Forest Stewardship Planning workshop series per year in King County; and working with regional forest health management service providers to market KCD services to forest landowners, to prioritize economic development activities that support small non-commercial forest landowners, and to develop conservation programs that protect small forested stands through coordinated and targeted fuels reduction efforts. Expected outcomes include the following:

- **Forest acres treated and planted increased from 25 to 225 acres annually.**
- **Native trees and shrubs planted on forest land increased from 2,000-3,000 to 18,000-36,000 annually**
- **Private sector funding leveraged on forest health management increased from \$28,986 to 144,900 annually**
- **A minimum of 18 small acreage forest landowners engaged annually in planning and implementing forest health management practices** through KCD technical services and at least 1 WSU Coached Forest Stewardship Workshop per year in King County.
- **Allocate \$150,000 annually in KCD LIP forest health management cost-share funding** for contracts awarded to small acreage non-industrial private forest landowners to implemented forest health management practices (an increase from 3 to 10 contracts, and \$60,000 to \$150,000).

## Background

The King Conservation District's mission directs it to protect forest resources by reaching out to forest landowners and residents on enhancing ecosystem functions and adding value to forest cover.

As recently as 2009, over 45,000 acres of the nearly 782,000 acres of rural non-commercial forest lands outside the Agriculture Production Districts were held by landowners on parcels of five acres or less in size. These small, non-commercial forested lands exceed the capacity of the King County forestry program for support. Yet together, they represent a vast resource management priority that contributes to the overall health of our environment and community and a timely opportunity to proactively and responsibly engage private landowners in stewardship.

## Current Programs and Services

Current KCD rural forest services include technical assistance and limited incentive funding to help rural non-commercial small forest landowners improve the forests on their property by restoring canopy conditions, controlling invasive plant species, improving upland wildlife habitat conditions and connections, and reducing pollutants to water bodies (e.g. pesticides, fertilizers and sediment from eroded soils). Natural resource management objectives for this work include fish and wildlife habitat improvement, storm water run-off management, water quality protection and enhancement, and carbon sequestration. KCD's ongoing activities associated with this work include

- Providing technical site assessment and implementation services to rural small acreage non-commercial forest landowners. **KCD Staff**
- Providing technical site assessment and implementation services to forest landowners who have completed the Washington State University (WSU) Coached Forest Stewardship Planning training. **KCD Staff**

## Proposed Additional Programs and Services

Strengthening and expanding the resources available to manage the health of small-lot forest resources in the rural areas has emerged as a high priority regionally. The full range of opportunities identified through a number of stakeholder engagement processes are listed below. With regard to these future additional services and program opportunities, KCD proposes to coordinate with King County to identify the specific programmatic efforts and geographic areas for new and/or expanded investments in unincorporated King County.

The range of opportunities includes:

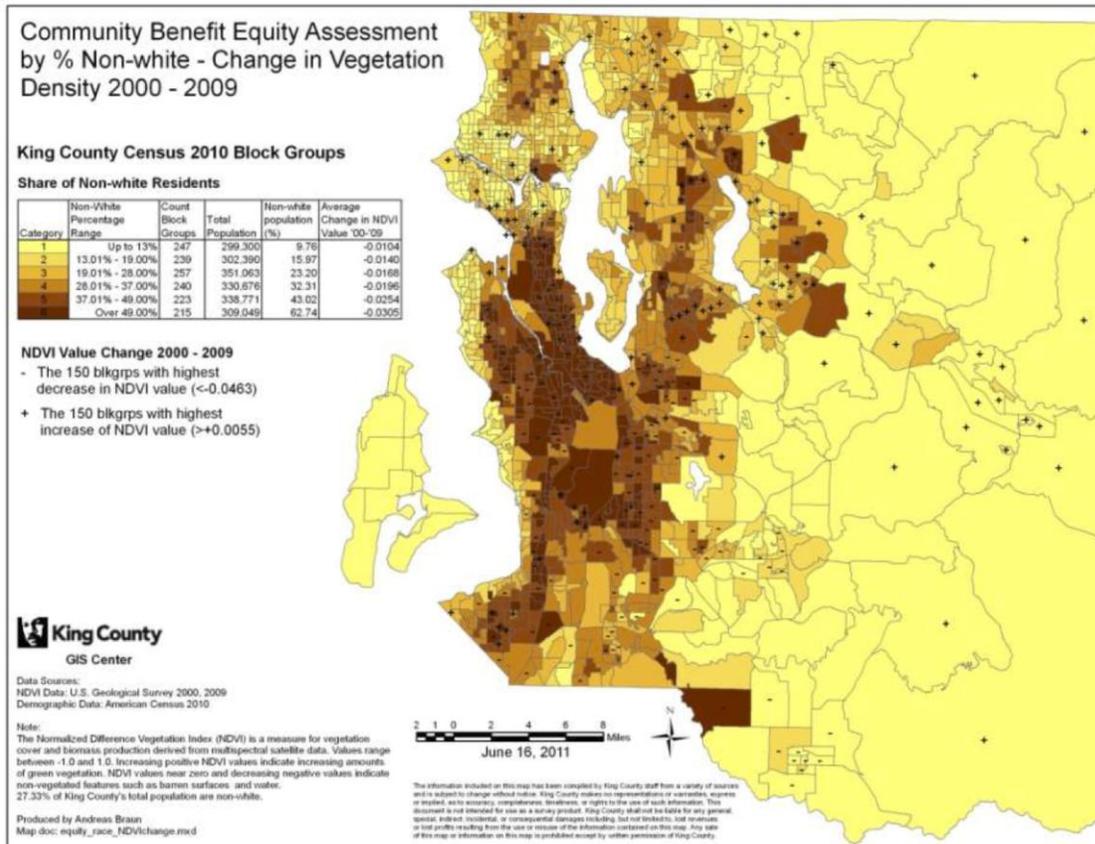
- **Fund the annual offering of WSU Coached Forest Stewardship Workshops** in King County to rural non-commercial small forest landowners. **WSU (Grant or Contract)**
- **Target current and increased technical site assessment and support** services to non-commercial rural forest landowners (under 5 acres). **KCD Staff**
- **Target new technical assistance and implementation services to homeowners associations** with Native Growth Protection Areas, forest buffers and other open space management areas. **KCD Staff**
- **Conduct outreach to rural non-commercial small forest landowners** to directly market the range of forestry services available across agencies in King County. **KCD Staff in partnership with WSU, KC and others**
- **Collaborate with local and regional service providers on enhancing economic development incentives to support small scale forestry** and on conservation programs that help maintain forest health in the urban/rural interface. **KCD Staff in partnership with WSU, KC and others**
- **Collaborate with local and regional service providers on delivering regional fire fuels reduction efforts** to small non-commercial forest landowners. **KCD Staff in partnership with KC and others**
- **Reinstate the KCD Opportunity Fund to capitalize on synergistic opportunities** on properties with combined farm and woodlot land uses (see Regional Food System section of this document).
- **KCD Staff (Grants to landowners or Partners working with landowners - MJs, NGOs, Agencies)**

[KING COUNTY STAR COMMUNITY RATING PROGRAM REVEALS GROWING DISPARITY IN URBAN CANOPY COVER](#)

Trees form the backbone of the green infrastructure in urban environments. Tree canopy has decreased in low-income parts of the city of Seattle over the past decade. High income neighborhoods have actually experienced an increase in forest canopy. Urban tree canopy contributes to decreased summer temperatures, increased capacity to absorb severe storm events, and habitat for wildlife.

## B. Urban Upland Habitat Enhancement and Forest Health Management Services

Healthy trees and forests in urban communities are important for everyone. Recent research by King County reveals an alarming drop in urban trees in many King County communities at a time when more, not fewer, trees in these communities are intensely needed: As growth management concentrates development in urban areas and the regional commitment to social justice and equity is institutionalized, management and enhancement of healthy urban forests and tree canopies emerges as a necessity. Urban forestry programs are expanding their historical focus on aesthetics and the urban heat islands to additionally address functioning wildlife habitats in the cities, stormwater management, water quality protection, pollution abatement and carbon sequestration.



### Current Outcomes

- **6 upland acres treated annually**
- **\$14,500 in plants and other project materials provided annually to landowners and neighborhood groups** through KCD technical service programs for implementation of urban forest/open space enhancement projects.
- **\$144,000 leveraged annually** (mostly in-kind labor) in association with urban forest/open space enhancement projects supported by KCD.

## Proposed Future Outcomes

Expanded and new urban upland habitat enhancement and forest health management services are expected to introduce or increase the level of urban community-based forestry taking place in King County jurisdictions. Expanded and new services will be supported by hiring a full time Urban Forester and AmeriCorps Intern. These staff will collaborate with three member jurisdictions annually to develop local urban forestry conservation initiatives. Activities will include workshops, classes and tours, and technical support to urban residents on retaining and restoring urban forest resources on private property and public easements, rights-of-way and open space areas. Measures of resource improvement anticipated in association with this expanded and new level of service are based on current measures of success and include the following:

- **Urban forest/upland acres treated and planted increased from 6 to 14 acres annually.**
- **Native trees and shrubs planted on urban forest/upland habitat increased from 14,000 to 34,400 annually**
- **Private sector funding leveraged on urban forest/upland health management increased from \$144,000 to 324,400 annually**
- **Facilitate roundtable fora in three jurisdictions, annually, to develop tailored urban forest retention and restoration initiatives.** In turn, market services and facilitate outreach and educational opportunities to promote the retention and restoration of urban forests, and facilitate community forestry activities through technical support.
- **Work with 3 new jurisdictions annually** in a support and/or coordination role to plan and implement urban forest retention and restoration programs.
- **Allocate \$150,000 annually (\$50,000 per jurisdiction) in KCD LIP cost-share funding for contracts awarded to urban residents and neighborhood and community groups** to implement management practices consistent with urban forest initiatives adopted by the respective jurisdictions.

## Background

### Current Programs and Services

Current KCD urban forest health management services include technical and project implementation services and limited incentive funding to help residential landowners improve the condition of urban forest resources. Resource management objectives associated with this work include upland wildlife habitat enhancement, storm water runoff management, water quality protection and enhancement, and carbon sequestration. Technical site assessment and implementation services on both private parcels and public parcels adopted by neighborhood groups include:

- addressing the health of individual trees and degraded tree canopy conditions where present,

- improving the cover of native plant species,
- controlling invasive plant species,
- improving upland wildlife habitat conditions on the scale of individual parcels and to some extent the larger landscape, and
- reducing the contribution of pollutants to water bodies.

