



SCA Public Issues Committee

AGENDA

February 10, 2016 – 7:00 PM

Renton City Hall

1. **Welcome and Roll Call** – Councilmember Marlla Mhoon, Covington, Chair 2 minutes
2. **Public Comment** – Councilmember Marlla Mhoon, Covington, Chair 10 minutes
3. [Approval of minutes – January 13, 2016 meeting](#) 2 minutes
Page 5
4. **Chair’s Report** – Councilmember Marlla Mhoon, Covington, Chair 5 minutes
5. **Executive Director’s Report** – Deanna Dawson, SCA Executive Director 10 minutes
6. [2016 Legislative Session Update](#) 15 minutes
UPDATE
Page 17
Katie Kuciemba, Senior Policy Analyst
(5 minute staff report, 10 minute Q and A)
7. [All Home Convening of Cities](#) 15 minutes
UPDATE
Page 31
Ellie Wilson-Jones, Policy Analyst
(5 minute staff report, 10 minute Q and A)
8. [Final Recommendations of the Bridges and Roads Task Force](#) 20 minutes
UPDATE
Page 35
Katie Kuciemba, Senior Policy Analyst
(10 minute staff and Task Force member report, 10 minute Q and A)
9. [Mental Illness and Drug Dependency \(MIDD\) Levy Renewal](#) 15 minutes
UPDATE
Page 55
Ellie Wilson-Jones, Policy Analyst
(5 minute staff report, 10 minute Q and A)

10. Future Levies and Ballot Measures in King County

UPDATE

10 minutes

Page 61

Katie Kuciemba, Senior Policy Analyst
(5 minute staff report, 5 minute Q and A)

11. Potential Upcoming SCA Issues

UPDATE

10 minutes

Page 63

Deanna Dawson, SCA Executive Director
(5 minute staff report, 5 minute discussion)

12. Upcoming Events

- a. SCA Networking Dinner featuring King County Executive Dow Constantine – Wednesday, February 17, 2016 – 5:30 PM to 8:00 PM – Renton Pavilion Event Center
- b. SCA Public Issues Committee Meeting – Wednesday, March 9, 2016 – 7:00 PM to 9:00 PM – Renton City Hall
- c. SCA & All Home Convening of Cities – Friday, March 11, 2016 – 8:00 AM to 12:30 PM – Tukwila Community Center

13. For the Good of the Order

14. Adjourn

Did You Know?

One out of three girls, one out of five boys, and 23 percent of women are victims of sexual assault. Yet the problem goes little discussed and crimes are often unreported. In response to these staggering statistics, Renton Mayor Denis Law is calling on all 36 mayors of the Sound Cities Association to pledge to promote Sexual Assault Awareness Month (SAAM) in the month of April. Steps to promote SAAM this April can range from signing a resolution recognizing April 2016 as Sexual Assault Awareness Month to planning activities, encouraging conversation about sexual assault, and running relevant programming on a public access channel. The King County Sexual Assault Resource Center is working to promote SAAM and has developed tools cities can use to raise awareness. To join in the pledge, contact SCA Executive Director Deanna Dawson at Deanna@soundcities.org, and to learn more about King County Sexual Assault Resource Center (KSARC) resources, contact KCSARC Executive Director Mary Ellen Stone.

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

January 13, 2016 – 7:00 PM

Renton City Hall

1055 S Grady Way, Renton WA 98057

1. Welcome and Roll Call

PIC Chair Councilmember Marlla Mhoon, Covington, called the meeting to order at 7:00 PM. 29 cities had representation ([Attachment A](#)). Guests present included: Diane Carlson, King County Executive's Office; Tamie Deady, Black Diamond Council; Kamuron Gurol, City of Burien; Will Knedlik; James McNeal, Bothell Council; Martin Moore, Federal Way Council; John Stilin, Redmond Council; Jennifer Sutton, Issaquah Council; Mayor Jeff Wagner, Covington.

2. Public Comment

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

Will Knedlik, Eastside Transportation Association Officer, gave public comment regarding agenda item 12, specifically Sound Transit 3 (ST3). Mr. Knedlik stated the importance of subarea equity, particularly in light of the electoral defeat of King County's Proposition 1 in 2014. Mr. Knedlik stated that the City of Seattle has not been paying into the Sound Transit system fairly and that the ST3 package is at risk, similar to the Proposition 1 defeat. Mr. Knedlik provided a handout, [Attachment B](#).

Seeing no further comments, Chair Mhoon closed the public comment portion of the meeting.

3. Approval of the December 9, 2015 Minutes

Chair Mhoon reported that one correction to the December 9, 2015 PIC minutes had been submitted by Mayor Jim Berger, Carnation, to reflect that Carnation was present at the meeting.

Council President Hank Margeson, Redmond, moved, seconded by Councilmember Janie Edelman, Black Diamond, to approve the December 9, 2015 PIC minutes as amended.

There was no discussion. The motion passed unanimously.

4. Chair's Report

Chair Mhoon reported that SCA Executive Director Deanna Dawson is not present and sends her apologies. Chair Mhoon stated that it is an honor to serve as PIC chair. She asked that name tags face the chair and vice chair, and that members in the back of the room speak loudly as it can be difficult to hear. Chair Mhoon congratulated Mayor Nancy Backus, Auburn, for being

appointed by King County Executive Constantine to the Sound Transit Board of Directors. Chair Mhoon noted that that this appointment was influenced by SCA's involvement and requests by south county mayors to have south county city representation on the Sound Transit Board.

Chair Mhoon reported that the pre-PIC workshop, scheduled for February 10, 2016 prior to the PIC meeting, will be an SCA PIC 101 to provide overview of the committee and provide opportunity for members to ask questions. She continued that all members are invited to attend, not just PIC members, and encouraged attendance. Chair Mhoon stated that this workshop will be beneficial to members who are new to PIC, but also long seated members.

Last, Chair Mhoon called attention to the "Did You Know?" section of the meeting agenda. She encouraged members to send topics for this section to SCA Executive Director Deanna Dawson, deanna@soundcities.org, which may be featured on a future agenda.

5. Welcome of New Members and Introduction to PIC

Chair Mhoon asked members to introduce themselves. Members also provided updates from within their cities such as council leadership, and personnel changes. Chair Mhoon asked staff to introduce themselves.

News of note included that Des Moines City Manager Tony Piasecki would be retiring in August 2016. North Bend Mayor pro tem Ross Loudonback was elected President of the Snoqualmie Valley Government Association. The Klahanie annexation in Sammamish, effective 1/1/2016, would add more than 10,000 residents to the city. Woodinville was interviewing candidates for a new City Manager. Mercer Island's City Manager resigned, and the city was starting a process to hire a new Manager. The City of Duvall has a City Administrator for the first time in over thirty years.

Katie Kuciemba, SCA Senior Policy Analyst, reported that on page 17 of the meeting material packet there is a condensed overview of PIC Operating Policies as well as a list of acronyms for convenience. Kuciemba also highlighted that the February 10, 2016 pre-PIC workshop will go into more depth on the process and procedures of PIC.

6. 2016 PIC Meeting Schedule

Chair Mhoon reported that in developing the 2016 PIC meeting schedule, one potential conflict was identified for March 9, 2016, as there is a National League of Cities (NLC) conference in Washington, D.C. in early-March. She stated that staff polled members regarding their attendance to the NLC conference. While a handful of PIC members/alternates do plan to attend that conference, many will not, and therefore PIC attendance and quorum should not be greatly impacted. Chair Mhoon noted that both the PIC member and alternate for the City of Auburn will attend the NLC meeting, and suggested that another councilmember be identified by Auburn for the March meeting. Chair Mhoon suggested that the March meeting remain on March 9, 2016 and not be rescheduled.

Council President Hank Margeson, Redmond moved, seconded by Mayor Bernie Talmas, Woodinville, to approve Resolution 2016-1, Public Issues Committee 2016 meeting schedule.

There was no discussion. The motion passed unanimously.

7. King County Metro Strategic Plan & Service Guidelines Update

Katie Kuciemba, SCA Senior Policy Analyst, reported that the Metro Strategic Plan and Service Guidelines update is a preview of the work before the Regional Transit Committee (RTC). Kuciemba stated the importance of PIC's influence on Metro's updates through the SCA Policy Positions and the work of the Service Guidelines Task Force.

Kuciemba explained that in 2010, the Regional Transit Task Force proposed a groundbreaking new policy framework and service guidelines for transit in King County. As a result, transit service in King County is guided by policies contained in the King County Metro Strategic Plan and Service Guidelines. The Strategic Plan establishes goals, objectives, and strategies for achieving Metro's vision, as well as performance measures to track progress. The Service Guidelines are used to evaluate performance; manage the transit system; and provide transparency for Metro's proposals to expand, reduce, or revise service.

Much has occurred since the Strategic Plan and Service Guidelines were last amended and adopted in 2013 including the defeat of King County's April 2014 Proposition 1 and the resulting Metro transit service reductions. Additionally, recommendations have been made related to Metro's service guidelines and how Metro defines access to transit.

The 2015 proposed updates to the Strategic Plan incorporate specific recommendations from the Service Guidelines Task Force, recommendations from Metro's Access to Transit Study, King County's 2015 Strategic Climate Action Plan commitments, and policy clarifications. The 2015 proposed updates to the Service Guidelines incorporates the recommendations from the Service Guidelines Task Force, reorganization to make the document clearer, and policies to increase transparency of Metro's planning process.

Kuciemba concluded that the SCA Caucus of the RTC will be meeting on January 14, 2015 for a caucus workshop. It is anticipated that the 2015 update to the Strategic Plan and Service Guidelines will be adopted by the RTC in late-April.

Mayor Bernie Talmas, Woodinville, thanked Regional Transit Committee members and staff for the time spent on the Metro updates. While the information is detailed, it is important to pay attention to the details early in the process to ensure that cities can help influence the outcome.

Chair Mhoon thanked the committee members and staff.

8. Best Starts for Kids

Ellie Wilson-Jones, SCA Policy Analyst, reported on the Best Starts for Kids Levy, a \$392.3 million property tax levy passed in November 2015 to fund prevention-oriented strategies for children and youth, families, and communities. The King County Executive has recommended the formation of a new Children and Youth Advisory Board to oversee the majority of the levy proceeds, and, on Monday, January 11, 2016, the King County Council approved an ordinance creating this new board. The Executive has announced the bulk of his appointees for this new 40-member board, listed as Attachment A to the staff report in the January PIC Packet, and

those appointments are expected to be officially transmitted to the King County Council soon. In addition to the slate of names listed in Attachment A, SCA has appointed Auburn Mayor Nancy Backus and Lake Forest Park Councilmember Hilda Thompson to fill the two seats reserved for SCA.

This Children and Youth Advisory Board will assist the Executive in developing an implementation plan for levy proceeds allocated for children and youth under five, children and youth ages five through 24, and data and evaluation. The Board will also provide implementation advice regarding the Youth Action Plan, which was developed by a Youth Action Plan Task Force in 2015 to guide county priorities for serving infants through young adults.

The King County Council is expected to act soon on an ordinance related to oversight of the portion of the levy proceeds dedicated to Communities of Opportunity (COO), roughly \$6 million annually. The ordinance that advanced from the Council's Health, Housing, and Human Services Committee would utilize the existing COO Interim Governance Group—of which SCA Executive Director Deanna Dawson is a member—to assist in the development of an implementation plan for levy proceeds dedicated to COO. The ordinance would also charge that group with making recommendations as to changes necessary in the committee's composition.

Council President Hank Margeson, Redmond, requested clarification on levy funding set aside for elections costs. Wilson-Jones reported that under the original levy ordinance, funds would be set aside from the first year's levy proceeds to pay for November 2015 elections costs that were due to Best Starts for Kids. Margeson stated that levy proceeds should be used for programs and services, not for elections costs.

Chair Mhoon stated that as a result of SCA involvement in the Best Starts for Kids levy, SCA will be represented on the Children and Youth Advisory Board.

Councilmember Toby Nixon, Kirkland, and Councilmember Bill Peloza, Auburn, inquired about SCA's appointments to the Children and Youth Advisory Board. Wilson-Jones responded that Auburn Mayor Nancy Backus and Lake Forest Park Councilmember Hilda Thompson are SCA's appointees to the Children and Youth Advisory Board.

9. SCA Member Cities 2016 State Legislative Agendas

Katie Kuciemba, SCA Senior Policy Analyst, reported that it was agreed that SCA would collect member city legislative agendas in order to share them amongst cities, and to see where there are areas of commonality between cities.

After receiving 18 legislative agendas or positions from cities to date, the following issues were identified by a majority of cities:

- Support for legislation to raise the 1% property tax revenue limit;
- Support efforts to strengthen the Public Records Act;
- Support for state funding for mental health services, resources to respond to homelessness, and tools to help jurisdictions expand the number of affordable housing units; and

- Support for state-level infrastructure funding and create a reliable funding source to help fund critical and basic water, sewer, stormwater, and transportation infrastructure investments in local communities.

Kuciemba stated that the 2016 Legislative Session convened on January 11, 2016, and is scheduled to adjourn March 10, 2016. In a short 60-day session, the deadlines to consider and move a bill forward are tight and members will know by the first week of February which issues, other than budget modifications, are likely to move forward. Key issues during the session include: funding public schools per McCleary, charter schools, adopting a supplemental budget, fallout from Department of Corrections prisoner release, and an initiative to impose a carbon emissions tax on fossil fuels.