## Proposed Additional Programs and Services

Strengthening and expanding the resources available to help residential property owners and public land managers maintain healthy urban trees and forests is a high regional priority. The opportunities identified through stakeholder engagement are listed below. KCD proposes to coordinate with its member jurisdictions to identify specific synergies, programmatic efforts and geographic areas for new and/or expanded investments in partnership with the jurisdictions.

The range of opportunities includes:

### For landowner literacy

- **Provide workshops, classes and tours to urban residents** on improving forest/tree ecosystem functions and values, enhancing wildlife habitat, reducing storm water runoff, and sequestering atmospheric carbon by planting and maintaining native trees and shrubs.

**KCD Staff**

- **Assist urban residents, through increased levels of technical support,** on retaining and restoring their part of the urban forest, improving urban forest ecosystem functions and values, enhancing wildlife habitat, reducing storm water runoff, and sequestering atmospheric carbon by planting and maintaining native trees and shrubs.

**KCD Staff**

- **Support and/or coordinate public/private partnerships between private parcels and jurisdictions** on restoring buffers adjacent to public easements, parks and other urban open space areas.

**KCD Staff in partnership with MJs**

### For small & medium-sized jurisdictions

- **Organize and facilitate three round table fora each year to explore the needs, concerns and potential opportunities to partner with jurisdictions on urban forestry initiatives** including monitoring and maintaining healthy tree canopy, developing urban forest retention and restoration strategic plans, and conducting public tree inventories & canopy assessments.

**KCD Staff in partnership with MJs**

- **Support jurisdiction efforts to improve urban forests** in parks, open space areas, rights of way and on other public properties.

**KCD Staff in partnership with MJs**

- **Coordinate and/or support jurisdictions applications to Washington Department of Natural Resources for Community and Urban Forestry Grants** to develop urban forest strategic plans, public tree inventories, tree canopy assessments, and to fund public tree planting initiatives.

- **KCD Staff in partnership with MJs**

- **Partner with jurisdictions and local Native American Tribes** on a program that promotes landscaping with native plant species and educates on traditional uses of native plants.

**KCD Staff/Tribes**

**Current**

10% FTE Senior Resource Specialist  
4% FTE Resource Specialist II

**Current Funding \$17,430 plus LIP**

**Expanded**

- Create 1 FTE Rural Service Forester
- Create 1 FTE Urban Services Forester/Arborist/FHM Specialist
- Create 1 Americorps Intern
- Increase cost-share to LIP for rural FHM projects, and add cost-share for Urban FHM initiatives
- Plan and implement practices on 200 rural acres annually
- Support 3 new Member Jurisdiction urban forestry initiatives annually

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**New Funding \$302,224**

## 2. Regional Food System and Sustainable Agriculture

**Challenge:** Every community in King County deserves a strong, resilient, and equitable local food economy but food deserts and other obstacles persist.

**Need:** With policy development from regional leaders and expertise across a broad diversity of existing grassroots organizations, what is missing is the capacity to track, coordinate, and leverage food system needs and resources efficiently and effectively.

**Total Program Budget (new + current)      \$1,086,261**

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### Current Outcomes -

- Work regionally to set goals around food and farm marketing and distribution with other regional leaders.
- Auburn International Farmers Market – Development
- Auburn International Farmers Market – Marketing
- Renton Farmers Market - Marketing
- CSA Voucher Program – City of Auburn

### Proposed Future Outcomes

**Develop a Regional Food System Program** in close collaboration with the KCD Advisory Committee, including setting priorities for District-specific projects and grant funding priorities and fund \$900,000 local food projects. KCD proposes to work closely with its partners to provide the coordination of physical and economic infrastructure and market development as well as consumer access to locally-produced food. Program outcomes would include supporting the increase of locally food eaten locally, increasing equitable access to healthy local food, and strengthening the sustainable profitability of local farming. These partners include, but are certainly not limited to:

- |                                  |   |
|----------------------------------|---|
| • King County                    | • Pike Place Market                     |
| • Member Jurisdictions           | • Neighborhood Farmers Market Alliance  |
| • FARMS/CITIES Roundtable        | • Seattle Farmers Market Association    |
| • Cascade Harvest Coalition      | • Washington Farmers Market Association |
| • Seattle Tilth                  | • Tilth Producers of Washington         |
| • NW Agriculture Business Center | • Sno-Valley Tilth                      |

King County farmers produced \$120 million worth of food in 2012, down from \$127 million in 2007, ranking 18<sup>th</sup> of the state's 39 counties. King County consumers, however, spend \$6 billion on food, including \$600 million on raw food. Demand for fresh locally-grown food is growing, but social, economic, and infrastructural obstacles stand in the way. Price points for food that deliver a living wage to farmers while remaining affordable to a broad consumer base prove elusive in the absence of some market intervention. Processing and storage facilities are few, creating farm-to-market challenges for small farmers.

Institutional buyers such as hospitals and school districts have not yet embraced local suppliers in a meaningful way.

These obstacles suggest a need for public sector innovation. Though local food stories are ubiquitous and celebrated chefs increasingly highlight sustainability and seasonality in their menus and preparation, the fact remains that farmers are, paradoxically, simply not sharing in the renaissance. The most recent survey of King County farmers found that incomes in the sector are declining.

The King Conservation District is uniquely positioned to coordinate and leverage a range of projects, programs, and services we and our partners are already well-equipped to deploy.

## The Future

We propose to work with our member jurisdictions, King County, Seattle Tilth, Cascade Harvest Coalition, Pike Place Market, the Puget Sound Regional Food Council, and others across the food system spectrum to reduce obstacles on the farm, during processing and storage, within distribution channels, and at market. We will build on existing success, such as Seattle Tilth's Farm Works in Auburn, and work together to innovate new pilot programs to learn from and adapt.

*"By addressing food system issues systematically, the region can protect agricultural land, promote fresh food consumption, and support local food and farm based business to improve the health of the local food economy."*  
 - Puget Sound Regional Council -  
**VISION 2040**

Current Program Outcomes	Proposed Program Outcomes
<ul style="list-style-type: none"> <li>Currently, KCD is involved in a variety of regional roundtables and policy bodies examining ways to grow and maintain a sustainable agricultural economy.</li> <li>KCD is partnering with the City of Auburn, Auburn International Farmers Market, Seattle Tilth, Auburn Food Bank, and Washington CAN to implement <b>Good Food Bag Market Bucks</b> for low-income shoppers to use at the Farmers Market this summer. This program will expand markets for local farmers by increasing their consumer base and expand access to healthy, locally-grown produce to low-income community members.</li> </ul>	<p>KCD proposes to develop and administer a robust program of grants and services that address the following regional goals:</p> <ul style="list-style-type: none"> <li>Improve food access</li> <li>Invest in local food system as an economic growth sector</li> <li>Begin to address storage and processing obstacles</li> <li>Strengthen direct market connections at farmers markets</li> <li>Expand CSAs</li> </ul> <p>A healthy local food system means healthier people, healthier farms, and healthier natural resources.</p>

The range of opportunities includes (proposed lead in **blue**):

- **ECONOMIC DEVELOPMENT: Collaborate with local agriculture sector to design a set of economic development solutions and systems for the food producers** **KCD Staff**
- **ECONOMIC DEVELOPMENT: Support pilot projects to address complex farming challenges**, such as new farmers markets, new farmer recruitment, innovative pilot projects to improve food access, etc. **MJs/NGOs**
- **ECONOMIC DEVELOPMENT: Providing catalyst funding and support to help cities** connect to and strengthen regional farm and food economy. **MJs/NGOs**
- **REGIONAL CAPACITY BUILDING: Invest in building the capacity of partner public and non-profit organizations that are connecting new farmers to land**, providing technical assistance and conducting applied research to strengthen the local farm economy. ( Cascade Harvest Coalition, WSU Extension Service, Northwest Agricultural Business Center, Seattle Tilth, and more) **Agencies/NGOs**
- **REGIONAL CAPACITY BUILDING: Stabilize (and, if possible, expand) funding for organizations that are demonstrating success in developing farm to institution programs.** **NGOs**

- **DIRECT MARKETING: Support market expansion efforts for CSAs** with institutional buyers and or through CSA fair to bring in new customers. **KCD Staff/NGOs**
- **DIRECT MARKETING: Support efforts to build and reinforce direct market channels** including CSA/vouchers/farmers' markets/neighborhood food coops. **MJs/NGOs**
- **DIRECT MARKETING Support cities, farmers, and market managers to identify and secure capital for infrastructure of farmers' markets** to enable them to continue to expand and play a more active role in nutrition education. **MJs/NGOs/Agencies**
- **EQUITY/ACCESS: Increase support for strategies to empower low-income families** and individuals to have access to healthy local foods. **MJs/NGOs/Agencies**
- **WHOLESALE: Work with farmers to identify needs for, plan, and locate infrastructure for aggregation and storage** **KCD/KC**
- **WHOLESALE: support development and/or expansion of local food hubs** **KCD/KC/MJs/NGOs**

## Background

Strengthening the regional food economy was perhaps the most discussed and ultimately the highest priority of the Conservation Panel and Task Force. This focus area addresses enhancing the Regional Food System through a combination of initiatives and synergy with existing or expanded KCD services. These other KCD services are addressed in the Urban and Rural Farmer focus areas which follows this section.

## Current Programs

The current Conservation District/ Member Jurisdiction Grant Program has funded some local food access-related projects in recent years, such as farmers market support with the City of Auburn. In 2014, KCD has been more actively exploring how cities can use this current Grant program to pilot some small food initiative projects, such as Farmer's Market food stamp program support, CSA boxes for healthy food access, and farmer's market support. In addition, KCD staff works regionally to support food system initiatives, such as the recent Farm and Food Roundtable project led jointly by Pike Place Market, Seattle, and King County; KCD is also committed to working with member jurisdictions to explore shared interests in supporting the regional food system within the current grant program.

The Puget Sound Regional Council (PSRC) Regional Food Policy Council has called for a systems change that would increase equitable access to healthy foods in the Puget Sound region. They point to the

interdependence and linkage between the rural and urban economies as a factor in this system. The Council identifies challenges to local communities such as access to healthy food, preserving agricultural resources, and ensuring resiliency in the food system during emergencies. King County FARMS Report states that viable local agriculture needs regional funding support.