Kuciemba reported on the following legislative issues which were shared in legislative agendas submitted by cities.

Fireworks Ban:

Representative Hawkins and Representative Gregerson have introduced legislation, [HB 2348](#), that would remove the one year waiting period for local governments to adopt fireworks ordinances. HB 2348 is scheduled for public hearing in the House Local Government Committee on January 14. At Councilmember Dini Duclos' request, Kuciemba will send additional information on HB 2348.

Police Body Cameras:

Representative Hansen has drafted a bill that would help address the concerns around the public records implications and establish a work group to look at body-worn camera issues and make recommendations. [HB 1917](#) & [HB 2362](#) are being heard by the House Judiciary Committee on January 14.

County Roads:

King County is proposing a bill concerning county road administration and maintenance. Senator Fain has sponsored the Senate Bill, [SB 6314](#) and Representative Moscoso has sponsored the House Bill, [HB 2590](#).

Liquor Revenue:

[HB 2438](#) was introduced on January 13, which gradually increases the local government share of excess liquor revenues until the percentage-based method for distributions is restored.

Public Records:

Representative McBride will prime sponsor legislation intended to revise the public records act with regard to requests to local agencies. The bill, [HB 2576](#), will:

- Create the public records commission to administer the provisions of the public records act.
- Authorize public agencies to recover their costs for public records requests by charging a reasonable fee when records are requested for the purpose of sale or resale.
- Create the dedicated open records account.

Affordable Housing:

Senator Fain introduced [SB 6239](#) authorizing local governments to adopt a property tax exemption program for the preservation of certain affordable housing. Representative McBride introduced two bills on January 13 related to housing: [HB 2395](#) related to condominium conversion fees and [HB 2397](#) related to housing demolition fees, both in support of affordable housing.

Kuciamba concluded her comments by stating that the Senate would hold a hearing regarding I-405 tolling on January 14.

Mayor David Baker, Kenmore, inquired if the fireworks legislation was intended to pre-empt cities, to which the response was no.

Chair Mhoon reminded members that SCA does not have a lobbyist in Olympia but SCA staff will keep the PIC informed of topical issues at the Legislature.

10. Puget Sound Emergency Radio Network (PSERN)

Ellie Wilson-Jones, SCA Policy Analyst, reported on Puget Sound Emergency Radio Network or PSERN, a \$273 million property tax levy approved by voters in April 2015. PSERN will replace King County's nearly 20-year-old emergency radio communications system, which is used to dispatch responders to incidents and allows them to communicate with each other. The current system supports more than 100 agencies in King County and about 16,000 radio users. Once complete, the PSERN project—which will also serve these agencies and radio users—will increase coverage capacity from 94 percent to 97 percent.

King County is leading implementation of the project and has hired several contractors, most significantly Motorola, which was awarded a \$112 million contract to design, develop, implement, test, and provide ongoing support for the PSERN project. The staff report in the January PIC packet details the oversight mechanisms that are in place for the PSERN project. Briefly, a Joint Board made up of the owners of the current network – King County, Seattle, and the cities that make up Valley Communications Center and the Eastside Public Safety Communications Agency – has been established to provide oversight during the planned five-year implementation period. After implementation, ownership, operation, and maintenance of the PSERN system will be vested in a newly formed non-profit governed by a board of directors.

In addition to the Joint Board, the King County Council and Regional Policy Committee have also been monitoring implementation. Under a motion enacted by the King County Council in 2015, the Executive is required to brief the Council's Law, Justice and Emergency Management Committee quarterly about how the PSERN project is progressing toward identified milestones, listed on page 101 of the January PIC packet. The first of those required briefings occurred Tuesday, January 12, 2016. At that briefing, PSERN Project Manager David Mendel reported that the timeline for the first three milestones will be adjusted but that the later milestones, including the project completion date, are not expected to be impacted.

The PSERN project timeline is being adjusted in response to two reports. The first is a King County Auditor's Report, from November 2015, which is included in the January PIC packet as

Attachment B. The second is an Independent Project Management Quality Assurance Report completed by a contractor hired by the King County Information Technology Project Review Board. The audit report includes five recommendations, which can be summarized as follows: revise the schedule, improve status reporting, establish a baseline – for both the project schedule and budget, work to control contract risks, and evaluate the benefits and risks of work order contracts for construction work. Motorola played a role in concerns about the project schedule. Motorola has been contracted with to identify useable tower locations, but 38 of the sites identified by Motorola as of the fall were deemed unusable. PSERN has since met with Motorola executives and expressed their concerns about the contractor's performance, and PSERN staff say that they have since seen a marked change.

The Independent Project Management Quality Assurance report made similar recommendations. PSERN project staff have agreed with all of the recommendations from these reports and have stated that they are working to implement them. PSERN has hired a master scheduler who is working to update the project timeline. To address concerns about construction contracts, PSERN will be breaking up what was originally planned to be one large contract into several successively bid contracts. The staff says this will better allow the project to control for risk and will create a more competitive environment for vendor bids. It will also allow PSERN to apply lessons learned to future contracts.

Additionally, on January 13, 2016 the Regional Policy Committee (RPC) received a briefing on the PSERN project at the request of SCA's members.

Mayor Bernie Talmas, Woodinville, stated that the RPC received a briefing that afternoon and that he still has concerns about the performance of Motorola. Talmas requested that staff monitor adjustments to the PSERN schedule and whether that schedule is followed. Wilson-Jones stated that SCA will continue to monitor the PSERN project, including the revised project timeline, and whether milestones are being met.

Mayor Dave Hill, Algona, asked why PSERN does not utilize existing tower locations for the new system. Wilson-Jones explained that the new PSERN system will expand coverage and will require nearly twice as many tower sites as currently exist. Diane Carlson, King County Executive's Office, added that as many existing sites will be utilized as possible.

Councilmember Bill Pelozo, Auburn, stated that he was encouraged by the PSERN presentation to the RPC and efforts to be transparent. He stated that the PSERN project has opened up the books, which provides him assurance, and that more people have also been hired for PSERN to manage the project and to provide greater oversight.

Councilmember Tom Stowe, Beaux Arts Village, asked about integration between the PSERN system and neighboring counties. Wilson-Jones stated that she would follow up with information about coverage in areas near the county borders.

Council President Hank Margeson, Redmond, stated the PSERN project is not off to a good start and underscored the importance of the project's success, particularly since Motorola will be discontinuing support for the current system. He stated that he is concerned that the project

will be bid out in parts and stated that the auditor has concerns about the design bid contracting approach used.

Chair Mhoon recognized Councilmember Martin Moore, Federal Way, in the audience who provided comment. Moore added that he was glad the PSERN levy, which funds critical work, was passed, but echoed Margeson's concerns.

11. Future Levies and Ballot Measures in King County

Chair Mhoon asked that members inform staff of any changes to the list of future levies and ballot measures.

Katie Kuciemba, SCA Senior Policy Analyst, reported that the updated list of levies and ballot measures could be found in the PIC materials on page 126.

Mayor David Baker, Kenmore, confirmed there would be an "Imagine Kenmore" measure.

Council President Hank Margeson, Redmond, stated the Lake Washington School District will have a bond measure on the April 2016 ballot.

Councilmember Melissa Musser, Des Moines, confirmed a committee has been working to put together a bond measure for the Highline School District for the November ballot.

Councilmember Bill Peloza, Auburn, suggested to SCA staff the addition of the estimated dollar amount, if known, for future levies and ballot measures.

12. Potential Upcoming SCA Issues

Katie Kuciemba, SCA Senior Policy Analyst, reported that an updated list of potential upcoming SCA issues is included in the meeting material packet. Kuciemba highlighted that comment letters on the Sound Transit 3 projects are due January 21, 2016, and suggested that members could provide SCA with a copy of their letters.

As a reminder of her overview on bills in the Legislature, Kuciemba stated that legislative hearings had been scheduled for January 14, 2016 on bills pertaining to body cameras and fireworks bans. Kuciemba asked for PIC members to inform her of any changes or additions.

13. Upcoming Events

The Economic Development Council of Seattle and King County's 44th Annual Economic Forecast Conference will be held on Thursday, January 14, 2016, at 7:00 AM at The Westin Seattle Hotel.

The SCA New Elected Training will be held on Tuesday, January 19, 2016, at 1:45 PM at Puget Sound Regional Council.

The SCA Appointee Orientation for Regional Boards and Committees is scheduled for Wednesday, February 3, 2016, at 6:30 PM at SeaTac City Hall.

The next Public Issues Committee Meeting will be held on Wednesday, February 10, 2016, at 7:00 PM at Renton City Hall. A pre-PIC workshop: PIC 101 is scheduled at 6:00 PM, prior to the PIC meeting.

The next SCA Networking Dinner will be held on Wednesday, February 17, 2016, at 5:30 PM at the Renton Pavilion Event Center. King County Executive Constantine will be the keynote speaker.

14. For the Good of the Order

Councilmember Toby Nixon, Kirkland, asked for clarification of the topic for the February 10, 2016 pre-PIC workshop, whether it is SCA 101 or PIC 101. Staff responded that it is PIC 101.

Councilmember Henry Sladek, Skykomish, inquired if only new councilmembers can attend the SCA Newly Elected Officials Orientation. Staff and members responded that the orientation is focused for elected officials who are new to SCA.

Chair Mhoon thanked attendees and staff for a great meeting, and ended the meeting with a quote, "May the new year bring you health, happiness, and the opportunity to leave this place better than when you found it."

15. Adjourn

The meeting was adjourned at 8:26 PM.

2016 Roll Call – Public Issues Committee Meeting January 13, 2016

City	Representative	Alternate
Algona	Dave Hill	Bill Thomas
Auburn	Nancy Backus	Bill Pelozo
Beaux Arts Village	Tom Stowe	Richard Leider
Black Diamond	Janie Edelman	Tamie Deady
Bothell	Tris Samberg	Andy Rheaume
Burien	Nancy Tosta	Austin Bell
Carnation	Jim Berger	Dustin Green
Clyde Hill	Barre Seibert	George Martin
Covington	Marlla Mhoon	Margaret Harto
Des Moines	Melissa Musser	Robert Back
Duvall	Amy Ockerlander	Will Ibershof
Enumclaw	Mike Sando	Liz Reynolds
Federal Way	Dini Duclos	Jeanne Burbidge
Hunts Point	Joseph Sabey	
Issaquah	Tola Marts	Jennifer Sutton
Kenmore	David Baker	Allan Van Ness
Kent	Bill Boyce	Dana Ralph
Kirkland	Toby Nixon	Shelley Kloba
Lake Forest Park	Catherine Stanford	Tom French
Maple Valley	Erin Weaver	
Medina	Alex Morcos	
Mercer Island	Benson Wong	Debbie Bertlin
Milton	Debra Perry	Jim Manley
Newcastle	Rich Crispo	Carol Simpson
Normandy Park	Michelle Sipes-Marvin	Doug Osterman
North Bend	Ross Loudenback	Ken Hearing
Pacific	Leanne Guier	
Redmond	Hank Margeson	John Stilin
Renton	Ed Prince	Armondo Pavone
Sammamish	Bob Keller	Don Gerend
SeaTac	Rick Forschler	
Shoreline	Chris Roberts	Keith Scully
Skykomish	Henry Sladek	
Snoqualmie	Bob Jeans	Matt Larson
Tukwila	Kate Kruller	Verna Seal
Woodinville	Bernie Talmas	Susan Boundy-Sanders
SCA Katie Kuciemba Ellie Wilson-Jones Kristy Cole		

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

Testimony to Mayor and Council Members of City of Bellevue

My name is Will Knedlik, and I appear as an Eastside Transportation Association officer to ask this city to obtain core facts essential to supply the formal "acknowledgement" requested, as to Sound Transit 3, on a reasonably informed basis necessary to fulfill your oaths of office.

Given the very brief and thus rushed time-frame proposed by Sound Transit in respect to its ST3 project lists – now totaling approximately \$30 billion pursuant to Redmond Mayor John Marchione's hurried calculations for his fellow agency Board members – **no** official elected to represent **any** suburban city could responsibly agree to its deadline without genuine clarity about (1) immense subarea inequities long piled on suburban residents to subsidize ST1-and-ST2 transit services for beneficiaries in Seattle, and (2) how ST3 will (a) rectify this massive injustice and (b) prevent future unfairness, *e.g.*, from veiled multibillion-dollar ST3 liabilities.

For example, the Sound Transit Board has repeatedly shielded the Seattle subarea from great expense foisted onto such agency's other four subareas to cover its gigantic bus-rapid-transit, commuter-rail and light-rail costs, while allowing that inequitably subsidized city to retain \$1 billion in federal grants, but forcing East King County to borrow \$1 billion for light rail here. Further, Sound Transit found money to tunnel under Seattle's Roosevelt community – with **no** reimbursement from it – while coercing this city to pay for a tunnel to serve its residents.

Beyond gross inequalities as to light-rail expenses, Sound Transit has financed **all** bus-rapid-transit services for Seattle interests, since 1996, primarily with subsidies extracted from taxes collected from residents of East King, Pierce, South King and Snohomish counties, and with not one thin dime of taxes ever having been paid in Seattle. Likewise, **all** taxes for commuter rail, largely to benefit Seattle, have been funded **solely** from Pierce and Snohomish counties.