Since the Task Force and Conservation Panel came to a close in 2013, the KCD team has been actively engaged with partner jurisdictions, citizen groups, regional food system leaders, and farmers to explore this opportunity area better and develop a strong understanding of the regional needs and potential role for KCD to play in this priority area.

<b>Current</b>	<b>Expanded</b>
0.1 FTE Senior Program Manager 0.1 FTE Community Relations Manager <u>Contracted Community Outreach</u>	Add 1 FTE Senior Program Manager Add 1 FTE Grant Program Assistant Create \$900,000 Grants, Contracts, Funding <u>Support to KC, MJs, NGOs</u>
<b>Current Funding \$20,880</b>	<b>New Funding \$1,075,620</b>

### 3. Rural Farm plans, technical assistance, and regulatory support

**Challenge:** Best Management Practices to reduce non-point impacts from multiple land uses need continuous updates to protect water quality, a shared public resource. A resilient future depends upon farmers stewarding our shared resources in the public benefit while remaining economically healthy themselves.

**Need:** Farmers continue to need help understanding and navigating complex and changing rules, guidelines, and conditions such as salmon recovery, field drainage, water rights, soil health, extreme weather events, and farm development restrictions.

“While the agriculture sector’s technical ability to adapt to changing conditions can offset some adverse impacts of a changing climate, there remain critical concerns for agriculture with respect to costs of adaptation, development of more climate resilient technologies and management, and availability of timing of water.”

*Climate Change Impacts in the United States*      *May, 2014*

**Total Program Budget (new + current)      \$725,814**

#### Current Outcomes

Current natural resource planning services focus primarily on rural small farm managers. At current program funding, the key outcomes include:

- **Serving 150 farming customers** (90% result in site visits to assess natural resource concerns and solutions)
- **Delivering 67 farm plans for 1000+ acres** (20% regulatory referral; 25% Current Use/ PBRS referral; 55% stewardship only)
- **Following up on 160 plans** to document implementation, which includes support navigating County, State, and Federal permitting systems

- **Providing technical support to dairy operators** and the Washington State Dairy Association (WSDA) in association with WSDA nutrient management compliance inspections. About 15 inspections per year
- **Assisting 30 farms with manure spreader loan program annually**, promoting the beneficial use of manure as a fertilizer at agronomic rates, minimizing water quality impacts of stock piling manure.

[KCD COST-SHARE FINANCIAL ASSISTANCE HELPS KEEP DAIRIES IN KING COUNTY](#)

In 1991, 83 dairies existed in King County; today there are just 26. The cost of meeting increased environmental regulations, as well as addressing seasonal flooding, has proven prohibitive for the majority of dairies that once dotted the landscape. In early 2014, KCD approved financial assistance for one dairy to construct infrastructure improvements that will keep dairy cattle dry and productive in the wet winter months and protect water quality in the Snoqualmie Valley.

### Proposed Future Outcomes

- **Develop a multi-year plan to deploy targeted farm planning services approach county wide to key targeted natural resource concern areas** for example PIC approach-targeting water quality impaired sub-basins with significant commercial farming land use (5 -10 watersheds prioritized; may result in 10+ year plan) **KCD Staff**
- **Targeting 1 natural resource concern area for outreach each 2 years**, ensuring a comprehensive approach to conservation **KCD Staff**
- **Serving 50 farming customers in targeted natural resource areas** (90% result in site visits to assess natural resource concerns and solutions) annually **KCD Staff**
- **Delivering 20 farm plans in targeted natural resource areas** (25% regulatory nexus; 10% Current/PBRS nexus; 65% stewardship nexus only) annually **KCD Staff**

### Background

### Current Programs

In addition to stewarding many of the public’s water resources, farmers are emerging as critical allies in halting or reversing the impacts of climate change. Climate change studies point to the importance of soils as a key bank for carbon, which can mitigate some of the projected impacts of climate change projections. This focus on soil health and farm soils builds on nearly a century of soil conservation focus in the US, so visibly brought to mind with images of the dust bowl in the past and the tragic land slide at Oso only months ago.

The King Conservation District Planning staff engages farmers, landowners, and others to promote and support implementation of conservation practices and plans that address natural resource concerns.

For landowners seeking to put conservation practices on the ground, our planning programs are often the first step. After working with KCD to develop their conservation plan, some landowners are able to get the work done on their own, while many landowners continue working with the District's implementation staff to accomplish identified tasks.

For the landowner, implementing their conservation plan is a multi-year effort, commonly taking three years to complete planned conservation practices. For many, the available funding and time can limit what they can actually accomplish. Our follow-up assistance seeks to increase conservation actions taken, and many landowners go on to work with our Implementation programs, such as the Conservation Projects and Landowner Incentive Program. Many of our outstanding cooperators also go on to host peer education farm tours as part of our Education program.

### Proposed Additional Programs

The 2013 Task Force and Conservation Panel identified the need to expand KCD support of small farmers with increased planning capacity, more on-the-ground natural resource conservation projects, and assistance in navigating County, State, and Federal regulations by marketing services to priority farming sectors and/ or resource priority areas. Priority sectors or geographic areas could be identified using regional plans from groups such as Puget Sound Partnership, Regional Food Policy Council, Department of Ecology TMDLs, and other relevant bodies. The selection of priority areas would be coordinated with input from the KCD Advisory Committee.

Over the past 10 years, KCD has seen a steady level of farm services requests, even without any active marketing for these services. Expanded capacity to support small farmers would improve KCD's ability to assist landowners to balance regulatory compliance with cost-effective land management practices. As regulatory requirements change and increase, more landowners are referred to KCD for assistance in coming into compliance with Federal, State and local regulations. In unincorporated King County, KCD works closely with County staff to coordinate outcomes and help private landowners steward their property in the public interest. Part of the planning process is addressing regulatory requirements in ways that work for both the landowner and regulatory agencies.

Current	Expanded
0.77 FTE Senior Program Manager 0.93 FTE Senior Resource Specialist 1.55 FTE Resource Specialist II 1.36 Program Assistant <u>0.75 AmeriCorps Intern (Education)</u> <b>Current Funding \$571,885</b>	Add 1 new FTE Resource Specialist (Rural Farm Planner) <u>Add .6 FTE Outreach Specialist</u> <b>New Funding \$153,929</b>

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## 4. Urban farm plans, technical assistance, and regulatory support

**Challenge:** An equitable local food economy includes urban food production, both commercial and personal. Urban farmers and gardeners have unique needs for land stewardship guidance to ensure a viable, diverse local food system that cares for our soils and waters for future generations.

**Need:** Existing urban agricultural organizations are under-funded to meet the demand to develop sustainable urban small-lot food production and provide training and support for low-income and immigrant populations, who would benefit most from expanded urban agricultural opportunities.

**Total Program Budget (new + current)      \$191,800**

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### Current Outcomes

Interest in small scale food production is growing within the urban boundaries of the district. In such close quarters, the need for good planning and management is clear. King Conservation District Planning staff services have been limited in serving urban farming. Current services are focused on water quality impacts from small-scale livestock management and also associated with soil testing support to farmers and gardeners.

“1 in 5 children in King County is food insecure.”

- *Communities Count, 2012*

### Proposed Future Outcomes

- **Assess regional need for urban farming-related natural resource planning support** through coordination with member jurisdictions and the KCD Advisory Committee  
**KCD Staff**
- **Continue to market and expand soil fertility services** to promote responsible fertilizer practices (Increase gardener involvement by at least 100 more new gardeners annually) **KCD Staff**

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- **Coordinate urban farm planning services with coordinated regional food system initiatives** with member cities and county  
**KCD Staff**
- **Develop soil testing program and customers into a more comprehensive urban conservation program** focused on growing healthy local food and protecting and enhancing urban water quality  
**KCD Staff**
- **Develop 20 Urban Farm Plans per year.** Plans will be developed across the District so that by year 5, at least 1-2 urban farm plans will be developed in every member jurisdiction. **KCD Staff**

## Background

KCD currently works with landowners in all settings. While it is not KCD's mission to help farmers farm, KCD is interested in promoting and expanding healthy, sustainable farms wherever they make sense as they provide optimal stewardship of soil, water, and habitat while also supporting the local food economy in any way possible. KCD could provide education, technical assistance, and institutional support to municipalities, landowners, and managers to ensure urban farms are sustainable and operated in the public benefit, including promoting water quality BMPs and building soil health/ carbon sequestration.

KCD has experience working with landowners, including many that have been referred by regulatory agencies. Part of the planning process is addressing regulatory requirements in ways that work for both the landowner and the regulatory agencies. With that coordination established, KCD is well-positioned to develop similar relationships with municipalities interested in promoting and supporting urban farming.

KCD is currently engaged with area cities in several, regional food system initiatives focused on building strategies that increase the number of new farmers entering the field, both in cities and rural areas. This includes the efforts of a number of cities to adapt policies that enable and encourage urban farming. Cities are also considering supporting this effort through land leases, water subsidies, and other mechanisms, and other low-investment strategies. At the same time KCD could work with municipalities and landowners to incorporate natural resource conservation practices into urban

SEATTLE TILTH – GROWING SELF-SUFFICIENCY  
AMONG IMMIGRANT COMMUNITIES IN RAINIER  
BEACH WITH 7 ACRES OF MARKET GARDEN AND  
WETLAND.

Farms can grow almost anywhere; the most critical resource is farmers! Along with other partners, including the City of Seattle and Cedar Grove, KCD is supporting the ongoing development of a market garden in Rainier Beach. Programs at the 7-acre Rainier Beach Urban Farm and Wetlands train young farmers, support low-income immigrant populations, and include significant habitat enhancements that benefit the broader community.

farming to build and maintain soil and water sustainability. WSU Extension could also partner in this effort as they bring the “how to” to the urban farming equation. Several years ago, funding for local WSU extension agents were zeroed out of the county budgets. Bringing sustained funding back to a WSU agriculture agent (see Regional Food Systems Focus Area) could greatly enhance the technical support available to beginning urban farmers.