Still more troubling, roll-up financing for ST1, ST2 and ST3 is based on **not** paying full and fair market value for rail use of critical and costly Interstate 90 bridge assets; **not** budgeting to reimburse the constitutional trust created "exclusively for highway purposes" by our state constitution for large reductions in useful lives of vital floating-bridge assets because of rail operations' destructive microfracturing and resulting separation of steel rebar from concrete; and **not** identifying fair allocations of \$5 billion or more in resulting liabilities to any subarea but East King County (notwithstanding commerce in Seattle being the principal beneficiary).

Sound Transit staff has directly informed the state-appointed Expert Review Panel that cities received 30 months for crucial input on far-simpler and much-less-expensive ST2 plans, from 2006 to 2008, while little more than 30 days are being afforded, now, excluding two recent holidays with three-and-four day weekends, which is unreasonable given major complexities.

At a minimum, demanding fiduciary duties created by oaths of office, sworn or affirmed by each of you, require prudent ascertainment, for your constituents, of **all** taxes so far and to be paid and of **all** benefits so far and to be received, along with truly immense subarea inequities briefly outlined above, including but not limited to huge subsidies by suburban residents thus yielding first-class transit services in Seattle and far-inferior transit delivery everywhere else.

January 4, 2016

wknedlik@aol.com



February 10, 2016
SCA PIC Meeting

Item 6:
2016 Legislative Session Update
UPDATE

SCA Staff Contact

Katie Kuciemba, Senior Policy Analyst, katie@soundcities.org, 206-433-7169

Update

SCA staff will provide an update on issues currently before the 2016 Legislature, focusing on issues of commonality identified by a majority of cities in the legislative agendas submitted to SCA. Those issues include: raising the property tax cap; strengthening the Public Records Act; responding to the homelessness crisis, passing affordable housing and mental health legislation; and ensuring reliable funding for infrastructure. The 2016 legislative session convened on January 11, 2016, and is scheduled to adjourn March 10, 2016.

Background

The Washington State Legislature convened for the first day of session on January 11, 2016. In an odd-numbered year, for example, 2015, the regular session is 105 days; in an even-numbered year, for example, 2016, it is 60 days. Key issues during the 2016 legislative session include: funding public schools per the McCleary decision, charter school reform, adopting a supplemental budget, fallout from Department of Corrections prisoner release, and an initiative to impose a carbon emissions tax on fossil fuels.

2016 Session Cutoff Calendar

January 11, 2016	First Day of Session
February 5, 2016	Last day to read in committee reports in house of origin, except House fiscal committees and Senate Ways & Means and Transportation committees.
February 9, 2016	Last day to read in committee reports from House fiscal committees and Senate Ways & Means and Transportation committees in house of origin.
February 17, 2016	Last day to consider bills in house of origin (5 p.m.).
February 26, 2016	Last day to read in committee reports from opposite house, except House fiscal committees and Senate Ways & Means and Transportation committees.
February 29, 2016	Last day to read in opposite house committee reports from House fiscal committees and Senate Ways & Means and Transportation committees.
March 4, 2016	Last day to consider opposite house bills (5 p.m.) (except initiatives and alternatives to initiatives, budgets and matters necessary to implement budgets, differences between the houses, and matters incident to the interim and closing of the session).
March 10, 2016	Last day allowed for regular session under state constitution.

2016 Legislative Session Priorities for the Sound Cities Association (SCA)

Lifting the 1% Property Tax Cap

In partnership with the Washington State Association of Counties (WSAC), the Association of Washington Cities (AWC), and Fire District officials, SCA will be speaking to legislators in Olympia on February 18, 2016 in support of raising the 1% property tax cap. Lifting the 1% property tax cap is a priority issue for WSAC and King County during the 2016 session. By way of background, SCA has a policy position supporting legislation to raise the 1% property tax revenue limit adopted in December 2014.

Public Records

Representative Joan McBride is the prime sponsor of legislation intended to revise the public records act with regard to requests to local agencies. The bill, [HB 2576](#):

- Allows local agencies to adopt policies to limit the time and resources spent responding to records requests;
- Establishes a Public Records Commission responsible for alternative dispute resolution for public records disputes. The Commission will provide an opportunity for jurisdictions to seek alternatives to court action; and
- Allows for cost recovery of certain commercially motivated records requests.

Several SCA members testified to the House Committee on Local Government about the importance of HB 2576 at a hearing on January 28. HB 2576 passed the House Local Government Committee on February 4 with an amendment that removes local agencies to charge records requesters that intend to resell the data for profit. Because the bill has a budget impact, it will likely be sent to the House Appropriations Committee.

Affordable Housing

Representative McBride sponsored two bills this session related to housing: [HB 2395](#), which authorizes a local option fee for converting rentals to condos, and [HB 2397](#), which authorizes a local option housing demolition fee. Both bills are in support of affordable housing but have seen substantial industry opposition. Building and development industry representatives have expressed that they would prefer more broadly based revenue sources. Kirkland and AWC worked on a proposal introduced as a substitute to [HB 2843](#), which was heard in the House Community Development & Housing Committee on February 1. HB 2843 was subsequently passed as a substitute bill in committee on February 2. Substitute House Bill 2843:

- Allows cities to provide an exemption from city property tax for persons who make a contribution of equal value to a program that funds local subsidized housing or homeless housing. The original bill provided for a tax credit program rather than a property tax exemption program.
- Caps the total tax exemption at a limit of 0.9 percent rate increase for the city property tax that would shift to non-exempt property taxpayers.

[HB 2544](#), sponsored by Representative Noel Frame, and [SB 6239](#), sponsored by Senator Joe Fain, are legislation initiated by the City of Seattle that authorizes a local option property tax

exemption program for multi-family properties that provide a percentage of affordable housing.

HB 2544 passed out of the House Community Development Committee and Housing & Tribal Affairs on February 2 as a substitute bill. Advocates of the legislation worked to address concerns through the substitute bill which requires cities to obtain county permission before it may exempt the county property tax. It limits the ability of a city or county to waive health and quality standards for qualifying properties. Additional procedures are included for how the tax exemption certificate may be cancelled. Provisions are included regarding the effect of a transfer of property on the tax exemption. The tax exemptions may be claimed beginning in 2017.

SB 6239 was passed out of the Senate Human Services and Mental Health & Housing Committee on February 1 and had a public hearing in the Senate Ways & Means Committee on February 4.

[HB 2442](#), initiated by the King County Assessor, authorizes a local affordable housing incentive zone. It is similar to the property tax exemption program of HB 2544 (above) and has stalled in the House Committee on Community Development and Housing & Tribal Affairs.

Infrastructure Financing

A bill sponsored by Senator Karen Keiser last year, [SB 5624](#), aims to improve access to low-cost market financing for local infrastructure projects through credit enhancements and pooling. The bill is currently eligible for a vote on the Senate floor.

This bill would pledge the state's full faith, credit and taxing power for bonds issued to finance approved local infrastructure projects and would authorize the State Treasurer to issue bonds in a pool to support multiple projects. Extending the state's backing to bonds for local projects requires an amendment to the Washington State Constitution.

While not an adequate replacement of the Public Works Assistance Account, Centennial Clean Water Fund, and other infrastructure programs, SB 5624 acknowledges the need for cities' to keep up with local infrastructure demands and financing.

Other Areas of Interest

Additional issues that were identified by multiple cities were: clarification of recreational immunity, solar energy incentives, expanding the product stewardship program, local control of fireworks regulations and bans, streamlined sales tax, body cameras, Model Toxics Control Act funding protection, restoration of the Liquor Revolving Account distributions, and marijuana regulation.

Fireworks Ban

Representative Brad Hawkins and Representative Mia Gregerson have introduced legislation, [HB 2348](#), that would remove the one year waiting period for local governments

to adopt fireworks ordinances. HB 2348 moved out of the House Local Government Committee on January 27, with amendments.

The bill was amended so that fireworks bans and regulations can only be declared when a city or county council makes a finding that “an extreme fire hazard” or “imminent wildfire threat” exist in the jurisdiction due to drought conditions. When this finding occurs, a city or county council may enact an ordinance that restricts the use of fireworks sold at retail, which may be more restrictive than the statewide standards and may go into effect less than one year after its adoption.

In addition, the amendment requires that city and county ordinances regulating the use of fireworks:

- Have an effective date that is no sooner than 30 days after its adoption;
- Be effective only during the period that the extreme fire hazard exists; and
- Be effective for no longer than six months.

The 30-day effective provision may be waived if 1) the Governor has declared a state of emergency that includes the geographic area that is the subject of the ordinance; or 2) the legislative body of the city or county makes an additional finding that there is an immediate threat to life and property from the potential use of fireworks.

HB 2348 was voted out of the House Local Government Committee on a party line vote and there is anticipated opposition from some tribes.

Police Body Cameras

Representative Drew Hansen has sponsored a bill, [HB 2362](#), that would help address the concerns around the public records implications and establish a task force to look at body-worn camera issues and make recommendations. HB 2362 was heard by the House Judiciary Committee on January 14 and passed out of committee on January 20.

King County Roads

King County has proposed legislation concerning county road administration and maintenance which comes from recommendations of the Bridges and Roads Task Force. Senator Fain has sponsored the Senate Bill, [SB 6314](#) and Representative Luis Moscoso has sponsored the House Bill, [HB 2590](#). A provision regarding so-called “orphaned roads” that raised concerns for SCA member cities was removed by an amendment offered by Rep. Peterson, and HB 2590 was passed out of the House Local Government Committee on February 3.

Liquor Revenue

[HB 2438](#), sponsored by Representative Terry Nealey, and [SB 6425](#), sponsored by Senator Mike Hewitt, gradually restores city and county liquor profits by increasing the local share by \$2.5 million per year beginning in state fiscal year 2018 until the historic profit sharing formula is restored in state fiscal year 2024. The proposal has no impact on the state’s 2015-17 budget and a modest (\$7.5 million) impact on the state’s 2017-19 budget.

The bills were given public hearing during the week of January 25 with support from AWC and SCA membership. The House Commerce & Gaming Committee passed HB 2438 by executive action on February 1.

Paint Stewardship

[HB 1571](#), sponsored by Representative Strom Peterson, would create a paint recycling program under the Department of Ecology. In 2015, the SCA Board of Directors sent a letter expressing support for a product stewardship program that will allow residents to return unused paint for reuse, recycling, or proper disposal. HB 1571 was not passed during the 2015 session; therefore, the bill has been reintroduced in the 2016 session. No action has been scheduled to date.

FAST Act Investments

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act, or the "FAST Act." Federal funding for transportation projects and programs is secure for the next five years, while giving the state an opportunity to modify how funds are distributed between the state and local governments. Washington should receive almost \$3.6 billion in federal funds, starting with \$687 million in 2016 and growing each year to \$750 million by 2020. This is more funding than the state had previously anticipated.

It is anticipated that the Governor will convene a group of stakeholders to make recommendations on how the funds should be distributed. The current split across all of the programs is 66 percent for the state and 34 percent for local government, including bridges, city streets, county roads, ferries, transit systems, bike and pedestrian improvements, and trails. Led by a coalition from the Puget Sound Regional Council, the Association of Washington Cities, and the Washington State Association of Counties, there is an effort to correct the current fund distribution mismatch.

A [one-pager](#) provides more detailed information about the FAST Act in Washington and why it is time for the split between state and local government to change ([Attachment A](#)). In a meeting with Governor Jay Inslee on February 4, SCA members urged the Governor to use this opportunity to provide greater local funding to keep the whole transportation system running.

City Legislative Agendas

In addition to the cities who submitted their adopted 2016 legislative agendas in advance of the January PIC meeting, the cities of Bothell, Federal Way, Maple Valley, and Tukwila have shared their legislative agendas and priorities with SCA. Please see Addendum of Cities' Legislative Agendas ([Attachment B](#)).

Next Steps

Additional and up-to-date information, including opportunities for testimony on pertinent bills, will be provided at the February 10, 2016 PIC meeting. SCA staff will continue to work with Association of Washington Cities, PSRC, King County and SCA member cities in tracking commonly identified issues.

Attachments

- A. [The FAST Act in Washington: Let's fix the state's transportation mismatch](#)
- B. [Addendum of Cities' Legislative Agendas \(as of 2-3-2016\)](#)

1-27-2016

The FAST Act in Washington: Let's fix the state's transportation mismatch

The Fixing America's Surface Transportation Act enacted late last year secures federal highway and transit programs for the next five years. State leaders now have the opportunity to decide how to divide a large share of these federal transportation funds.

The state can expect to receive almost \$3.6 billion in Federal Highway Administration funds via the FAST-Act, starting with \$687 million in 2016 and growing each year to \$750 million by 2020 – more funding than the state had previously anticipated.



Decisions on how best to use these funds are likely to start within the supplemental transportation budget developed by the Governor and state legislature in 2016.

In the past, 66% of these funds have been invested in state

highways, 34% have been used for local transportation: Including bridges, city streets, county roads, ferries, transit systems, bike and pedestrian improvements and trails.