## Current Programs

With current programs and funding, KCD delivers the following urban farmer/ gardener services:

- **Serves up to 5 urban farm service customers** annually
- **Delivers 1-5 urban livestock-related farm plans annually** (for regulatory compliance)
- **Participates in regional food system** coordination initiatives (as available)
- **Provides soil testing support** to over 500 new urban farmer/ gardeners annually to promote sound water quality related soil fertility management (this service has been growing steadily since starting in 2007)

## Proposed Additional Programs

The 2013 Task Force and Conservation Panel identified a need for KCD to focus expertise in natural resource stewardship to support expansion of urban farming in sustainable ways within urban boundaries. Recommendations were that KCD’s existing programs and services for small farmers be more aggressively implemented within urban boundaries.

“Support efforts to expand urban food production on privately owned land, including residential, commercial, and institutional properties.”

*-Seattle Food Action Plan, 2008*

Current
0.05 FTE Program Assistant <u>\$10,050 Soil Testing Expenses</u>
<b>Current Funding \$13,871</b>

Expanded
Add 1 new FTE Resource Specialist (rural farm planner) <u>Add .6 Outreach Specialist</u>
<b>New Funding \$177,929</b>

## 5. Shoreline and Riparian Habitat (Freshwater & Marine) – Support for shoreline landowners in protecting Puget Sound

**Challenge:** Efforts to restore the health of Puget Sound need the participation of private landowners who collectively own 2/3 of the shorelines. Landowner driven protection of our region’s streams, rivers, lakes, wetlands and marine shorelines will contribute to salmon runs and the overall health of Puget Sound.

**Need:** Individual jurisdictions and agencies do not have the resources to recover the health of aquatic systems without mobilizing private land managers. The demand for workshops, classes, tours, train-the-trainer, and one-on-one assistance is immediate and essential.

**Total Program Budget (new + current)      \$1,278,586**

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### Current Outcomes

- **1.82 miles of shoreline replanted and enhanced** annually.
- **23.5 acres of riparian corridor replanted and enhanced** annually.
- **57,589 native trees and shrubs planted annually**
- **549 landowners, neighborhood groups and jurisdictions utilizing KCD technical service programs annually** for implementation of aquatic area planting and enhancement practices.
- **1 KCD LIP cost-share contract awarded annually to landowners, neighborhood groups and jurisdictions** for implementation of aquatic area planting and enhancement practices.

### Proposed Future Outcomes

Expanded and new shoreline and riparian habitat services are expected to significantly increase the current level of technical services and community engagement in support of freshwater and marine shoreline protection and enhancement objectives along creeks, streams,

“The conservation and management of freshwater ecosystems are critical to the interests of all humans, nations, and governments.”

*The Freshwater Institute, University of Washington, 2014*

rivers, lakes and Puget Sound, and in wetlands and estuaries. Expanded and new services will be supported by coordinating workshops and other educational opportunities to engage landowners in restoration activities; conduct site visits, prepare and implement enhancement/restoration plans for rural and urban shoreline landowners, community/neighborhood groups adopting publicly owned shoreline areas and groups working to protect and restore basin-level functions and values. Expanded and new services will be targeted and coordinated in partnership with member jurisdictions to address individual member jurisdictions priority geographic areas. Resource improvements anticipated in association with expanded and new service are based on current measures of success (10 year score card) and include the following outcomes:

- **3.6 miles of shoreline replanted and enhanced** annually.
- **47 acres of riparian corridor replanted and enhanced** annually.
- **115,100 native trees and shrubs planted annually**
- **A minimum of 220 freshwater aquatic area landowners engaged annually in learning about, planning and implementing aquatic area planting and enhancement practices.** Aquatic area landowners will be engaged by increasing from 2 to 10 the number of workshops on protecting and enhancing freshwater aquatic resources. Of these, 8 workshops will be marketed regionally to urban KC residents (NE, NW, SE and SW King County) and workshops will be facilitated twice per year in each geographic quadrant.
- **A minimum of 120 marine shoreline aquatic area landowners engaged annually in learning about, planning and implementing aquatic area planting and enhancement practices.** Marine shoreline landowners will be engaged by increasing from 3 to 6 the number of workshops on protecting and enhancing marine aquatic resources. The workshops will be directly marketed to marine shoreline landowners through targeted outreach, and facilitated in locations accessible to Vashon, NW King and SW King residents.
- **Increase from 10 to 20 the number of freshwater aquatic area planting and enhancement projects** planned and implemented by KCD, thereby restoring a minimum of 5 acres and 1.8 miles per year on a combination of urban and rural residential lands. In association with this work, leverage additional Washington State Conservation Commission funding for project implementation.
- **Increase from 4 to 8 the number of Conservation Reserve Enhancement Program projects** planned and implemented per year, thereby restoring a minimum of 6 acres and 1.5 miles per year on agricultural lands. In association with this work, leverage additional Washington State Conservation

*“In the coastal zone, the effects of sea level rise, erosion, inundation, threats to infrastructure and habitat, and increasing ocean acidity collectively pose a major threat to the region.”*

*Climate Change Impacts in the United States, May 2014*

Commission funding and USDA Farm Services Agency funding for project implementation.

- **Allocate \$112,500 annually in KCD LIP cost-share funding for contracts awarded to freshwater and marine aquatic area landowners** to implement freshwater and marine shoreline planting and enhancement practices in urban and rural areas (an increase from 1 to 10 contracts, and \$11,250 to \$112,500) .

## Background

King Conservation District engaged roundtable participants in an exploration of the challenges facing aquatic habitats in the District. King County's landscape is a diverse mosaic of mountains, forests, rivers, lakes, and marine habitats. The district's service area includes approximately 2,100 square miles of land, plus nearly 2,000 miles of freshwater and marine shorelines. Major watersheds include Cedar River-Lake Washington, Green-Duwamish, Sammamish, Snoqualmie-Skykomish, White River, and Central Puget Sound, including Vashon-Maury Island.

A century of intensive logging, agriculture and urban development have degraded aquatic habitats throughout King County where more than 2/3 of the shoreline properties are held in private ownership. In 1999, Chinook salmon were listed as threatened under the Endangered Species Act, prompting concerted efforts to restore and protect lakes, rivers and streams. Concern for the health of Puget Sound has focused increased attention on shoreline and nearshore habitats. Working closely with private property owners whose lands abut freshwater and marine aquatic systems is an essential component of recovering the health of these systems. Support for increased educational assistance and capacity-building among shoreline property owners was recommended by the roundtable.

[SHORELINE WORKSHOPS BUILD AWARENESS,  
LEAD TO RESTORATION OF PUGET SOUND BLUFFS](#)

One landowner's participation in a KCD workshop led to a kitchen table discussion with neighbors and a multi-parcel bluff habitat enhancement for shorebirds and other Puget Sound wildlife. Another landowner's participation in the same KCD workshop led to a creosote piling bulkhead removal project.

## Current Programs and Services

KCD currently supports shoreline property owners in implementing enhancement and restoration activities through targeted education, direct technical assistance, and financial incentives in the form of direct project planning and implementation services as well as grants and cost share. Over the past decade, the KCD has provided direct assistance on enhancing more than 8% of King County freshwater and marine shorelines.

The goal of KCD shoreline and riparian habitat support services is to improve the condition of freshwater and marine aquatic resources. This objective is met by engaging landowners and land managers in improving the cover of native plant species, controlling invasive plant species, improving riparian and aquatic habitat conditions on the scale of individual parcels and to some extent the larger landscape, and reducing the

contribution of pollutants to water bodies (e.g. pesticides, fertilizers, nutrients, bacteria, etc). Resource management objectives associated with this work include fish and wildlife habitat enhancement, water quality protection and enhancement, and carbon sequestration. In addition, shoreline property owners need assistance in navigating regulations, understanding the ways in which their actions impact our shared aquatic resources, and paths they can take to improve the sustainability of our waters and related aquatic habitats. KCD's ongoing activities associated with this work include:

- **Conducting shoreline education programming** to promote stable natural shorelines that protect water quality, provide high value fish and wildlife habitat, reduce storm water runoff, and sequester carbon.

**KCD Staff**

- **Providing technical site assessment and enhancement/restoration project implementation services to residential property owners.** Typical implementation services in a rural context include supporting and/or planning and implementing riparian corridor enhancement projects consistent with MKCC Code and in an urban context include supporting and/or planning and implementing riparian corridor enhancement to whatever extent is practicable. In cases where funding is available, services include improvement of in-stream habitat conditions.

**KCD Staff**

- **Providing technical site assessment and implementation services to neighborhood groups adopting aquatic areas on public properties.** Typical services to neighborhood groups include actions to address degraded riparian conditions, control invasive/weed species, improve fish and wildlife habitat connectivity and conditions, and reduce the contribution of pollutants to water bodies (e.g. pesticides, fertilizers, nutrients from animal waste, and sediment from eroded soils). In cases where funding is available, in-stream habitat conditions are improved.

**KCD Staff**

- **Providing technical site assessment and implementation services to member jurisdictions.** Technical services are made available to and coordinated with member jurisdictions to improve freshwater and marine shoreline habitat in parks and on other public properties. These efforts are implemented in the form of contracted service.

**KCD Staff**

## Proposed Additional Programs and Services

In response to the priorities identified by our partners, KCD proposes to strengthen its existing shoreline and riparian habitat programs by increasing capacity for workshops, classes, and tours to freshwater and marine shoreline property owners; increasing capacity for one-on-one technical assistance and implementation services to property owners on improving the functions and values, fish and wildlife habitat and water quality of marine and freshwater shorelines; increasing capacity to respond to member jurisdiction requests for support on improving the functions and values of fish and wildlife habitat and water quality of marine and freshwater shorelines on public lands. With regard to the future additional services and program opportunities listed below, KCD proposes to coordinate with its member jurisdictions to identify specific synergies, programmatic effort and geographic areas for new and/or expanded investments in partnership with the jurisdictions.

The range of opportunities includes:

### For landowner literacy

- **Provide assistance to landowners and residents in communities that are currently underserved** or are disproportionately affected by pollution, including toxics and sedimentation, or habitat degradation.

**KCD in Partnership with MJs/NGOs**

### For jurisdictions

- **Increase capacity to help jurisdictions meet their aquatic resource protection and enhancement objectives through education, technical support and implementation services to landowners and neighborhood/community groups.** Efforts in this area could include any combination of outreach, education and technical services targeted by priority geographic area ranging from individual landowners in proximity to public properties to priority watersheds or sub-basins. The range of services to jurisdictions could include community organizing, project planning, and implementation services.

**KCD in Partnership with MJs/NGOs**

- **Support jurisdiction efforts to improve freshwater and marine shoreline habitat in parks and on other public properties.** These efforts, currently offered as a contracted service, could be increased. Jurisdiction investments could be augmented by working with landowners of adjacent private holdings.

**KCD in Partnership with MJs/NGOs**

- **Support jurisdiction efforts in** targeted shoreline outreach, education and technical services that promote and support enhanced shoreline buffers and reduced pollutants in surface water runoff.

**KCD in Partnership with MJs/NGOs**

<b>Current</b>	<b>Expanded</b>
0.81 FTE Senior Program Manager 1 FTE Engineer 2 FTE Senior Resource Specialists 1 FTE Resource Specialist II 0.21 FTE Resource Specialist I 1 WA Conservation Corps Crew <u>0.25 AmeriCorps Intern (Education)</u>	Add 1 FTE Resource Specialist Add 1 FTE AmeriCorps Intern Add 1 FTE Education Program Manager Increase by more than 100% Workshops, Tours and Classes to freshwater and marine shoreline landowners Increase by 100% aquatic area enhancement projects on private property <u>Add \$101,250 to KCD LIP cost-share funding</u>
<b>Current Funding \$674,594</b>	<b>New Funding \$603,992</b>

**6. Expanded Landowner Incentive Program – Cost-share to meet natural resource management priorities in our region** *(This section represents the portion of implementation services associated with the other five opportunity areas that is financed through cost-share contracts with landowners.)*

**Challenge:** Private landowners own nearly 50% of the land within the boundary of the King Conservation District. Engaging the private landowners in natural resource protection and enhancement is critical to supporting an economically and environmentally sustainable region.

**Need:** Private landowners need support to meet the region’s expectation that common resources on private property, such as water quality and fish and wildlife habitat, be protected and enhanced for public benefit.

**Total Program Budget (new + current)      \$837,182**

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### Current Outcomes

- **1.8 miles of shoreline enhanced** since inception.
- **11.5 acres of riparian corridor enhanced** since inception.
- **141.5 acres of forest in active forest health management** since inception.
- **190 landowners engaged in stewardship practice implementation** since inception.
- **256 cost-share contracts awarded** since inception.

### Proposed Future Outcomes

- **Allocate \$150,000 annually in KCD LIP forest health management cost-share funding for contracts awarded to small acreage non-industrial private forest landowners** to implemented forest health management practices (an increase from 3 to 10 contracts, and \$60,000 to \$150,000).
- **Allocate \$150,000 annually (\$50,000 per jurisdiction) in KCD LIP cost-share funding for contracts awarded to urban residents and neighborhood and community groups** to implement management practices consistent with urban forest initiatives adopted by the respective jurisdictions (an increase from 1 to 15 contracts, and \$11,250 to \$150,000).

- **Allocate \$112,500 annually in KCD LIP cost-share funding for contracts awarded to freshwater and marine aquatic area landowners** to implement freshwater and marine shoreline planting and enhancement practices in urban and rural areas (an increase from 1 to 10 contracts, and \$11,250 to \$112,500).
- **Allocate \$250,000 annually in KCD LIP cost-share funding for contracts awarded to agricultural landowners** to implement agricultural related water quality protection and enhancement practices, agriculture land drainage ditch maintenance practices, water conserving irrigation practices, and other practices that improve resource management and protections on agriculture lands (an increase from 24 to 40 contracts, and \$150,000 to \$250,000).

## Background

The King Conservation District traditionally works with private property owners in all settings to assist them in protecting, conserving and enhancing natural resources. The KCD Landowner Incentive Program promotes stewardship of natural resources by providing funding in the form of cost-share awards to support landowner implementation of natural resource management practices. Cost-share awards are a common financial incentive tool utilized by entities seeking to promote behavior change through the adoption of emerging and/or current priority management practice. Examples include the USDA Natural Resources Conservation Service *Farm Bill* conservation programs and public health department septic system upgrade programs. Cost-share awards through these programs are contractual arrangements between the funding entity and the recipient landowner. Such contracts typically specify an approved activity with implementation criteria, a reimbursement amount or ratio, and in some cases performance measures.

### [SHORELINE AND LIP WORK TOGETHER TO IMPROVE WATER QUALITY](#)

KCD has been cooperatively restoring the Brandon Street Natural Area with the Seattle Parks Department for many years. One adjacent landowner, seeing the results of work being done, sought and received both technical assistance through the KCD aquatic area enhancement program and funds through the KCD Landowner Incentive Program to install a native plant buffer on their portion of Longfellow Creek. This backyard riparian habitat enhancement project has expanded the total area of Longfellow Creek that has been enhanced with native plants and is contributing to improved water quality conditions in the water body.

## Current Programs

The KCD Landowner Incentive Program funds natural resource management practices planned in association with KCD technical service programs such as the Farm Planning Program and the Aquatic Area Enhancement Program. While the practices funded through the LIP are planned by the KCD, the

recipient landowner is responsible for ensuring the practice is implemented consistent with planned standards. Currently, fourteen individual practices are eligible for funding to address a range a resource management priorities, including 1) aquatic habitat protection and enhancement (*Aquatic Area Buffer Planting, Bulkhead Removal, Livestock Exclusion Fencing*); 2) upland habitat enhancement (*Forest Health Management, Upland Wildlife Habitat Enhancement*); 3) surface and ground water quality protection and soil conservation on agricultural lands (*Livestock Heavy Use Protection Area, Livestock Waste Storage Facility, Livestock Stream Crossing*). The KCD Landowner Incentive Program cost-share reimbursement rates range from 50% to 90% of the project cost, depending on the natural resource management practice and within the established limit for the practice. KCD's ongoing activities associated with the Landowner Incentive Program include:

- **Award cost-share funding to promote implementation of eligible practices planned through a KCD technical service program.** KCD Staff
- **Administer open cost-share contracts.** KCD Staff
- **Monitor maintenance of funded practices for the lifetime of the practice.** KCD Staff

### Future Additional Programs

In response to the priorities identified by our partners, KCD proposes to strengthen its existing cost-share program by increasing implementation of natural resource management practices that protect and enhance water quality, improve water use efficiency, improve fish and wildlife habitat, and improve forest health. The KCD is well-positioned to work with more property owners across the urban and rural landscape of King County to implement conservation projects on their properties. Such projects can leverage local governments' efforts on public properties, such as working with creek-side property owners adjacent to parks to remove invasive plant species and replant with native species. KCD can provide education, technical assistance, and monitoring to assist landowners with planning and designing their cost-share project in response to the priorities identified by our partners. With regard to future additional services and program opportunities listed below, the KCD proposes to coordinate in partnership with its member jurisdictions to identify specific programmatic efforts and geographic areas of new and / or expanded investments. Opportunities shared by stakeholders include the following:

- **Increase funding to support implementation of Forest Health Management practices** in rural areas. KCD /Grant

- **Provide funding to support implementation of Forest Health Management practices** on public lands and adjacent privately held parcels in urban areas.  
**KCD/Grant**
- **Increase funding to support freshwater and marine Aquatic Area Enhancement practices.**  
**KCD/Grant**
- **Work with jurisdictions to explore KCD support on low impact development practices** for reduced storm water runoff and improved water quality in urban areas.  
**KCD/Grant**
- **Consider funding agriculture land drainage ditch maintenance, water conserving irrigation practices, and other practices** that improve resource management and protections on agriculture lands.  
**KCD/Grant**
- **Consider the establishment of separate funding pools** for commercial farm projects and non-commercial agriculture land projects.  
**KCD/Grant**
- **Work with jurisdictions to explore targeting urban areas funding to underserved communities** or communities that are disproportionately affected by water pollution, including toxics and sedimentation, or habitat degradation.  
**KCD/Grant**

Current	Expanded
0.13 FTE Senior Program Manager 0.54 FTE Resource Specialist I \$200,000 cost-share funding <b>Current Funding \$277,306</b>	Add 1 FTE Program Manager Add \$456,250 in new cost-share funding <b>New Funding \$559,876</b>

## 7. Member Jurisdiction Grant Program - \$1,296,507

While not a new Opportunity identified by the Conservation Panel/Task Force, the existing Member Jurisdiction Grant Program was identified by participants as a high priority for continued funding. KCD proposes to continue to extend its mission and impact through providing funding for natural resource conservation to land managers in our member jurisdiction municipalities.

## 8. Advisory Committee, Communication, Outreach

While not a new Opportunity identified by the Conservation Panel/Task Force, Outreach was identified as an inadequately funded element in KCD's work plan. KCD committed to re-organize its 2014 programmatic funding to provide resources to support:

- An expanded and intensive Advisory Committee process,
- Outreach to our city partners, organizational marketing, and
- Other activities to strengthen our partnerships and raise regional literacy about KCD's impact on natural resource conservation.

As KCD develops its 2015 Program of Work with the Advisory Committee over the coming months, the work plan of this section will be developed.

### King Conservation District Funding Structure

KCD receives funding from two primary sources, Rates & Charges and Grants. Rates and Charges are collected using a PER PARCEL mechanism from each tax parcel in the District (currently approximately \$5.14, with a legislated cap of \$10 PER PARCEL). To meet the requirements of this funding, the King Conservation District must demonstrate both indirect and direct benefit to its ratepayers. KCD's programs are required to impact the following natural resource priorities in the public benefit:

- Aquatic Habitat
- Water Quality and Quantity
- Agricultural and Farmlands
- Forest Lands and Upland Habitat
- Economic Support for Working Lands

### Next Steps

KCD is working closely with its Advisory Committee to build a Program of Work that reflects the needs and priorities of its constituents for submission to King County August 1, 2014.