This lopsided split between state highways and local transportation is an old policy designed when cities and counties could count on about 50% of the state fuel tax to cover the basics. Now cities and counties can only count on less than 30% of the state fuel tax.

Today 69% of all public road miles in the state are city streets and county roads. Cities and counties maintain nearly 55% of the state's 7,300 plus bridges. 58% of the bridges in the state rated "structurally deficient" are local bridges.

A new state policy is needed to match the realities of the state's transportation system with the federal funds designed to keep the whole system running. Decisions on how to divide funds within five major programs administered by the state can correct the current mismatch.

1. National Highway Performance Program - \$388 million in 2016

The largest FHWA program is focused on preserving state and local pavements and bridges on the National Highway System. In Washington state 23% of eligible roads (3,340 miles) are local, yet under the state's old policy, local roads get just 6% of these funds.

2. Surface Transportation Block Grant Program - \$177 million in 2016

This is the most flexible program, and includes broad eligibility for roadway, transit, freight and non-motorized investment. Providing more STP funding for local projects would help match the diversity of local needs and ensure transparent - merit based competition - to select the best projects.

3. Highway Safety Improvement Program - \$38 million in 2016

The HSIP requires a data-driven strategic approach to improving highway safety on all public roads and is focused on performance.

4. Congestion Mitigation and Air Quality - \$37 million in 2016

CMAQ funds can only be used for projects that produce an air quality benefit and provide congestion relief. In Washington State, they have been distributed through competitive processes via eligible entities like the PSRC.

5. National Freight Program - \$20 million in 2016

This new federal program is tailor made for Washington and is designed to improve the movement of freight on the national Highway Freight Network, which includes state and local roads and bridges, including grade crossings to speed access to ports.

Next Steps

Decisions made by the Governor and state leaders will set the policy for the next five years. They need to hear from people across the state to better understand the opportunity to correct the current mismatch. The door is open for a better local share.



Puget Sound Regional Council



Washington State Association of Counties





CITY OF BOTHELL 2016 Top Legislative Priorities

- **Model Toxics Control Act (MTCA) Funding.**

MTCA funding is key to the creation of jobs and Bothell's downtown revitalization. Bothell has spent over \$6.4M in clean-up efforts, WSDOE has spent \$2.4M, but \$5.6M remains to be funded. Without MTCA funding, redevelopment will stall and cleanup of this important watershed will be halted. The City of Bothell asks that greater effort be made to protect these dollars so that restoration of contaminated properties can provide substantial economic benefits locally and statewide.

- **I-405 Tolling.**

Demand-priced tolling of I-405 has exacerbated regional traffic problems and created a system that favors those who can afford the cost of entry. Bothell is particularly affected because restricted access (i.e. double white lines) makes the toll lanes virtually unusable through our city. Local Bothell streets have seen greater traffic volumes resulting from the diversion of drivers seeking relief from interstate congestion. The City of Bothell supports common-sense changes to current tolling practices, such as eliminating restricted access, allowing free use of lanes from 7pm to 5 am, and creating a fee structure that promotes carpooling, not single-occupancy vehicle trips.

- **Support for Association of Washington Cities adopted priorities.**

AWC has identified various legislative priorities on behalf of all cities including support of local infrastructure, fiscal sustainability, emergency response, public records, and human services, homelessness and affordable housing.

Model Toxics Control Funding. The City of Bothell is in the midst of implementing its ambitious Downtown Revitalization Plan, which has already invested more than \$150 million in publicly-funded projects to spark \$650 million in private mixed-use investment over the next 25 years. Already, over \$350 million in private investment is in the development pipeline or under construction today. The revitalization will create nearly 1,400 new permanent family wage jobs and an estimated 8,400 temporary construction jobs, providing a significant return on the State's investment.

- Model Toxics Control Act (MTCA) Funding - Downtown Contaminated Soil and Groundwater Remediation is a key component of the City's Downtown Revitalization Plan. Our re-development of downtown is imperiled by a severely reduced Model Toxic Control Act (MTCA) environmental remediation fund. (MTCA is funded by a tax on oil, the price of which has dropped approximately 50% in the last year.) The former sites of Bothell Landing, Bothell Riverside, Bothell Paint & Decorating, and Hertz/AA Rentals are sites that were contaminated (soils and groundwater) from past land uses (gas stations, auto-repair, etc.), as well as from off-site or up-gradient contamination sources (drycleaners). Much of the former Northshore School District site was contaminated with diesel, oil and petroleum. The City Hall block and the parcel known as the Bothell Service Center (former dry cleaner sites) also require remediation.

The City has spent over \$6.4 million in this effort. WSDOE has supported the effort with \$2.4 million, but \$5.6 million remains to be funded. Without funding substantial economic benefits to the City, the region and the State will be lost, and the affected properties will lie dormant. The community will lose a specialty grocer, drug store, restaurants, over 100,000 s.f. of retail and office space, housing, and many other important components of its revitalization. The progress made toward environmental clean-up of this important watershed area will be halted. Maintaining momentum in the redevelopment of downtown is critical. The City is at a key juncture where \$5.6 million will be the difference between a successful and timely economic redevelopment project versus a downtown that is half-rebuilt and waiting for the next wave of economic stimulus.

From the current list disseminated by WSDOE, Bothell's projects are ranked 16th and 17th - very close to the funding cutoff.



The City of Federal Way Federal & State

2016

Legislative Priorities

Public Health and Environment

The City of Federal Way will work with our congressional and state legislative delegations to seek ways to mitigate the environmental and public health impacts of commercial aircraft coming and going from SeaTac airport over Federal Way. This includes working with neighboring cities; teaming with our legislators to pass a Joint Resolution or Legislative Memorial to Congress; and to the Federal Aviation Administration (FAA) seeking solutions to the current flight patterns that are negatively affecting the citizens of Federal Way.



Community Development

Housing

Federal Way supports the elimination of the property tax exemption for projects financed through the Housing Trust Fund (HTF). This incentive is a tremendous burden to cities and school districts as the HTF continues to fund massive multi-family projects that create immediate and long lasting impacts to public safety, community and school facilities.

The City of Federal Way encourages our legislative delegation to direct the DSHS to devise a formula for a balanced geographic distribution of licenses for group homes to avoid clustering in select residential neighborhoods, straining infrastructure and destabilizing the community environment.

Homelessness, Mental Health, and Drug Treatment

Federal Way recognizes the need for greater access to mental health and substance abuse services. Federal Way is grateful to the Legislature for its help in funding a regional hygiene day shelter in our city. Together with the state, counties, and other partners, we support developing strategies to address housing shortages and homelessness in cities of all sizes and locations.



Veterans Monument

The City of Federal Way requests our legislative delegation to seek \$50,000 in capital funding to help finance a Veterans' Monument to be located in the Town Square Park. The Monument will be a regional tribute honoring all veterans and continues the city's long-standing commitment to our veterans, reserve, guard and active duty personnel.



Steve McNey
Community Outreach & Government Relations Coordinator

Phone: 253.835.2413
Email: Steve.McNey@cityoffederalway.com
Address: 33325 8th Ave. South, Federal Way, WA 98003

Economic Development

Tax Incentives

The City of Federal Way supports a proposal to allow a property tax exemption for qualifying new construction in targeted urban areas and urges our delegation to support this legislation. This will allow cities to incentivize new construction in certain designated areas, recruit new businesses, and help create family wage jobs in underdeveloped areas.



Infrastructure Improvements

Federal Way will seek funding for infrastructure improvements in our Town Center, specifically along S 314th & S 316th. These improvements will have a positive impact on our redevelopment efforts and benefit both the Town Center Project, Performing Arts & Event Center, as well as the proposed hotel site. The City appreciates our legislative delegations continued support in this effort.

Transportation

The City of Federal Way will work with our legislative delegation to seek additional funding for improvements to the I-5/SR-18/SR-161 interchange. This will allow for enhanced mobility and ease of access to Federal Way's economic centers. The City will work to get additional funding from the unallocated portions of the recently approved gas tax.



Public Records Reform

The City of Federal Way and other municipalities need additional tools to resolve conflicts created by excessive public records requests and requesters seeking voluminous, commercially driven, or retaliatory requests. Such requests do not provide a public benefit proportionate to the taxpayer dollars needed to fulfill these demands. New tools should include the ability to seek relief from abusive requests in court, and the authority to charge a reasonable fee for electronic and commercial requests. We also must address the impact new technology has on public records requests.

Federal Way supports transparency in government and will continue to seek new ways to meet and enhance this commitment.



AWC

The City of Federal Way generally supports the Association of Washington Cities Legislative Priorities.





2016 Legislative Session

City Priorities

Washington's 281 cities and towns are where most residents live, learn, work, and play. Working together, we need to make a concerted and assertive effort to ensure every legislator knows that the state is only as strong as its cities and towns.

Infrastructure

Halt the diversion from critical infrastructure programs to help cities grow and prosper

City infrastructure systems are a critical part of a larger network that serves and benefits the entire state. Diversion from programs that support basic local infrastructure means that communities cannot affordably maintain and secure new infrastructure. We need to reboot, and potentially reformulate this partnership. The state's abandonment of these programs cannot be the only option.

Fiscal Sustainability

Ensure sufficient and flexible revenue for essential city services

The current method of funding city services is fundamentally broken. Many available revenue options are either constricted, restricted, or unpredictable. Cities need stable revenue streams to provide essential services such as public safety, infrastructure, and environmental protection to our growing population.

Emergency Responsiveness

Help cities prepare for and address impacts of natural disasters and other emergencies

As a result of recent experiences with devastating wildfires, landslides, and other emergencies, cities need better ways to address emergency management. Examples include greater ability to coordinate response and enhance communication in emergencies, and the authority to ban fireworks sales and use during dangerous conditions.

Public Records

Strengthen the Public Records Act in response to changing technology and burdensome requests

Cities support open and transparent government and continue to seek the best ways to meet this commitment. Unfortunately, there are a growing number of requestors who monopolize resources with broad, voluminous, commercially-driven, or retaliatory requests that do not provide a public benefit proportionate to the taxpayer dollars needed to fulfill these requests. Cities need additional tools to resolve conflicts outside the courtroom and the authority to charge a reasonable fee for electronic and commercial requests. We also need to address the impact changing technology has on public records.

Human Services, Homelessness and Affordable Housing

Enhance the provision of much needed human service programs to address issues that drive increased homelessness and public safety costs

Cities believe that investment in the state's human services network is necessary. Greater access to mental health and substance abuse services is essential. Cities throughout the state are grappling with affordable housing shortages and homelessness. Together with the state, counties, and other partners, we need to develop strategies to address housing shortages and homelessness in cities of all sizes and locations.

Contact:

Dave Williams

Director of Government Relations
davew@awcnet.org • 360.753.4137





2016

Legislative Priorities



View of Mt. Rainier from Lake Wilderness Park & Lodge

CITY COUNCIL

SEAN P. KELLY
MAYOR

DANA PARNELLO
DEPUTY MAYOR

BILL ALLISON

ERIN WEAVER

LINDA JOHNSON

MEGAN SHERIDAN

LES BURBERRY

DAVID W. JOHNSTON
CITY MANAGER

Phone: (425) 413-8800
Fax: (425) 413-4282

22017 SE Wax Road, Suite 200
P.O. Box 320
Maple Valley, WA 98038

Maple Valley Recognitions

June 2015
SafeWise
"16th Safest City in the State"

June 2015
Niche
"3rd Best Suburbs to Buy a House in WA"
"6th Best Suburbs to Raise a Family in WA"

December 2014
NerdWallet.com
"3rd Best WA City for Young Families"

July 2013
CBS MoneyWatch.com
"Top 10 Hottest Suburbs in the U.S."

June 2013
Coldwell Banker
"Top Booming Suburbs in America"

December 2012
Bloomberg Businessweek
"Best Place to Raise Kids in WA State"

July 2011
Family Circle
"Best Cities for Families in the U.S."

Dear Washington State Legislators,

The City of Maple Valley values the strong working relationship we have with the State Legislature. Over the past few years, you have supported several of Maple Valley's legislative requests:

The State Legislature funded a Kent-Covington-Maple Valley SR 516 Corridor Study through the WSDOT. The first improvement identified in this study will commence in 2016-17 in Covington as part of the Connecting Washington transportation package.

- On December 1, 2013 the City of Maple Valley annexed Summit Place (the Donut Hole). This annexation was made possible only through the strong legislative support to change state statutes regarding annexation. This change led to the Tahama School District purchasing part of this property to build its new high school/regional learning center within the city limits.

The City of Maple Valley appreciates the State Legislator's support for improvements to I-90, SR 18 and SR 167 included in the 2015 Connecting Washington transportation package. All of these projects will enhance economic development opportunities in southeast King County.

- In 2015, the State Legislature funded an important water project in its capital budget. The partnership between the City of Maple Valley and the Cedar River Water & Sewer District will finish this project in 2016.

Thank you for supporting our requests. We, here in Maple Valley, look forward to working with our legislators to build a strong and vibrant State of Washington!

TRANSPORTATION/TRAFFIC CONGESTION

Expansion of SR 516

- The City of Maple Valley strongly encourages the State Legislature to focus future transportation funding to continue the capacity expansion of SR 516 between SR 18 in Covington and SR 169 in Maple Valley. Both cities have advocated this improvement over the years and are grateful that the first phase of this improvement was funded in the State transportation package passed in 2015. The additional phases of this important improvement needs to be programmed and funded.