## Appendix

<b>Conservation Task Force Members</b>	<b>Conservation Panel Members</b>
Alison Bennett, Policy Program Manager City of Bellevue Utilities	Jim Berger, Mayor City of Carnation
Deanna Dawson, Executive Director Sound Cities Association	Richard Conlin Seattle City Councilmember
Siri Erickson-Brown, Farmer Local Roots Farm King County Agriculture Commission Member	Don Davidson Bellevue City Councilmember
Mark Isaacson, Division Director King County Dept of Natural Resources & Parks	Reagan Dunn King County Councilmember
Bobbi Lindemulder Rural At-Large	Chris Eggen, Deputy Mayor City of Shoreline
Scott MacColl, Intergovernmental Relations City of Shoreline	Fred Jarrett, Deputy Executive King County
Kathy Minsch, Regional Liaison Seattle Public Utilities	Kate Kruller City of Tukwila Councilmember
Eric Nelson, Supervisor King Conservation District	Kathy Lambert King County Council Councilmember
Mike Reed, Legislative Lead Analyst King County Council	Kit Ledbetter, Supervisor King Conservation District
Carolyn Robertson, Gov Relations Manager City of Auburn	Max Prinsen, Supervisor King Conservation District
Dick Ryon, Commissioner King County Rural Forest Commission	John Stokes Bellevue City Councilmember
Nicole Sanders, Associate Planner City of Snoqualmie	
Christie True, Director King County Dept of Natural Resources & Parks	

## King Conservation District

### 2015 Program Focus Areas – FACT SHEET

#### Rural Small Lot Forestry & Urban Tree Canopy Development



**Challenge:** As climate change and population growth pressures mount, the health of Pacific Northwest Forests is threatened.

**Need:** Individual jurisdictions and agencies do not have the resources to adequately protect our forests without mobilizing private landowners. The demand to train and support owners of small forest properties to safeguard our regional forest resources is immediate and essential.

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#### The Problem

As recently as 2009, over 45,000 acres of the nearly 782,000 acres of rural non-commercial forest lands outside King County's Agriculture Production Districts were held by landowners of parcels of five acres or less in size. These small, non-commercial forested lands fall outside the capacity of the King County forestry program for support. Yet together, these acres represent a vast resource that contributes to the overall health of our community and offers a timely opportunity to proactively engage private landowners in stewardship.

Healthy trees and forests are just as essential in urban communities. Recent research by King County reveals an alarming drop in urban trees in many communities at a time when more, not fewer, trees are intensely needed: As growth management concentrates development in urban areas and the regional commitment to social justice and equity is institutionalized, management and enhancement of healthy urban forests and tree canopies emerges as a necessity. Urban forestry programs are focusing on quality of life indicators and urban heat islands and additionally addressing wildlife habitats in the cities, stormwater management, water quality protection, pollution abatement, and carbon sequestration.

**“The combined impacts of increasing wildfire, insect outbreaks, and tree diseases are already causing widespread tree die-off and are virtually certain to cause additional forest mortality by the 2040s.”**

*Climate Change Impacts in the United States – Northwest May, 2014*

Current Program Outcomes	Proposed Additional Program Outcomes
<p><b>Rural</b></p> <ul style="list-style-type: none"> <li>• 25-40 forested acres treated</li> <li>• 2,000-3,000 native trees and shrubs planted/year</li> <li>• \$28,986 private funds leveraged/year</li> </ul>	<p><b>Rural</b></p> <ul style="list-style-type: none"> <li>• Forest acres treated and planted increased to 225 acres annually.</li> <li>• Native trees and shrubs planted on forest land increased to 18,000-36,000 annually</li> <li>• Private sector funding leveraged on forest health management increased from \$144,900 annually</li> <li>• A minimum of 18 small acreage forest landowners engaged annually in planning and implementing forest health management practices through KCD technical services</li> <li>• At least 1 WSU Coached Forest Stewardship Workshop per year in King County. Allocate \$150,000 annually in KCD LIP forest health management cost-share funding for contracts awarded to small acreage non-industrial private forest landowners to implemented forest health management practices (an increase from 3 to 10 contracts, and \$60,000 to \$150,000).</li> </ul>
<p><b>Urban</b></p> <ul style="list-style-type: none"> <li>• 6 upland acres treated annually</li> <li>• \$14,500 in plants and other project materials provided annually to landowners and neighborhood groups through KCD technical service programs for implementation of urban forest/open space enhancement projects.</li> <li>• \$144,000 leveraged annually (mostly in-kind labor) in association with urban forest/open space enhancement projects supported by KCD.</li> </ul>	<p><b>Urban</b></p> <ul style="list-style-type: none"> <li>• Urban forest/upland acres treated and planted increased to 14 acres annually.</li> <li>• Native trees and shrubs planted on urban forest/upland habitat increased to 34,400 annually</li> <li>• Private sector funding leveraged on urban forest/upland health management increased to \$324,400 annually</li> <li>• Facilitate roundtables in three jurisdictions annually to develop tailored urban forest initiatives. In turn, market services and facilitate outreach and educational opportunities to promote the retention and restoration of urban forests, and facilitate community forestry activities through technical support.</li> <li>• Work with 3 new jurisdictions annually in a support and/or coordination role to plan and implement urban forest retention and restoration programs.</li> <li>• Allocate \$150,000 annually (\$50,000 per jurisdiction) in KCD LIP cost-share funding for contracts awarded to urban residents and neighborhood and community groups to implement management practices consistent with urban forest initiatives adopted by the respective jurisdictions.</li> </ul>
<p style="text-align: right;"><b>.14 FTE</b> <b>\$17,430</b></p>	<p style="text-align: center;"><b>PROPOSED TOTAL:</b></p> <p style="text-align: right;"><b>2.14 FTE</b> <b>1 AmeriCorps Intern</b> <b>\$319,654</b></p>

**FOR MORE INFORMATION:**

**Deirdre Grace, Community Relations Manager**

**King Conservation District**

[Deirdre.grace@kingcd.org](mailto:Deirdre.grace@kingcd.org)

**425-282-1902**



## King Conservation District

### 2015 Program Focus Areas – FACT SHEET

#### Regional Food System and Sustainable Agriculture



**Challenge:** The Local Food System should connect healthy food consumption with healthy local farming practices, but it is under stress:

- Food deserts and a lack of access to healthy food in our underserved communities are growing concerns.
- The ability of farmers to launch, sustain, and expand local production, and to invest in long term conservation practices, is threatened by an already low-return business that has experienced steady declines in revenues for over a decade.
- At the same time, we are asking farmers to be leaders in helping to solve public natural resource crises, including salmon recovery, water quality, and climate change.

**NEED:** Significant, regional investments throughout the food system to: improve food access, invest in local food system as an economic grow sector, begin to address storage and processing obstacles, strengthen direct market connections at farmers markets, CSAs, and more. A healthy local food system means healthier people, healthier farms, and healthier natural resources.

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### The Problem

Strengthening the regional food economy was perhaps the most discussed and ultimately the highest priority of the 2013 King Conservation District/King County Conservation Panel and Task Force. The discussion focused on enhancing the regional food system through a combination of initiatives, grants, and synergy with existing or expanded KCD services.

King County farmers produced \$120 million worth of food in 2012, down from \$127 million in 2007, ranking 18<sup>th</sup> of the state's 39 counties. King County consumers, however, spend \$6 billion on food, including \$600 million on raw food. Demand for fresh locally-grown food is growing, but social, economic, and infrastructural obstacles stand in the way. Price points for food that deliver a living wage to farmers while remaining affordable to a broad consumer base prove elusive in the absence of some market

*"By addressing food system issues systematically, the region can protect agricultural land, promote fresh food consumption, and support local food and farm based business to improve the health of the local food economy."*  
 - Puget Sound Regional Council -  
**VISION 2040**

intervention. Processing and storage facilities are few, creating farm-to-market challenges for small farmers. Institutional buyers such as hospitals and school districts have not yet embraced local suppliers in a meaningful way.

These obstacles suggest a need for public sector innovation. Though local food stories are ubiquitous and celebrated chefs increasingly highlight sustainability and seasonality in their menus and preparation, the fact remains that farmers are, paradoxically, simply not sharing in the renaissance. The most recent survey of King County farmers found that incomes in the sector are declining.

The King Conservation District is uniquely positioned to coordinate and leverage a range of projects, programs, and services we and our partners are already well-equipped to deploy.

### The Future

We propose to work with our member jurisdictions, King County, Seattle Tilth, Cascade Harvest Coalition, Pike Place Market, the Puget Sound Regional Food Council, and others across the food system spectrum to reduce obstacles on the farm, during processing and storage, within distribution channels, and at market. We will build on existing success, such as Seattle Tilth’s Farm Works in Auburn, and work together to innovate new pilot programs to learn from and adapt.

Current Program Outcomes	Proposed Additional Program Outcomes
<ul style="list-style-type: none"> <li>Currently, KCD is involved in a variety of regional roundtables and policy bodies examining ways to grow and maintain a sustainable agricultural economy.</li> <li>KCD is partnering with the City of Auburn, Auburn International Farmers Market, Seattle Tilth, Auburn Food Bank, and Washington CAN to implement <b>Good Food Bag Market Bucks</b> for low-income shoppers to use at the Farmers Market this summer. This program will expand markets for local farmers by increasing their consumer base and expand access to healthy, locally-grown produce to low-income community members.</li> </ul>	<p>KCD proposes to develop and administer a robust program of grants and services that address the following regional goals:</p> <ul style="list-style-type: none"> <li>Improve food access</li> <li>Invest in local food system as an economic growth sector</li> <li>Begin to address storage and processing obstacles</li> <li>Strengthen direct market connections at farmers markets</li> <li>Expand CSAs</li> </ul> <p>A healthy local food system means healthier people, healthier farms, and healthier natural resources.</p>
<p><b>.2 FTE</b> <b>\$20,880</b></p>	<p><b>2.2 FTE</b> <b>\$1,075,620</b></p> <p><b>PROPOSED TOTAL:</b></p>

**FOR MORE INFORMATION:**

**Deirdre Grace, Community Relations Manager**  
**King Conservation District**  
**Deirdre.grace@kingcd.org**  
**425-282-1902**



## King Conservation District

### 2015 Program Focus Areas – FACT SHEET

#### Shoreline and Riparian Habitat



**Challenge:** Efforts to restore the health of Puget Sound need the participation of private landowners who collectively own 2/3 of the shorelines. Landowner driven protection of our region's streams, rivers, lakes, wetlands, and marine shorelines will contribute to salmon runs and the overall health of Puget Sound.

**Need:** Individual jurisdictions and agencies do not have the resources to recover the health of aquatic systems without mobilizing private landowners. The demand for workshops, classes, tours, train-the-trainer, and one-on-one assistance is immediate and essential.

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#### The Problem

A century of intensive logging, agriculture and urban development have degraded aquatic habitats throughout King County where more than 2/3 of the shoreline properties are held in private ownership. In 1999, Chinook salmon were listed as threatened under the Endangered Species Act, prompting concerted efforts to restore and protect lakes, rivers and streams. Concern for the health of Puget Sound has focused increased attention on shoreline and near shore habitats. Working closely with private property owners whose lands abut freshwater and marine aquatic systems is an essential component of recovering the health of these systems. Support for increased educational assistance and capacity-building among shoreline property owners was recommended by the King Conservation District / King County Conservation Panel and Task Force.