SR 169 Expansion & Safety Enhancements

- The City of Maple Valley strongly encourages the State Legislature to provide transportation funding to expand the capacity of SR 169 from Renton to SR 516 (Four Corners) in Maple Valley. During the AM/PM peak hours this highway is clogged with commuter traffic. Since most of this highway link lies outside of both Renton and Maple Valley, the State needs to fund the improvements necessary to handle the current and future traffic demands (6,000+ homes in Black Diamond over the next 15+ years).

Amend RCW 47.23

- The City of Maple Valley would like the State Legislature to amend RCW 47.23, the state law requiring cities with a population of 25,000+ to take on increased maintenance responsibilities of State highways going through the city. We would like to see either a change in the population threshold for this shift in maintenance responsibility, or require the shift to occur only when the Washington DOT has developed the State highways within cities to urban standards.



AWC LEGISLATIVE PRIORITIES

The City of Maple Valley strongly encourages the State Legislature to support the legislative initiatives identified by the Association of Washington Cities. These legislative priorities recognize that the State of Washington is only as strong as its cities. The AWC legislative agenda focuses on continuing important state-local infrastructure funding partnerships, on the importance of working on emergency preparedness/response due to natural disasters and on human services/homelessness. Also, the City of Maple Valley encourages the State Legislature to strengthen the Public Records Act to address the ever-changing technological landscape and large burdensome and unfocused public records requests.

City of Tukwila 2016 Legislative Agenda

Transportation & Infrastructure

- Funding from key programs such as the **Transportation Improvement Board** and **Public Works Assistance Account** are critical for cities in addressing infrastructure and transportation needs.
- Previous raids on the Public Works Assistance Account resulted in a loss of **\$9.6 million** in loans to Tukwila alone which would have funded critical infrastructure in the City.
- The State Legislature should fully fund these and other programs, such as the **Centennial Clean Water Fund** and **Model Toxics Control Account**, to allow cities to meet growing transportation and infrastructure needs.

Shared Revenue

- The State must continue its role as a **partner with cities**.
- Maintaining existing programs such as **Streamlined Sales Tax Mitigation** Payments, which provides Tukwila over **\$1.1 million** annually, is part of this partnership.
- In addition, the state must **retain the local share of liquor taxes** to allow jurisdictions to address impacts, such as public safety, of privatized liquor in our cities.

Revenue Reform

- Allow cities the **authority and flexibility** to address the fact that growth in the cost of services continue to outstrip revenues.
- The state should **amend the law** that limits annual property tax growth to 1 percent and work with cities to authorize additional funding flexibility and opportunities at the local level.

Public Records

- Provide cities with **additional tools to address public disclosure requests** that are voluminous, overly broad, commercially-driven or retaliatory in nature.
- The City of Tukwila is committed to – and has a long history of – **making public documents as accessible as possible**; however, many of the more onerous public disclosure requests require an inappropriate use of tax payer dollars, particularly when subsidizing requests tied to commercial or personal gain.

Human Services Funding

- The City of Tukwila is **committed to local funding** for human services, and we know that as the city with the lowest median income in King County, many of our residents rely on local, county, state and federal services for basic survival.
- While **we continue to do our part**, we cannot do it alone and will continue to rely heavily on county, state and federal partners to meet the needs of the most vulnerable.
- We strongly encourage the state to **adequately fund human services** programs for the health of the safety net.

Education

- Implement **needs based funding** for allocation of social emotional student support resources and **expand funding for learning opportunities** for summer school students.
- Increase **funding for homeless students** and secondary ELL students.
- Incorporate early learning for low income students as a part of **Basic Education**.



February 10, 2016
SCA PIC Meeting

Item 7:

All Home Convening of Cities

UPDATE

SCA Staff Contact

Ellie Wilson-Jones, SCA Policy Analyst, ellie@soundcities.org, 206-433-7167

SCA All Home Coordinating Board Members

SCA President and Auburn Mayor Nancy Backus; Kirkland Councilmember Doreen Marchione

Update

Homelessness is a crisis in King County, with a 19 percent year-over-year increase in the number of people surviving without shelter identified in the annual One Night Count held January 29, 2016. To address the growing problem of homelessness, SCA will partner with All Home to convene King County cities to study, discuss, and develop best and promising practices for responding to homelessness on March 11, 2016. Teams made up of city elected officials, city managers/administrators, human services staff, and first responders will be invited from each King County city to attend the half-day event at Tukwila Community Center. The convening is intended to build relationships within and across communities and expose attendees to the work being done by other jurisdictions, both locally and nationally. The convening is being held pursuant to the All Home Strategic Plan, which was adopted in 2015 and endorsed by SCA.

Background

Last year, more than 500 stakeholders—including Sound Cities Association (SCA) members—came together to develop a new plan for addressing homelessness in King County. What resulted was a [four-year Strategic Plan](#) meant to address the goals of making homelessness rare and brief when it does occur, and ensuring that those who do experience homelessness do so no more than once in their lives—or put more succinctly, to make homelessness rare, brief, and one-time. The plan also set out to address the overrepresentation of people of color in the homeless population and to engage a broader community in responding to and preventing homelessness. The Public Issues Committee (PIC) was briefed extensively on the development of the Strategic Plan during the first half of 2015, and SCA member cities were instrumental in shaping the final plan language. The Strategic Plan was endorsed by SCA and officially adopted by All Home, then called the Committee to End Homelessness, in mid-2015.

Efforts to implement that new Strategic Plan are ongoing and are led by the All Home Coordinating Board, of which SCA President and Auburn Mayor Nancy Backus and Kirkland Councilmember Doreen Marchione are members. One action step identified in the All Home Strategic Plan is to hold a convening of cities to discuss best practices for responding to homelessness, with a particular focus on fostering collaboration between first responders, service providers, and local communities to increase housing stability.

In addition to the direction provided by the All Home Strategic Plan, King County city managers and administrators also met October 7, 2015 to discuss homelessness. During that meeting, several member cities' staff identified a convening of this type as a helpful step toward developing a regional approach toward homelessness, nurturing information-sharing across cities, and relationship-building among the city departments engaged in responding to homelessness.

March 11, 2016 All Home Convening of Cities

Pursuant to the All Home Strategic Plan, All Home will invite teams from each King County city to attend an 8 a.m. to 12:30 p.m. event at Tukwila Community Center to delve into the challenges communities are facing with homelessness and offer insights from other jurisdictions. Each city will be asked to send a team that includes an elected official, city manager or administrator, first responder, and human services staff.

A planning team made up of All Home staff, SCA staff, Issaquah Police Chief and Coordinating Board Member Scott Berhbaum, and human services staff from Auburn, Redmond, Kirkland, Bellevue, and Seattle is meeting regularly to finalize details for the convening. Additionally, the SCA Board of Directors discussed the convening at their January 29, 2016 Board Retreat and provided insights into how homelessness is being experienced in their communities and the greatest challenges they are facing. Board members also identified helpful outcomes for the convening. Based on feedback received from member cities to date, the convening will address topics such as community engagement, safe parking programs, encampments, policing strategies, and regional collaboration.

2016 One Night Count

As efforts are underway to plan the All Home Convening of Cities, the results from the annual One Night Count are clearly indicating what many communities likely already knew—that homelessness is a growing crisis in King County, with the number of people surviving unsheltered spiking. The One Night Count, which is organized annually by the Seattle/King County Coalition on Homelessness, was held in the early hours of January 29, 2016. Preliminary results for 2016 are summarized in [Attachment A, Summary of the 2016 Unsheltered Homeless Count in Selected Areas of King County](#). More than 1,100 volunteers counted people surviving unsheltered in cars, doorways, under bridges, and elsewhere between 2:00 and 5:00 a.m. in the communities of Auburn, Bellevue, Bothell, Burien, Des Moines, Federal Way, Kent, Kenmore, Kirkland, Redmond, Renton, Seattle, Shoreline, Skyway, Vashon Island, White Center, and Woodinville. Volunteers found at least 4,505 men, women, and children without shelter during these three hours, a 19 percent increase from the number of people found without shelter in 2015. Strikingly, the 19 percent increase comes on the heels of a 21 percent increase in 2015, and a 14 percent increase in 2014.

The increase this year fell disproportionately on SCA member cities and South King County in particular. While the count increased by roughly 100 people in the city of Seattle, the number of people identified in areas outside of Seattle spiked by more than 600. In South King County, the number of unsheltered individuals counted increased by 53 percent. A large portion of the increase in the countywide figures comes from people surviving in vehicles—nearly 500 more people than in 2016, a 41 percent increase. Count volunteers also noted the huge role the

heroin epidemic is playing in driving the increase in homelessness, with orange hypodermic needle caps littering encampments.

Next Steps

An agenda and meeting registration materials for the All Home Convening of Cities will be distributed soon to cities. PIC members are encouraged to assist their cities in gathering a team to attend the convening. Additionally, PIC members are invited to provide input to SCA staff as to how the convening can be most productive in addressing the challenges their communities are facing.

Attachment

- A. [2016 One Night Count - Summary of the 2016 Unsheltered Homeless Count in Selected Areas of King County](#)

Summary of the 2016 Unsheltered Homeless Count in Selected Areas of King County

	SEATTLE	KENT	NORTH END	EAST SIDE	SW KING CO.	FEDERAL WAY	RENTON	NIGHT OWL BUSES	AUBURN	VASHON ISLAND	TOTAL
Men	827	21	55	55	65	25	46	109	13	9	1,225
Women	153	7	12	34	21	7	14	19	3	1	271
Gender Unknown	1,951	136	64	150	226	231	100	0	94	28	2,980
Minor (under 18)	11	1	4	6	3	0	0	4	0	0	29
TOTAL	2,942	165	135	245	315	263	160	132	110	38	4,505
Benches	46	2	2	1	5	1	0	0	0	0	57
Parking Garages	26	2	0	25	0	0	1	0	0	0	54
Cars/Trucks	914	42	53	85	161	199	75	0	48	31	1,608
Structures	533	4	4	27	55	2	18	0	3	7	653
Under Roadways	257	2	2	8	4	1	14	0	2	0	290
Doorways	271	1	2	3	10	3	7	0	0	0	297
City Parks	24	0	3	0	0	0	9	0	30	0	66
Bushes/ Undergrowth	37	60	3	9	2	30	12	0	0	0	153
Bus Stops	29	21	5	0	0	8	1	0	0	0	64
Alleys	32	9	0	0	0	0	0	0	0	0	41
Walking Around	494	14	10	15	13	13	16	0	4	0	579
Other	279	8	51	72	65	6	7	132	23	0	643
TOTAL	2,942	165	135	245	315	263	160	132	110	38	4,505

19% increase
2016 4,505 people outside
2015 3,772 people outside

For more information contact the Seattle/King County Coalition on Homelessness

www.homelessinfo.org

Alison Eisinger
(206) 204-8355
alison@homelessinfo.org

Sara Velkamp
(616) 238-5457
sara@homelessinfo.org



February 10, 2016
SCA PIC Meeting

Item 8:

Final Recommendations of the Bridges and Roads Task Force

UPDATE

SCA Staff Contact

Katie Kuciemba, Senior Policy Analyst, katie@soundcities.org, 206-433-7169

City Representatives on the Bridges & Roads Task Force

Mayor Matt Larson, Snoqualmie; Councilmember Amy Ockerlander, Duvall; City Administrator Bob Harrison, Issaquah

Update

Beginning in August 2015, the Bridges and Roads Task Force met to identify policy and fiscal strategies to maintain and preserve King County's rural or unincorporated roads and bridges. The Task Force's final meeting occurred on January 20, 2016 where the final recommendations were presented publicly to Executive Constantine. At the February PIC meeting, SCA staff will provide an overview of the final Task Force recommendations, highlighting state legislation prompted by Task Force recommendations and potential next steps.

Background

Background on the work of the King County Bridges and Roads Task Force can be found in the staff report provided at the September 2015 PIC meeting (see [September 9, 2015 PIC packet](#), page 68). More information on the Bridges and Roads Task Force can be found [here](#).

The Bridges and Roads Task Force held its final meeting on Wednesday, January 20, 2016. The meeting was focused on approving the [Task Force Final Report and Recommendations](#) and [Appendices](#), discussing implementation and communications for the recommendations, and presenting the recommendations to Executive Dow Constantine and Councilmember Kathy Lambert. King County Road Services provided an overview of next steps for implementing Task Force recommendations, including state legislation currently under evaluation by the Washington State House of Representatives and Senate.

King County Bridges and Roads Task Force: Final Report and Recommendations

The following recommendations were identified by the Task Force as those most likely to impact the financial gap for maintenance and operation of bridges and roads:

- **Revenue:** A new county-wide revenue tool is needed that is tied to inflation, sustainable, long-term, provides a benefit to cities and the County, and is not regressive. The Task Force encourages the county, cities, stakeholders, and the Legislature to continue to work together to identify the specific tool or tools. The final report

recognizes that the most successful approach may involve using multiple revenue tools and efficiencies with some additional resources dedicated to city transportation needs.