King Conservation District engaged participants in an exploration of the challenges facing aquatic habitats in the District. King County's landscape is a diverse mosaic of mountains, forests, rivers, lakes, and marine habitats. The district's service area includes approximately 2,100 square miles of land, plus nearly 2,000 miles of freshwater and marine shorelines. Major watersheds include Cedar River-Lake Washington, Green-Duwamish, Sammamish, Snoqualmie-Skykomish, White River, and Central Puget Sound, including Vashon-Maury Island.

"The conservation and management of freshwater ecosystems are critical to the interests of all humans, nations, and governments."

*Freshwater Institute, University of  
Washington, 2014*

Current Program Outcomes	Proposed Additional Program Outcomes
<ul style="list-style-type: none"> <li>• 1.82 miles of shoreline replanted and enhanced annually.</li> <li>• 23.5 acres of riparian corridor replanted and enhanced annually.</li> <li>• 57,589 native trees and shrubs planted annually</li> <li>• 549 landowners, neighborhood groups and jurisdictions utilizing KCD technical service programs annually for implementation of aquatic area planting and enhancement practices.</li> <li>• 1 KCD LIP cost-share contract awarded annually to landowners, neighborhood groups and jurisdictions for implementation of aquatic area planting and enhancement practices.</li> </ul> <p style="text-align: right;"><b>5 FTE</b> <b>.25 AmeriCorps Intern</b> <b>1 WA Conservation Corps Crew</b></p> <p style="text-align: right;"><b>\$674,594</b></p>	<ul style="list-style-type: none"> <li>• 3.6 miles of shoreline replanted and enhanced annually.</li> <li>• 47 acres of riparian corridor replanted and enhanced annually.</li> <li>• 115,100 native trees and shrubs planted annually</li> <li>• A minimum of 220 freshwater aquatic area landowners engaged annually in learning about, planning and implementing aquatic area planting and enhancement practices</li> <li>• A minimum of 120 marine shoreline aquatic area landowners engaged annually in learning about, planning and implementing aquatic area planting and enhancement practices.</li> <li>• Increase to 20 the number of freshwater aquatic area planting and enhancement projects planned and implemented by KCD, thereby restoring a minimum of 5 acres and 1.8 miles per year on a combination of urban and rural residential lands</li> <li>• Increase to 8 the number of <i>Conservation Reserve Enhancement Program</i> projects planned and implemented per year, thereby restoring a minimum of 6 acres and 1.5 miles per year on agricultural lands.</li> <li>• Allocate \$112,500 annually in KCD LIP cost-share funding for contracts awarded to freshwater and marine aquatic area landowners to implement freshwater and marine shoreline planting and enhancement practices in urban and rural areas (an increase from 1 to 10 contracts, and \$11,250 to \$112,500).</li> </ul> <p style="text-align: right;"><b>8 FTE</b> <b>.25 AmeriCorps Intern</b> <b>1 WA Conservation Corps Crew</b></p> <p style="text-align: right;"><b>PROPOSED TOTAL: \$1,278,586</b></p>

**FOR MORE INFORMATION:**  
**Deirdre Grace, Community Relations Manager**  
**King Conservation District**  
**Deirdre.grace@kingcd.org**  
**425-282-1902**

**“In the coastal zone, the effects of sea level rise, erosion, inundation, threats to infrastructure and habitat, and increasing ocean acidity collectively pose a major threat to the region.”**

***Climate Change Impacts in the United States, May 2014***



June 11, 2014  
SCA PIC Meeting

**Item 10:**  
School Siting Guidance Policy  
***Potential Future Action Item***

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**SCA Staff Contact**

Doreen Booth, Policy Analyst, [Doreen@soundcities.org](mailto:Doreen@soundcities.org), 206-433-7147

**GMPC Members:**

Maple Valley Councilmember Layne Barnes (caucus chair); Shoreline Deputy Mayor Chris Eggen; Sammamish Councilmember Tom Odell; Renton Councilmember Ed Prince; Covington Mayor Pro Tem Jeff Wagner; Issaquah Councilmember Tola Marts; Mercer Island Councilmember Debbie Bertlin (alternate); Black Diamond Councilmember Tamie Deady (alternate); Pacific Mayor Leanne Guier (alternate); Redmond Councilmember John Stilin (alternate).

**Potential future action:**

The SCA GMPC caucus is seeking feedback on a proposed new school siting policy which has been proposed to implement a School Siting Task Force recommendation.

The proposed new policy reads as follows:

“Work cooperatively with public school districts to ensure there is sufficient capacity to accommodate each district’s projected student population and to support school siting consistent with PF-18 and PF-19. To accomplish these goals, all jurisdictions shall:

- Meet annually with each school district located within its boundaries to accomplish the following:
  - Analyze demographic trends, jurisdictional growth targets and other data and information used to compile student projection numbers;
  - Review the district’s plans for accommodating its projected student population; and
  - Discuss the district’s strategy for addressing any shortfalls, including: temporary or portable classrooms; renovations or conversions of existing schools; and new schools.

With the agreement of all parties, such meetings may be consolidated. After the initial meeting, subsequent annual meetings may be cancelled on a year to year basis if both parties agree it is not needed.

Prepare a plan jointly with each school district to address capacity needs in districts where there is an identified shortfall that cannot be addressed with existing facilities or sites. Innovative strategies for providing adequate capacity should be considered. Examples of such strategies include:

- Shared public facilities such as fields, parking lots, and access;

- School district acquisition or lease of undeveloped or underutilized public properties;
- Land use tools to increase the supply of land available for public schools within the UGA, such as allowing schools in additional zoning classifications, the creation of special district overlays for public purposes, and flexible development standards for school projects; and
- School designs that reduce the need for land such as: smaller building footprints, multi-story buildings, reduced parking, and centralized district amenities.

The GMPC shall annually review all joint plans to determine if the goals of this policy are being met. If the goals of this policy are not being met, the GMPC shall consider remedial actions as necessary. Such actions may include but are not limited to: developing new or amended policies, joint legislative strategies, or reconvening the School Siting Task Force or a similar work group.”

### **Current SCA Policy Position**

#### **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)

### **Background**

In 2010 and 2011, the Growth Management Planning Council (GMPC) undertook the first comprehensive evaluation of the Countywide Planning Policies (CPPs) since their initial adoption to bring them into compliance with the multicounty planning policies (VISION 2040) adopted by the Puget Sound Regional Council in 2008.

In September 2011, the GMPC completed its review of the CPPs and voted to recommend an updated set of CPPs to the King County Council. However, GMPC members could not reach consensus on policies governing the siting of public facilities and services, specifically schools, in the rural area. While the Growth Management Act (GMA) states that sewers are not permitted in rural areas (except in limited circumstances), the King County CPPs in effect in 2011 contained a policy that allowed public schools in the rural area to be served by sewer when a finding is made that no alternative technologies are feasible. King County implemented this policy by authorizing a tightline sewer connection after such a finding was made.

In order to be consistent with Vision 2040, King County was considering adoption of a policy that would prevent the extension of sewers into rural areas. This potential change in policy was of concern to school districts, many of which owned or had an interest in undeveloped rural properties. While some had acquired their properties before the adoption of the GMA and CPPs, most had not. Those school districts purchasing land after 1992 did so under a regulatory framework that permitted schools in rural areas and that allowed a tightline sewer if needed. At the time, with rising land costs in urban areas and rapid growth, choosing less expensive rural sites seemed the most judicious use of limited taxpayer funds.

The main policy issue before the GMPC in 2011 was whether public schools serving primarily urban populations should be sited in rural areas, and whether such schools should be served by sewers. A number of SCA member cities had school districts serving their cities which owned property in the rural area for future school use and generally, members did not want to take the ability to develop those properties from school districts. This issue was thoroughly vetted at the PIC and SCA had an instrumental role in the creation of a School Siting Task Force that studied the issue.

The GMPC agreed to set aside the policies related to siting public facilities until the School Siting Task Force, comprised of school districts, cities, King County, rural residents, and other experts, could study the issue and report back to the King County Executive. The School Siting Task Force was formed in September 2011 and completed its work on March 31, 2012, issuing a report and final recommendations to the King County Executive. The Task Force unanimously approved the report and recommendations. As a result of the Task Force's work, two new policies were added to the CPPs (see PF-18 and PF-19 below). You can find the [School Siting Task Force Report](#) here.

The School Siting Task Force set out a solution set and criteria for evaluating the 18 undeveloped properties in the rural area owned by school districts and provided site specific recommendations for each of the 18 undeveloped properties. The Task Force also recommended that all future school siting be consistent with Vision 2040.

The first two countywide planning policies implementing the School Siting Task Force Report were adopted in 2013:

**PF-18** Locate new schools, institutions, and other community facilities and services that primarily serve urban populations within the Urban Growth Area, where they are accessible to the communities they serve, except as provided in Appendix 5 [March 31, 2012 School Siting Task Force Report]. Locate these facilities in places that are well served by transit and pedestrian and bicycle networks.

**PF-19** Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 [March 31, 2012 School Siting Task Force Report] and locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon rural location and their size and scale support rural character.

King County is now proposing to address the first of the non-site specific recommendation of the School Siting Task Force:

The Growth Management Planning Council (GMPC) should develop policies and adopt a work program that commits jurisdictions to working together to identify future school sites within the UGA. These policies shall direct jurisdictions to use zoning and other land use tools to ensure a sufficient supply of land for siting schools.

### **Proposed New Policy**

To implement the Task Force recommendation, a new policy PF-19A is proposed:

**“PF-19A** Work cooperatively with public school districts to ensure there is sufficient capacity to accommodate each district’s projected student population and to support school siting consistent with PF-18 and PF-19. To accomplish these goals, all jurisdictions shall:

- Meet annually with each school district located within its boundaries to accomplish the following:
  - Analyze demographic trends, jurisdictional growth targets and other data and information used to compile student projection numbers;
  - Review the district’s plans for accommodating its projected student population; and
  - Discuss the district’s strategy for addressing any shortfalls, including: temporary or portable classrooms; renovations or conversions of existing schools; and new schools.

With the agreement of all parties, such meetings may be consolidated. After the initial meeting, subsequent annual meetings may be cancelled on a year to year basis if both parties agree it is not needed.

Prepare a plan jointly with each school district to address capacity needs in districts where there is an identified shortfall that cannot be addressed with existing facilities or sites. Innovative strategies for providing adequate capacity should be considered. Examples of such strategies include:

- Shared public facilities such as fields, parking lots, and access;
- School district acquisition or lease of undeveloped or underutilized public properties;
- Land use tools to increase the supply of land available for public schools within the UGA, such as allowing schools in additional zoning classifications, the creation of special district overlays for public purposes, and flexible development standards for school projects; and
- School designs that reduce the need for land such as: smaller building footprints, multi-story buildings, reduced parking, and centralized district amenities.

The GMPC shall annually review all joint plans to determine if the goals of this policy are being met. If the goals of this policy are not being met, the GMPC shall consider remedial actions as necessary. Such actions may include but are not limited to: developing new or amended policies, joint legislative strategies, or reconvening the School Siting Task Force or a similar work group.”

**Analysis of PF-19A:**

In 2013, the GMPC directed its staff Interjurisdictional Team (IJT) to develop a policy and work program that would implement the Task Force recommendation for collaborative planning. Working together with a school district representative, IJT staff drafted a new Policy, PF-19A, to require jurisdictions and their school district(s) to cooperatively meet to identify strategies to accommodate both the goal of the CPPs as well as the capacity needs of the districts. For some jurisdictions and districts, this might result in a joint statement that no current problem exists, though for others this work would require analysis and strategy development. Proposed policy PF-19A provides a nonexclusive list of actions that could be considered in strategy development. The proposed policy identifies an annual reporting process for jurisdictions and districts to follow. If necessary, the policy also calls for reasonable measures to be taken by the GMPC if the goals of the policy are not being met.

The GMPC had a briefing on the proposed School Siting Guidance Policy at their May 21, 2014 meeting with action anticipated at the July 23, 2014 meeting.

The question before the PIC is whether SCA member cities support or oppose this proposed policy.

Some SCA-appointed IJT members have expressed reservations about the policy. Member city staff were concerned about the potentially time-consuming and prescriptive nature of the requirement to meet with school districts annually, especially when some cities have numerous school districts serving their residents and some school districts are non-responsive to city requests to meet. Staff were also concerned with the requirement to prepare a joint plan and the lack of specificity of such a plan, the role of the GMPC in reviewing such plans, the lack of requirement on the part of school districts to collaborate, and the regulatory nature of the policy. These city staff members have stated that they could live with this proposed policy in order to further the recommendations of the School Siting Task Force. IJT members have noted that preservation of the Urban Growth Boundary is paramount, and concur that the proposed policy could help to ensure such preservation.

In light of member city concerns, the PIC may wish to support the intent of the proposed policy position (encouraging jurisdictions to collaborate with school districts to identify future school sites within the UGA), but urge that the proposed policy position language be modified to state that jurisdictions “are encouraged to” (rather than “shall”) meet annually with school districts.

In considering whether to support or oppose the proposed policy position, the PIC should consider whether the proposed position furthers SCA position on CPPs and the extension of

sewer lines to schools outside UGA, taken in June 2011 and modified in September 2011. (See above.)

Should member cities agree with the proposed policy position, the PIC may nonetheless wish to recommend as part of its policy position language to address non-responsive school districts, such as:

Cities should make reasonable efforts to communicate with school districts serving their cities. In the event school districts are non-responsive, cities will be determined to have met their obligation for collaboration.

### **Next Steps**

This is a new proposal, and this is the first review of the proposed policy position by the PIC. The PIC will be asked to take initial action on the proposed policy at the June PIC meeting, and to bring the matter back for action at the July PIC meeting. This will enable the SCA Board to consider adoption of an SCA policy position at the July 16, 2014 Board meeting, and to give direction to the SCA caucus of the GMPC.

Action on the proposed school siting guidance policy, an amendment to the countywide planning policies, is anticipated at the July 23, 2014 GMPC meeting. The GMPC's decision will be transmitted to the King County Council for approval. Amendments to the countywide planning policies require a 90 day ratification period after approval by the King County Council. To be ratified, 30% of jurisdictions representing 70% of the population must ratify the policies. No action on the policies has the effect of ratification. It is anticipated that the policies will be ratified by the middle of 2015.



June 11, 2014  
SCA PIC Meeting

**Item 11:**  
Puget Sound Clean Air Agency Representation  
***Potential Future Action Item***

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**SCA Staff Contact**

Deanna Dawson, SCA Executive Director, [Deanna@soundcities.org](mailto:Deanna@soundcities.org), (206) 433-7170

**Potential Future Action:**

To bring back to the next PIC meeting the proposed policy position:

The Sound Cities Association (SCA) proposes an SCA-appointed seat on the Puget Sound Clean Air Agency's Advisory Council for other cities and towns in King County. SCA further proposes one seat each for other cities and towns in Kitsap, Snohomish and Pierce counties, if desired by those cities. SCA also proposes exploring the potential for adding city representation to the PSCAA board of directors through a change to RCW 70.94.100.

**Background**

The Puget Sound Clean Air Agency (PSCAA) is a special-purpose, regional government chartered by state law. The agency has mandates that are spelled out by the federal Clean Air Act and the Washington Clean Air Act including monitoring for air pollution throughout the region and regulating businesses that have the potential to cause air pollution. The agency also sponsors voluntary activities to protect public health, improve neighborhood air quality and reduce greenhouse gases, and educational programs for business and individuals about clean air and climate. The PSCAA has a staff of 70 people, comprised of air quality planners and engineers, inspectors, meteorologists and technicians who maintain air quality monitoring equipment. The agency also employs in-house computer services, communications, human resources, legal services, records management, accounting and administrative staff.

**Board of Directors**

The member jurisdictions of the PSCAA are King, Snohomish, Pierce, and Kitsap counties. The Board of the PSCAA is comprised of one elected official from each of the four counties, plus a representative from the largest city in each county, and one member representing the public at large. The membership on the Board of Directors is set out in [RCW 70.94.100](#), which provides that "the board shall be comprised of one appointee from each county, who shall represent the city having the most population in such county, to be designated by the mayor and city council of such city, and one representative from each county to be designated by the board of county commissioners of each county making up the authority ... If the board of an authority otherwise would consist of an even number, the members selected as above provided shall agree upon and elect an additional member who shall be ...[i]n the case of an authority comprised of one county with a population of equal to or greater than four hundred thousand people, a citizen residing in the county who demonstrates significant professional experience in the field of

public health, air quality protection, or meteorology.” Any change to the Board of Directors’ make up would therefore need to be adopted by the State Legislature.

### **Advisory Council**

In addition to the Board of Directors, the PSCAA also has an Advisory Council. A roster of current members of the Board of Directors and the Advisory Council is attached ([Attachment A](#)).

The Advisory Council is also established by state law, [RCW 70.94.240](#), which gives the board of a clean air agency the authority to appoint an air pollution control advisory council to advise and consult with the board. State law requires that the council consist of at least five appointed members who are residents of the authority and who are preferably skilled and experienced in the field of air pollution control, chemistry, meteorology, public health, or a related field, at least one of whom shall serve as a representative of industry and one of whom shall serve as a representative of the environmental community.

The PSCAA Advisory Council currently consists of 19 members representing the following constituencies: area sources, construction, education, environment, environmental justice, fire chiefs’ association, health, industry at large, small/medium industry, planning, Port of Seattle, Port of Tacoma, 1 public-at-large seat per county, transportation, tribes and “suburban cities.” It should be noted that there is currently only one “suburban city” seat on the Advisory Council- the one seat is apparently intended to represent all cities in the four county region. The seat has been vacant for a number of years. It was last filled by a city staff member.

The Advisory Council reviews technical proposals and agency programs. Under current protocol, the Council does not typically cast votes on matters coming before the Board of Directors, but rather provides comments and feedback that is then provided to the Board of Directors. Presently, the Advisory Council is made up of technical staff and/or industry representatives. SCA’s elected officials serve on other committees that are mainly made up of technical staff (i.e. Emergency Management Advisory Committee (EMAC) and the South Central Action Area Caucus Group –SCAACG) and provide a policy perspective to those committees that may be lacking on a purely technical council.

The PSCAA Board of Directors evaluates the Advisory Council membership on an occasional basis, and is preparing to do so again in the near future. The PSCAA has indicated that it is open to having an SCA-appointed position on the Advisory Council.

In adopting a position, the PIC should consider whether it prefers to advance a position advocating for a staff or elected position or positions for cities. The PIC may also wish to consider whether to advocate for a change in State law to change the composition of the PSCAA Board of Directors, and to provide for representation for cities other than Seattle in King County.

### **Attachments**

- A. [PSCAA Board of Directors and Advisory Council Rosters](#)

## **Puget Sound Clean Air Agency**

### Board of Directors

**Stella Chao**, Public-at-Large

**Patty Lent**, Mayor, City of Bremerton (represented by Pat Cox)

**Ray Stephanson**, Mayor, City of Everett (represented by Paul Roberts)

**Paul Roberts**, Board Chair

**Dow Constantine**, King County Executive (represented by Christie True)

**Charlotte Garrindo**, Kitsap County Commissioner (represented by Eric Baker)

**Pat McCarthy**, Pierce County Executive (represented by Ryan Dicks)

**Ed Murray**, Mayor, City of Seattle (represented by Jill Simmons)

**Ryan Mello**, Councilmember, City of Tacoma

**Dave Somers**, Councilmember, Snohomish County (represented by Eric Parks)

### Advisory Council

**Debbie Hanning**, Area Sources

**Art Castle**, Construction

**Kathleen Ross**, Environmental Justice

**Merlin Halverson**, Fire Chiefs' Association

**Ngozi Oleru**, Health

**Frank Migaiolo**, Industry – Large

**Greg Tisdell**, Industry – Small/Medium

**Kimberly Freeman**, Planning

**Janice Gedlund**, Port of Seattle

**Jason Jordan**, Port of Tacoma

**Tim Gould**, Public-at-Large, King County

**Ronn Griffin**, Public-at-Large, Kitsap County

**Kristin Lynett**, Public-at-Large, Pierce County

**Jay Wellan**, Public-at-Large, Snohomish County

**Vacant**, Suburban Cities

**Kelly McGourty**, Transportation

**Mary Basballe**, Tribes