- **Infrastructure:** Authority from the State Legislature that provides for cities to annex “orphan” County roads that lie inside their boundaries, and supports annexation of Potential Annexation Areas within the growth boundaries of those cities. Orphaned roads are half-streets, parts of roads completely surrounded by cities, and small segments of road located on or within the Urban Growth Boundary, but were not transferred from county to city ownership.
- **Outreach:** Enhance public outreach efforts to increase awareness about issues currently facing Road Services. Stakeholders will include elected bodies, other agencies, the media, and the public. Task Force members were asked to serve as ambassadors to increase awareness about issues facing Road Services during implementation of these recommendations.

Reiterated in the Final Report and Recommendations ([Attachment A](#)), and during the final Task Force meeting, was the common interest that cities and the County have in helping to address bridges and roads funding throughout the County. The importance of building a city-county partnership was a focal discussion point, including efforts to engage the City of Seattle. Therefore, the Task Force recommended that the County partner with cities on a formula of revenue increases, changes in management of urban infrastructure, and to propose to the legislature a formula that will support a vibrant economy and keep King County communities connected.

At the final Task Force meeting, King County Executive Constantine acknowledged the financial burden put on cities when they take over county roads – since such roads need to be upgraded to city service standards. As such, the Executive is promoting a more regional approach, and ultimately, believes that a state solution is needed.

House Bill 2590/Senate Bill 6314

Reflecting several recommendations by the Task Force, King County has worked with state legislators to draft [HB 2590](#), sponsored by Representative Moscoso, and [SB 6314](#), sponsored by Senator Fain. HB 2590 and SB 6314 concern county road administration and maintenance.

The legislation includes the following:

- Modifies the appraisal process for vacation of county roads to allow an appraiser to consider certain public benefit factors in the valuation, including transfer of liability, risk, increased property taxes, cost avoidance, limits on development and future public benefit.
- Allow greater flexibility to keep records electronically, and in a location other than physically in the county road engineer’s office while preserving public access to the records.
- For counties with a population of more than 400,000, increases the amount of work that county crews can perform “in-house” before having to go out to bid with contractors by

raising the limit for storm water and riverine projects from \$45,000 to \$125,000 if only a single craft or trade is involved; and from \$90,000 to \$250,000 if more than a single craft or trade is involved.

SCA worked closely with cities and King County Executive to ensure that the legislation did not prevent meaningful cooperation and agreement related to infrastructure ownership. A provision regarding so-called “orphaned roads” that raised concerns for SCA member cities was removed by an amendment offered by Rep. Peterson, and HB 2590 was passed out of the House Local Government Committee on February 3.

Next Steps

SCA staff will work with King County in identifying future outreach that could include county-city coalition-building, efforts to increase situational awareness, a possible PSRC-led regional collaboration, and discussions on state funding options for local roads in preparation for future legislative sessions. It is anticipated that the County will request SCA participation in the formation of a working group to help identify a new county-wide revenue tool that would provide benefits to both cities and the County. With agreement by County Executive Constantine, the working group would commence this work in the July 2016 timeframe.

The PIC will be updated by SCA staff when next steps have been proposed in working collaboratively with King County, including any known outreach to city councilmembers and/or mayors.

Attachment

- A. [King County Bridges and Roads Task Force: Final Report and Recommendations](#)

King County Bridges and Roads Task Force

Final Report and Recommendations to the King County Executive and Council

January 20, 2016



King County

January 20, 2016

Dear King County Executive Dow Constantine and King County Council,

Our King County road network is at a critical juncture. The King County Bridges and Roads Task Force (Task Force) was created to identify policy and fiscal strategies to sustainably maintain and preserve the unincorporated network.

With this letter, the Task Force transmits its final report and recommendations for sustainably maintaining and preserving the system of bridges and roads in unincorporated King County. The critical issues considered by the Task Force, primarily concerning the significant gap between basic operations, maintenance needs and available funding, made this a complex yet vital undertaking. The Task Force is pleased to present to you these recommendations.

The Task Force has worked diligently since August 2015 to craft these recommendations. In arriving at these recommendations, the Task Force reviewed and considered significant information and diverse perspectives. King County staff made a number of presentations, an outside consultant reported on their review of agency assumptions, public comments were received and the group participated in substantial policy discussions. We ultimately reached agreement on potential solutions and recommendations that we hope, if implemented, can help address the county's deteriorating bridge and road network that supports all King County residents and the region.

The Task Force would be happy to serve as a resource as the Executive Office and Council consider these recommendations and stands ready to assist in their implementation. The first step toward implementation was the last Task Force meeting held on January 20, 2016, but the Task Force will look to the Executive Office and Council for further direction beyond that last meeting.

Task Force members have appreciated this opportunity to serve King County and look forward to having these recommendations incorporated into future planning.

Sincerely,

King County Bridges and Roads Task Force members

(signatures on reverse)



Van Anderson
King County Boundary
Review Board

John Bloomer
Enumclaw Fire Department
& King County Fire District #28

Josh Brown
Puget Sound Regional Council

Peter Eberle
Four Creeks
Unincorporated Area Council

Joe Fain
WA State Legislature
47th Legislative District

Ashley Glennon
Fall City Community Association

Michael Gonzales
Teamsters Local 174

Bob Harrison
City of Issaquah

George Irwin
King County Agricultural Commission

Janet Keller
Keller Dairy

Duana Koloušková
Transportation Concurrency
Expert Review Panel

Andra Kranzler
Skyway Solutions

Matt Larson
City of Snoqualmie

Hank Lipe
Vashon Island Fire and Rescue

Ceci Mena
Professional & Technical
Employees Local 17

Louise Miller
Former King County Councilmember
and State Representative

Luis Moscoso
WA State Legislature
1st Legislative District

Amy Ockerlander
City of Duvall

Ron Paananen
Parsons Brinckerhoff

Blake Trask
Washington Bikes

Bryce Yadon
Futurewise

Table of Contents

Acknowledgements	4
Task Force Recommendations	5
Introduction	5
Task Force Findings	6
Task Force Recommendations	8
Next Steps	10
Task Force Overview and Background Information	11
Background	11
The Bridges and Roads Task Force.....	11
The Task Force Process	12
Appointing the Task Force	12
Task Force Structure and Roles.....	12
Meeting Structure and Process.....	13
Task Force Operating Protocols and Decision-Making: A Consensus Approach	13
Public Process	13
Information Considered by the Task Force.....	14
Appendices	15

Acknowledgements

The Task Force would like to acknowledge the following organizations and individuals for their contributions to the work of the Task Force:

- Dow Constantine, King County Executive
- Kathy Lambert, King County Councilmember
- The King County Council
- Harold Taniguchi, Director of King County Department of Transportation
- Dwight Dively, King County Budget Director
- King County staff, in particular Brenda Bauer, Jay Osborne, Susan West, Chris Arkills, John Resha, Stephanie Pure, and Wesley Edwards
- Michael Hodgins, BERK Consulting
- Triangle Associates

Task Force Recommendations

The Bridges and Roads Task Force charge:

Recommend financially sustainable and equitable strategies to deliver an unincorporated road system that supports people's transportation needs, local and regional economic development and quality of life.

Task Force Decision from January 20, 2016 Task Force Meeting

The Task Force, at its January 20, 2016 meeting, approved by consensus this Final Report and Recommendations with the following decision:

The King County Bridges & Roads Task Force gives its final approval of the Task Force Recommendations Report – inclusive of high and low impact recommendations.

Introduction

The development of recommendations occurred in multiple phases and through five meetings. Ideas for recommendations proposed by the Task Force were primarily based on the initial background information provided by King County and the individual experience of Task Force members. A few initial recommendations also originated out of assessment interviews held early in the Task Force process by Triangle Associates – a neutral third party facilitator that also facilitated each Task Force meeting. The Task Force developed recommendations in the following phases:

Background Information: Task Force members received detailed factual information at their first two meetings about the causes and size of the current bridges and roads funding gap, actions the county has taken to address the funding gap, current available revenues and expenditures, and funding projection assumptions. The Task Force also had opportunities to ask questions and request additional information from the County during these meetings.

Initial Recommendations Development and Review: Fifteen Task Force members proposed a combined 134 initial recommendations (noting that additional recommendations were added later for a total of 152). One member proposed one recommendation, one proposed 39 recommendations while most proposed a few recommendations each. A complete list of all recommendations proposed and considered by the Task Force is found in *Appendix A*.

Guiding Principles: The Task Force was asked to keep the following principles in mind for recommendations review.

- *Consider the following categories for recommendations: Efficiencies; Infrastructure; Revenues and funding; and Outreach.*
- *Consider keeping final Task Force recommendations to a small number.*
- *Look for recommendations that are “big ideas or levers” that will make a substantive difference in addressing the funding gap. Remember that projected revenues are about \$100 million while needs are \$350 million or more.*
- *Consider recommendations that the Task Force believes can be implemented.*

Refinement of Recommendations: Initially, Triangle Associates worked with King County Road Services Division (Road Services) staff to sort recommendations according to which agency would control implementation. From the initial 134 recommendations, the Task Force, through breakout and large group discussions, followed an iterative process of combining, re-categorizing, or removing recommendations based on their impacts and relevance. The Task Force also asked for and reviewed additional information about specific recommendations. Some recommendations were identified within the authority of Road Services, and those were sorted into a separate list for action by Road Services. The Task Force developed a short-list of recommended tools and actions that were beyond the current authority of Road Services, requiring some action or authority from the state legislature or an agency other than Road Services.

Consensus on Final Recommendations: After developing a concise list of high impact recommendations and refining the wording of each, the Task Force, at its November 12, 2015 meeting, voted to approve recommendations, shown in the next section of this report, for King County's consideration.

Task Force Findings

Factual Findings

King County's road network is the responsibility of a number of agencies, and it supports the county's role as an economic engine of the state. King County has 29 percent of the state's population and 40 percent of the jobs in Washington State. The county has a population of about two million people, including approximately 250,000 residents that live outside of cities in what is referred to as the unincorporated area. There are about 3,700 miles of bridges and roads outside of cities, and of those, roughly 900 miles are state highways managed by the state, around 1,300 miles are privately owned, and about 1,500 miles are county owned and managed. To put that in context, the distance, as the crow flies, between Canada and Mexico is 1,200 miles. The county's responsibility includes 181 bridges, 5.7 million feet of drainage ditch, 2.9 million feet of drainage pipe, 114 miles of guardrail, 44,000 traffic control signs, 80 traffic signals and 55 cameras.

King County estimated that to manage the existing infrastructure at its' optimal life cycle cost and address certain mobility and capacity needs would require about \$350 million dollars annually. Road Services asked an outside consultant, BERK Consulting, to evaluate their methodology for estimating costs and assumptions underlying annual maintenance and preservation costs for the system. Noting that the estimates were based on 2012 data, and including updated information on the decline of the system, BERK Consulting concluded that the county's estimates of need were low (see *Appendix B*). Presently, the county has about \$100 million annually in revenue for the care of county bridges and roads; enough funding to address immediate safety issues, clean water requirements, and a modest amount of maintenance and preservation activities. At this level of funding, the county estimates that the system will continue to deteriorate and that, in the next 25 years, an estimated 35 bridges could be closed as they become unsafe, and about 72 miles of roadway restricted or closed – based on known condition assessments.

The Task Force recognizes that, through King County's implementation of the state Growth Management Act (GMA) designed to avoid sprawl, increased density and commercial activity have been largely confined to cities. There are now 39 cities in King County and growth is largely confined in their boundaries. This leaves a small rural unincorporated population of 250,000, residing largely on lower value properties and without business activity that raises revenue. Since King County is a dense urban county, county roads are carrying about one million trips per day – connecting cities and all county residents to destinations. Half of the trips on the high volume county roads come from cities and other counties. Even other counties are heavily dependent upon King County bridges and roads; about 40 percent of Snohomish County workers commute to jobs in King County, and about 28 percent commute from Pierce County. Yet the responsibility for funding the county road system depends primarily on property tax revenue from the remaining rural populace.

The county has made a number of drastic and significant steps to address the decline in revenues from annexations, the recession, lower revenue collection, and restrictions on increased tax collections. Efforts included reducing about 45 percent of the staff, consolidating facilities, decreasing costs, leveraging technology, implementing process improvements, partnering with other agencies, and efforts to reduce road inventory.

Task Force Statements of Understanding

Understanding that Road Services has taken drastic and significant steps in attempting to address the bridges and roads financial shortfall, it is obvious that the financial situation is now at a point where significant changes are needed in revenue generation. While the Task Force identified some efficiency and infrastructure recommendations, major additional revenue tools are required to address the magnitude of the challenge.

The Task Force additionally acknowledges that the revenue generating tools available to local governments in Washington State are significantly outdated. Washington State's tax structure was established in the 1930s and is not adequate for local governments in the 21st century economy.

In addition, the Task Force understands that a King County Economic Development Task Force, established in the early 1990s to provide a detailed fiscal analysis of Countywide planning policies following passage of the GMA, foresaw the current funding crisis that exists today for unincorporated King County bridges and roads. The current King County Bridges and Roads Task Force hopes its recommendations ensure that another 25 years do not pass before the current bridges and roads funding situation is addressed.

The Task Force proposes that the King County Executive and Council consider six "High Impact" recommendations including one recommendation for study and two for outreach, and that the county continue to evaluate and pursue several "Low Impact" Task Force recommendations that won't bridge the significant gap in funding but that the Task Force believes are worth implementation consideration.

Task Force Recommendations

The Task Force agreed on the following high and low impact recommendations which address revenue, infrastructure, and areas of further study, efficiencies, and outreach.

HIGH IMPACT RECOMMENDATIONS

The following long-term recommendations were identified by the Task Force, at its November 12, 2015 meeting, as those most likely to substantively and most effectively impact the financial gap for maintenance and operation of county bridges and roads.

Revenue

- A new county-wide revenue tool is needed that is tied to inflation, sustainable, long-term, provides a benefit to cities and the county, and is not regressive.
- The Task Force encourages the county, stakeholders, and the legislature to continue to work together to identify the specific tool or tools that meet the principles outlined in the first bullet.

Possible Revenue Sources

- A county-wide tax to be spent on city and county roads. For example, expanding the existing road fund property tax so that it is tied to inflation and not limited to the current one percent annual limit.
- An excise tax that is designed to fairly assess the value of vehicles and better addresses equity issues. For example, a Motor Vehicle Excise Tax (MVET) where a portion of the funds is dedicated to county road services.

Infrastructure

- Incorporate county roads that are orphaned, islands of roads within a city or cities, and Potential Annexation Areas (PAAs) within the growth boundaries of cities into those jurisdictions. This may require additional authority from the state legislature and support for recipient cities.

Further Study

- Further study options for a future tax or fee based on various road pricing options including vehicle miles travelled (VMT) congestion pricing and/or tolling. This would directly tax utilization and addresses taxes declining because of fuel efficiency gains and reduced fuel consumption.

Outreach

- Enhance public outreach efforts to increase awareness about issues currently facing Road Services. Stakeholders to include elected bodies, other agencies, the media, and the public.
- Task Force members are invited to serve as ambassadors during implementation of these recommendations.

The Task Force recognizes that the most successful approach may involve using multiple revenue tools and efficiencies with some additional resources dedicated to city transportation needs. Current county taxing authority is insufficient to address the significant gap for county roads, and state legislative action is necessary.

The Task Force believes it is important for recommendations to benefit both city streets and county roads. Therefore, the Task Force recommends that the county partner with cities on a formula of revenue increases, changes in management of urban infrastructure, and to recommend to the legislature a formula that will support a vibrant economy and keep King County communities connected.

LOW IMPACT RECOMMENDATIONS

The Task Force includes the following “Low Impact” recommendations recognizing they will not make a substantial difference in closing the funding gap but which the Task Force believe make sense to consider with the thought that every effort, especially when looked at as a whole, can potentially improve the bridges and roads financial situation.

Revenue

- Use more federal funds to support existing county infrastructure and the transportation system.
- Build city support for sustainable county roads funding. Collaborate with other jurisdictions – including cities and counties.
- Change the bonding formula so annexing cities have to pay outstanding debt left to County.
- Consider use of sin taxes to fund bridges and roads.
- Consider use of Real Estate Excise Tax (REET) revenue as a funding source for bridges and roads.
- Consider expanding the business and commercial areas in urban unincorporated King County that are within the Urban Growth Area (UGA).

Infrastructure

- Examine less restrictive policies for road vacations so that the county does not have to charge fair-market value and can instead look at other public benefits for said road vacations.

Efficiencies

- Increase the amount of work that county crews can perform “in-house” without having to go to bid with contractors where it saves dollars and time.
- Update outdated state statutes for local roads, including at least the county road engineer laws, to reflect current day technology and practices.

Outreach

- There is a need for the County to increase transparency around how roads funding is used for the Sheriff’s Office.

Next Steps

The Task Force recommends that the King County Executive and Council strongly consider each recommendation and maintain regular communication with Task Force members about any questions or additional input needed on specific recommendations. Task Force members will be open to possible one-on-one meetings or calls with Council or Executive staff. The final Task Force meeting focused on an implementation strategy for the recommendations – with a particular focus on recommendations that need action by the state legislature. Additionally, through early 2016, Task Force members are encouraged to leverage their own networks, group memberships, and other connections to inform others and spread the word about the current bridges and roads funding gap in King County and how the proposed recommendations would address this gap.

Task Force Overview and Background Information

Background

King County maintains about 1,500 miles of roads and 181 bridges. The King County road system supports more than one million trips every day including people traveling to work, school, and recreation; businesses and farmers delivering goods and services; and emergency responders reaching people in distress. People from all parts of the county, and neighboring counties, use these bridges and roads. About half the trips on the high-volume roads originate not only in cities but in other counties.

The system for funding this essential network has not been revisited in nearly 30 years, and it no longer works. Nearly three decades of annexations, lower property values, declines in gas tax revenues, and the effects of voter initiatives have led to the chronic underfunding of today where it is now predicted that some portions may have to be closed as safety hazards. Beyond the lack of an adequate tax base and sufficient revenue tools, King County also has to deal with the aging of infrastructure and an expansive and challenging geography in the unincorporated area.

The Bridges and Roads Task Force

Beginning in August 12, 2015, a Task Force of 21 regional leaders and community members began to meet to explore solutions for maintaining and preserving the aging bridge and road system in unincorporated King County. Task Force membership included business owners, community group leaders, representatives from agriculture and recreation organizations, road experts, and public policy leaders. Along with providing vital opportunities for people in King County communities, and those who use the roads, to be part of the solution, the formation of the Task Force was also intended to:

- Connect communities;
- Build partnerships; and
- Encourage public stewardship of King County assets.

Task Force Charge

Recommend financially sustainable and equitable strategies to deliver an unincorporated road system that supports people's transportation needs, local and regional economic development and quality of life.

The current chronic underfunding of King County bridges and roads is unsustainable and the Task Force was intended to identify regional solutions to get King County roads back on track. The Task Force provided a constituency, momentum, leadership, and policy recommendations, both for the short and long term, to support regional leaders in addressing this challenge. The Task Force brought key stakeholders together to find sustainable solutions to connect communities and help keep the county moving.

The Task Force Process

Appointing the Task Force

The Task Force was appointed by staff from the King County Executive Office, King County Council, and Road Services in July and early August 2015. Task Force members were chosen based on their broad range of perspectives and interests as well as experience related to bridges and roads use, planning, financing, and/or design and construction.

Task Force Structure and Roles

The Task Force is comprised of representatives from the public, private, and non-profit sectors as well as incorporated and unincorporated King County. Task Force members work in and run local businesses, lead community organizations and advocacy groups, represent King County residents in local and state elected office, represent union members, serve in local emergency management, and have experience from previous positions relevant to local bridges and roads funding. The names and affiliations of all Task Force members are shown below.

Name	Affiliation
Van Anderson	King County Boundary Review Board
John Bloomer	Enumclaw Fire Department/King County Fire District #28
Josh Brown	Puget Sound Regional Council
Peter Eberle	Four Creeks Unincorporated Area Council
Joe Fain	Washington State Legislature — 47 th Legislative District
Ashley Glennon	Fall City Community Association
Michael Gonzales	Teamsters Local 174
Bob Harrison	City of Issaquah
George Irwin	King County Agricultural Commission
Janet Keller	Keller Dairy
Duana Koloušková	Transportation Concurrency Expert Review Panel
Andra Kranzler	Skyway Solutions
Matt Larson	City of Snoqualmie
Hank Lipe	Vashon Island Fire & Rescue
Ceci Mena	Professional & Technical Employees Local 17
Louise Miller	Former King County Councilmember and State Representative
Luis Moscoso	Washington State Legislative — 1 st Legislative District
Amy Ockerlander	City of Duvall
Ron Paananen	Parsons Brinckerhoff
Blake Trask	Washington Bikes
Noah Ullman	Executive Assistant to Senator Fain (proxy)
Bryce Yadon	Futurewise

Meeting Structure and Process

The Task Force met six times from August to November 2015.

1. **Meeting #1:** The August 12, 2015 Task Force meeting included introductions of Task Force members, establishment of a process for Task Force's effort, and hearing Task Force member perspectives on hopes and desired outcomes for the process. It also included Road Services presentations which introduced the Task Force to the size and causes of large funding gaps for King County bridges and roads and likely consequences of leaving this gap unaddressed.
2. **Meeting #2:** The September 16, 2015 Task Force meeting included a presentation by BERK Consulting on its independent review of Road Services budget projections, presentations by King County on past and current Road Services revenue sources and actions the County has taken to address its current budget shortfall, and an opportunity for Task Force members to ask questions about Road Services revenue sources and finances.
3. **Meeting #3:** The October 14, 2015 Task Force meeting included breakout group discussions to refine and identify questions about an initial list of 134 recommendations.
4. **Meeting #4:** The October 28, 2015 Task Force meeting included a report-out by King County topic experts to address answers to questions raised about an initial short-list of recommendations and to narrow down the short-list to a small number of high-impact recommendations.
5. **Meeting #5:** The November 12, 2015 Task Force meeting included selecting and editing of final high and low impact recommendations and approving this recommendations report for review.
6. **Meeting #6:** The January 20, 2016 Task Force meeting focused on final approval of the Task Force Recommendations Report, signing of the recommendations, and detailed discussion of an implementation strategy for the recommendations. King County Executive Dow Constantine and Councilmember Kathy Lambert were in attendance to receive these recommendations.

All meetings were facilitated by a neutral third party, Triangle Associates, hired by Road Services.

Task Force Operating Protocols and Decision-Making: A Consensus Approach

The Task Force agreed to and followed a set of simple operating protocols, typical for a group with this size and duration, which outlined responsibilities of King County, the Task Force, and the neutral facilitator for this process as well as other internal working protocols necessary for the group to function. The operating protocols outlined a consensus decision making process for acceptance of Task Force products and the final recommendations. The operating protocols specified that acceptance of final recommendations could be made with at least 70 percent of Task Force members present. Detailed Task Force Operating Protocols, including more information about the consensus decision making process the Task Force followed, are found in *Appendix G*.

Public Process

All Task Force meetings were open to the public, and a public comment period was included at the end of each meeting. Public attendees also had access to hardcopy comment forms and a computer to electronically record comments at each meeting. Comments were additionally received by email throughout the process. Verbal public comments given at the meetings are captured in each meeting

summary and other comments are shown in *Appendix E*. All written materials (agendas, meeting summaries, and other information) were made publically available on the Task Force web page found here: <http://www.kingcounty.gov/depts/transportation/roads/roads-task-force.aspx>

Information Considered by the Task Force

As Task Force members studied the issues, they considered a range of data and information. The majority of this information was provided by Road Services. It included the following documents, reports and policy frameworks, many of which are included in the appendices to this Report.

- Answers to Task Force questions from each Task Force meeting
- Presentations from topic experts at Task Force meetings
- The Strategic Plan for Road Services
- The 2015-2016 Road Services Line of Business Plan

Task Force members additionally learned a substantial amount from interactions and discussions with other Task Force members and from public comments provided at or between meetings.

Appendices

- A. Master list of all recommendations considered by the Task Force
- B. Presentations given at Task Force meetings
- C. Short-list of recommendations considered by the Task Force
- D. Answers to questions posed by Task Force members
- E. Public comments provided during the Task Force process
- F. Task Force meeting summaries
- G. Task Force operating protocols
- H. Assessment interview presentation
- I. Strategic Plan for Road Services
- J. Road Services 2015-2016 Line of Business Plan

All appendices can be downloaded from the “Final Report” tab of the Task Force web page at <http://www.kingcounty.gov/depts/transportation/roads/roads-task-force.aspx>.



February 10, 2016
SCA PIC Meeting

Item 9:

Mental Illness and Drug Dependency (MIDD) Levy Renewal

UPDATE

SCA Staff Contact

Ellie Wilson-Jones, SCA Policy Analyst, ellie@soundcities.org, 206-433-7167

SCA Appointees to MIDD Oversight Committee

Kirkland Councilmember Dave Asher (Member); Kent Councilmember Brenda Fincher (Alternate)

Update

The Mental Illness and Drug Dependency (MIDD) sales tax was authorized by the King County Council in 2007 with an expiration date of January 1, 2017. The 0.1 percent sales tax generates about \$53 million annually to fund a range of services including domestic violence and youth suicide prevention, treatment courts, crisis intervention teams and training, and mental health and substance use treatment, among others. As the sunset date for the original MIDD tax nears, work is underway by the MIDD Oversight Committee to review the strategies funded by the first MIDD sales tax, solicit information from communities and stakeholders about current service needs, and develop a proposal for a second MIDD sales tax. Work to develop a proposal for a potential second MIDD sales tax is still in the early stages, but the PIC will be briefed again later in 2016 as work progresses. In addition to activities related to the potential renewal of the MIDD sales tax, the MIDD Oversight Committee is also reconvening a work group to develop recommendations for MIDD strategies and programs to be funded, under the current MIDD authorization, in the event that sales tax revenues continue to exceed budget projections.

Background

A [2005 state law](#) authorized counties to implement a 0.1 percent sales tax to support new or expanded chemical dependency or mental health treatment services and therapeutic court programs. The King County Council took action to implement the tax, called the Mental Illness and Drug Dependency (MIDD) sales tax, in 2007 and set an expiration date of January 1, 2017. The MIDD levy can be reauthorized, for subsequent years, by King County Council action. The MIDD sales tax now generates about \$53 million per year.

[King County Council Ordinance 15949](#), the original ordinance authorizing the MIDD sales tax, identified five policy goals:

1. A reduction in the number of mentally ill and chemically dependent people using costly interventions like jail, emergency rooms, and hospitals.
2. A reduction in the number of people who recycle through the jail, returning repeatedly as a result of their mental illness or chemical dependency.

3. A reduction of the incidence and severity of chemical dependency and mental and emotional disorders in youth and adults.
4. Diversion of mentally ill and chemically dependent youth and adults from initial or further justice system involvement.
5. Explicit linkage with, and furthering the work of, other council directed efforts including, the Adult and Juvenile Justice Operational Master plans, the Plan to End Homelessness, the Veterans and Human Services Levy Service Improvement Plan and the King County Mental Health Recovery Plan.

Toward those ends, several planning documents were developed and, over the last decade, have been implemented, including a [MIDD Action Plan](#) and [oversight, implementation, and evaluation](#) plans. Under the plans, services funded by the MIDD have included domestic violence and youth suicide prevention, treatment courts, crisis intervention teams and training, and mental health and substance use treatment, among others. The most recent MIDD Progress Report, covering the period from October 1, 2014 through March 31, 2015, summarizes the full list of strategies and programs funded by MIDD and is [available online](#).

Oversight for MIDD levy implementation has been provided by a MIDD Oversight Committee, to which SCA appoints one member and an alternate. The Committee also includes representatives from the health and human services and criminal justice communities. While MIDD funding decisions ultimately rest in the hands of the King County Council, the MIDD Oversight Committee has been involved in making implementation recommendations for consideration by the Executive and Council.

Required MIDD I Review and MIDD II Renewal Tasks

As the original MIDD ordinance (MIDD I) nears its sunset date, the MIDD Oversight Committee will be assessing the programs and services funded through the first MIDD tax, engaging the community in determining the needs for a potential second MIDD tax authorization (MIDD II), evaluating proposals for services to be funded through a potential MIDD II, and preparing a detailed plan for the King County Executive and Council outlining proposed future uses for MIDD funding. The King County Council is expected to consider renewal of the MIDD sales tax in late 2016 in conjunction with the 2017-2019 biennial budget.

In preparation for the renewal decision, the King County Council approved [Ordinance 17998](#) in March 2015 requiring the following three work products to be developed by the King County Executive with input and assistance from the MIDD Oversight Committee:

- **Retrospective Review and Assessment of MIDD I:** This review and assessment is to include an evaluation of the effectiveness of the MIDD-funded strategies, services, and programs in meeting the five policy goals outlined in Ordinance 15949, referenced above. The review and assessment is due to the King County Council by June 30, 2016.
- **New MIDD Service Improvement Plan for potential MIDD II:** This new plan is intended to guide MIDD investments beginning in the 2017-2019 biennium, should the MIDD sales tax be renewed by the Council before the scheduled January 1, 2017 expiration.

The MIDD Service Improvement Plan will be transmitted to the King County Council in September 2016 with the Executive's proposed 2017-2019 biennial budget.

- **Progress Report:** The Council ordinance also required transmittal of a progress report back regarding the first two work products. This [progress report](#) was transmitted to the King County Council in November 2015.

Timeline for Review and Renewal Activities

As work progresses by the MIDD Oversight Committee and King County executive branch staff to complete the required MIDD I review and MIDD II renewal tasks, a timeline for intermediate steps, including community and MIDD Oversight Committee involvement, has been established. Steps completed so far include:

- **September – October 2015: Open call for new concepts.** A call for new concepts to be funded by a potential MIDD II was opened to the community from September 15 to October 31, 2015. During that period, King County received 140 responses proposing services that should be offered for the first time or expanded under a potential MIDD II.
- **December 2015 – January 2016: Briefing papers developed.** King County staff reviewed existing MIDD strategies and the new concepts submitted during the open call period and drafted briefing papers synthesizing the various services proposed for a potential MIDD II. Subject matter experts outside of King County were also involved in drafting and reviewing the briefing papers.
- **Fall 2015 – Winter 2016: Community engagement and stakeholder input.** Additional stakeholder and community feedback as to service needs from a potential MIDD II as well as the Best Starts for Kids Levy was collected through “community conversations” drawing between 28 and 100 people held in Renton, Bellevue, Shoreline, and north and south Seattle, 14 stakeholder focus groups, one-on-one interviews, an online survey, and other outreach activities.

Remaining work includes:

- **January - April 2016: Retrospective review and assessment of MIDD I (“Retrospective MIDD I Report”) drafted.** King County staff will be drafting the Retrospective MIDD I Report for review and approval by the MIDD Oversight Committee. After approval by the MIDD Oversight Committee and a public comment period, the Report will be finalized by the Executive and transmitted to the King County Council.
- **February 2016: Briefing paper review panels.** MIDD Oversight Committee members and other stakeholders will be tasked with reviewing the briefing papers developed in December 2015 and January 2016. Reviewers will sort strategies by priority into high, medium, and low categories, and the results will be used to inform the development of the MIDD II Service Improvement Plan.

- April 2016: Draft Retrospective MIDD I Report and MIDD II recommendations to MIDD Oversight Committee for review and discussion.** MIDD Oversight Committee members will review the Retrospective MIDD I Report, drafted earlier in the year by King County staff, and will also review draft recommendations for what will be included in the MIDD II Service Improvement Plan, for which drafting will begin in April 2016. A public comment opportunity will also be offered for the draft MIDD II recommendations.
- May 2016: Retrospective MIDD I Report and MIDD II recommendations to MIDD Oversight Committee for approval.** The MIDD Oversight Committee is scheduled to approve the MIDD I Retrospective Report for forwarding to the Executive and is also scheduled to take up the MIDD II recommendations for approval and inclusion in the MIDD II Service Improvement Plan.
- June 2016: MIDD II Service Improvement Plan report to MIDD Oversight Committee for review; MIDD sales tax renewal legislation and Retrospective MIDD I Report transmitted to King County Council.** The draft MIDD II Service Improvement Plan, which will include the earlier approved MIDD II recommendations, will be provided to the MIDD Oversight Committee for review and discussion. The Executive is also scheduled to transmit legislation renewing the MIDD sales tax and the Retrospective MIDD I Report to the King County Council at this time.
- July 2016: MIDD II Service Improvement Plan posted for public comment and approved by MIDD Oversight Committee.** Public comment will be gathered on the draft MIDDII Service Improvement Plan and the MIDD Oversight Committee is then scheduled to approve the Plan.
- August 2016: MIDD II Service Improvement Plan to Executive.** The MIDD Oversight Committee's approved MIDD II Service Improvement Plan will be forwarded to the Executive for finalization before transmittal to the Council.
- September 2016: MIDD II Service Improvement Plan report transmitted to King County Council with Executive's proposed 2017-2019 biennial budget.** With transmittal of the MIDD II Service Improvement Plan and earlier MIDD sales tax renewal legislation, the County Council will decide whether to renew the MIDD sales tax and what services to fund.

Fund Balance Workgroup

In addition to the extensive work taking place in 2016 to review MIDD I and prepare for potential renewal, the MIDD Oversight Committee is also once again convening a work group to make recommendations for spending potential future fund balances. Kirkland Councilmember Dave Asher will serve on the work group, which meets for the first time on February 4, 2016.

A prior work group was formed by the MIDD Oversight Committee to respond to an unexpectedly high fund balance of approximately \$11 million in late 2014. That iteration of the work group made recommendations as to the use of the immediate fund balance and then ceased meeting. Later in 2015, the fund balance again reached an unexpectedly high level.

However, the fund balance work group had since stopped meeting and the MIDD Oversight Committee was unable to quickly develop funding recommendations within the King County Executive and Council's supplemental budget timeline. In response to that experience, the MIDD Oversight Committee decided to form this new standing fund balance work group to develop recommendations for possible future implementation should another fund balance arise.

Next Steps

As 2016 progresses, the MIDD Oversight Committee will be engaged in reviewing and approving the Retrospective MIDD I Report and MIDD II Service Improvement Plan. It is still early in the process of developing recommendations for a potential MIDD II, but the PIC will be briefed again and feedback will be sought as these work products are developed.



February 10, 2016
SCA PIC Meeting

Item 10:
Future Levies and Ballot Measures in King County
UPDATE

SCA Staff Contact

Katie Kuciemba, SCA Senior Policy Analyst, Katie@soundcities.org, 206-433-7169

Update

SCA staff will update members on the results from the February 9, 2016 special election. Members will have an opportunity to update the PIC in regards to upcoming future ballot measures.

Background

The purpose of this item is to provide information for SCA member cities on upcoming ballot measures. This item will be an ongoing, monthly item on the PIC agenda.

Potential Future Ballot Measures – SCA Cities

Year	Month	Jurisdiction	Measure
2016	April	Maple Valley	General Obligation Parks Bond - \$22.5M
2016	November	Duvall	Fireworks Referendum
2016	November	Shoreline	Property Tax Levy (renewal)
~2016		Kenmore	Imagine Kenmore
2016		Bothell	Fireworks Ballot Measure

Potential Future Ballot Measures – Other Cities

Year	Month	Jurisdiction	Measure
2016	November	Seattle	Low-income Housing Levy (renewal)
2018		Seattle	Families and Education Levy (renewal)

Potential Future Ballot Measures – Countywide

Year	Month	Jurisdiction	Measure
2016	November	Sound Transit	Sound Transit 3 (ST3)
2017		King County	Veterans and Human Services Levy (renewal)
~2017		King County	Cultural Access/Affordable Housing/Mental Health
2018		King County	AFIS Levy (renewal)
2019		King County	Medic One
2019		King County	Regional Parks

Potential Future Ballot Measures – Special Purpose District

Year	Month	Measure
2016	April	Issaquah School District – School Construction and Maintenance Bond - \$533.5M
2016	April	Lake Washington School District Bond - \$398M
2016	April	Kent Fire Department Regional Fire Authority – Fire Benefit Charge
2016	April	Tukwila Regional Fire Authority
2016	April	Renton Regional Fire Authority
2016	November	Highline School District Bond
2016		Kent School District Bond
2018		Shoreline School District Operations Levy
2018		Shoreline School District Capital Levy

February 9, 2016 Ballot Measures

The following measures will be voted upon on February 9, 2016, the day before the PIC meeting, and staff will provide an update on the election results at the PIC meeting:

- Auburn School District – Educational Program and Operations Replacement Levy
- Federal Way School District – Capital Projects Levy
- Fife School District – Capital Projects Technology Levy
- Mercer Island School District
 - Prop 1, Capital Projects Levy
 - Prop 2, School Transportation Levy
- Renton School District
 - Prop 1, Educational Programs, Maintenance and Operations Levy (replacement)
 - Prop 2, Capital Levy for School Facilities
- Seattle School District
 - Prop 1, Operations Levy
 - Prop 2, Capital Levy (renewal)
- Tukwila School District
 - Prop 1, Programs and Operations Levy (renewal)
 - Prop 2, General Obligation School Bond
 - Prop 3, Technology Levy (renewal)

Next Steps

SCA staff will update this document on a regular basis. Please share this information with your city, and provide information on upcoming elections in your city to Katie Kuciemba, SCA Senior Policy Analyst, at Katie@soundcities.org.



February 10, 2016
SCA PIC Meeting

Item 11:
Potential Upcoming SCA Issues
UPDATE

SCA Staff Contact

Deanna Dawson, SCA Executive Director, deanna@soundcities.org, (206) 433-7170

Update

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

Potential Issues

- Homelessness
 - SCA and All Home staff are working to plan a convening of city elected officials and staff to be held March 11, 2016 at Tukwila Community Center

- Sound Transit 3
 - Jurisdictional letters submitted by 16 SCA cities regarding project scopes and comments
 - Draft System Plan anticipated in March 2016 with outreach in April 2016
 - Potential adoption of a Final System Plan in June 2016

- Metro Long Range Plan
 - SCA staff is monitoring and serves as a member of the Technical Advisory Committee (TAC)
 - Outreach anticipated in April 2016 for the Draft Long Range Plan, coinciding with ST3 Draft System Plan
 - Staff will keep members apprised as the Long Range Plan is finalized in late-2016

- Body Cameras
 - SCA staff and board have been working with AWC, King County Sheriff, King County Prosecuting Attorney on this issue
 - [House Bill 2362](#) would help address the concerns around the public records implications and establish a task force to look at body-worn camera issues and make recommendations. HB 2362 passed out of the House Judiciary Committee on January 20

- PSRC Economic Development District Board (EDDB)
 - The EDDB will be updating the Regional Economic Strategy in 2016

- City Human Services Funding
 - SCA staff will be collecting data from cities in and will then bring back to PIC for discussion

- Fireworks bans
 - Identified at November 2015 PIC
 - Staff will work to identify the appropriate forum to address this issue and will report back to the PIC
 - HB 2348 would remove the one year waiting period for local governments to adopt fireworks ordinances. HB 2348 moved out of the House Local Government Committee on January 27, with amendments.

- Regional response to increase in property crime rates
 - Identified at November 2015 PIC meeting and December 17, 2015 North and Snoqualmie Valley Caucus meeting
 - The Regional Law Safety and Justice Committee is scheduled to discuss residential property crime and community crime reduction efforts on May 26, 2016

If you or your city have additional items to be added to this list, please contact Deanna Dawson, deanna@soundcities.org.