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 – June 8, 2016 meeting**  
   Page 5  
   2 minutes

4. **Chair’s Report** – Councilmember Marlla Mhoon, Covington, Chair  
   5 minutes

5. **Executive Director’s Report** – Deanna Dawson, SCA Executive Director  
   10 minutes

6. **King County 2017/2018 Biennial Budget**  
   DISCUSSION  
   Page 23  
   Deanna Dawson, SCA Executive Director  
   (5 minute staff report, 15 minute discussion)  
   20 minutes

7. **Best Starts for Kids Levy Implementation Plan**  
   UPDATE  
   Page 41  
   Ella Williams, Policy Analyst  
   Ellie Wilson-Jones, Policy Analyst  
   (5 minute staff report, 15 minute discussion)  
   20 minutes

8. **Future Levies and Ballot Measures in King County**  
   UPDATE  
   Page 45  
   Katie Kuciemba, Senior Policy Analyst  
   (2 minute staff report, 3 minute discussion)  
   5 minutes

9. **Potential Upcoming SCA Issues**  
   UPDATE  
   Page 47  
   Deanna Dawson, Executive Director  
   (2 minute staff report, 3 minute discussion)  
   5 minutes
10. Informational Item
   a. Sound Transit’s ST3 System Plan
      Page 49

11. Upcoming Events
   a. SCA Public Issues Committee Meeting – Wednesday, August 10, 2016 – 7:00 PM to 9:00 PM
      – Renton City Hall
   b. SCA Networking Dinner – Wednesday, September 7, 2016 – 5:30 PM to 8:00 PM – Renton Pavilion Event Center

12. For the Good of the Order

13. Adjourn

Did You Know?

The Seattle Times’ daily email newsletter includes a “Today in History” factoid, often coming from essays published on HistoryLink.org. For example, the July 5 edition shared the following background about Mercer Island:

On July 5, 1960, Mercer Island residents voted to incorporate as a city, after an earlier attempt was turned down in 1945. The island becomes its own municipality, except for the 70-acre business district, which votes a month later to become the town of Mercer Island. Although the town and the city shared some services, including the library, they each remained self-governing until their merger in 1970.
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.
1. Welcome and Roll Call
PIC Chair Councilmember Marlla Mhoon, Covington, called the meeting to order at 7:00 PM. 20 cities had representation (Attachment A). Guests present included: Tamie Deady, Black Diamond Council; Bill Ramos, Issaquah Council; David Storaasli, Pacific Council; Pam Fernald, SeaTac Council; Bill Peloza, Auburn Council; Carol Simpson, Newcastle Council; Austin Bell, Burien Council; Jonathan Chicquette, Normandy Park Mayor; Joyce Nichols, City of Bellevue staff; Diane Carlson, King County Executive’s Office staff; Michael Huddleston, King County Council staff; Mike Reed, King County Council staff.

Chair Mhoon and members welcomed the City of Bellevue to the SCA membership.

2. Public Comment
Chair Mhoon asked if any member of the public had any public comment. Seeing none, Chair Mhoon closed the public comment portion of the meeting.

3. Approval of the May 11, 2016 Minutes
Council President Hank Margeson, Redmond, moved, seconded by Mayor Leanne Guier, Pacific, to approve the May 11, 2016 PIC minutes.

There was no discussion. The motion passed unanimously.

4. Chair’s Report
Chair Mhoon thanked members for refraining from sidebar conversations at PIC meetings.

5. Executive Director’s Report
Deanna Dawson, SCA Executive Director, announced upcoming networking dinners in 2016: June 29 where the speaker will be Congresswoman Suzan DelBene; September 7 where the newest King Council Councilmembers, Claudia Balducci and Jeanne Kohl-Welles, will be the featured speakers; October 5 where Seattle Mayor Ed Murray will be the featured speaker; and the SCA annual meeting and networking dinner will be scheduled in late November/early December. Dawson is working to secure University of Washington President Ana Mari Cauce as the featured speaker for the annual meeting and networking dinner.
Dawson reminded members that she and Mayor Nancy Backus are available to visit cities or brief city councils upon request. Dawson and Backus continue to visit member cities, particularly those with new mayors.

Dawson announced that SCA and Kenmore Mayor David Baker were both recipients of AWC’s 2016 Advocacy All-Star Awards. In response to a question about other organizations like SCA across the state, Dawson stated that both Pierce and Snohomish counties have city associations; however, those associations do not have staff and are organizationally different from SCA.

6. Regional Transit Committee Appointment
Redmond Council President Hank Margeson, PIC Nominating Committee Chair, reported that the Committee met to fill a vacancy on the Regional Transit Committee (RTC).

_Council President Hank Margeson, Redmond, moved, seconded by Mayor Bernie Talmas, Woodinville, to recommend to the SCA Board of Directors the appointment of Duvall Councilmember Amy Ockerlander to the Regional Transit Committee as an alternate._

_The motion passed unanimously._

Executive Director Deanna Dawson noted there were three qualified applicants and she encouraged those who were not appointed to apply in the future. The nominating committee chose to fill Snoqualmie Mayor Matt Larson’s seat with a representative from the Snoqualmie Valley.

7. King County Metro Long-Range Plan
Katie Kuciemba, SCA Senior Policy Analyst, provided an overview of METRO CONNECTS which is the 25-year vision for an integrated system that leverages regional transit investments with other existing plans. Since the May 11 PIC meeting, three technical appendices have been released to the public:

- The draft Service Network Appendix provides detail on frequent, express, and local service. A graphic which describes these categories can be found on page 23 in the _June 8 PIC packet._
- The draft Capital Facilities Appendix describes the type of needed capital facilities and outlines the general locations, quantities, and costs associated with those investments.
- The draft RapidRide Appendix analyzes frequent corridors identified for potential RapidRide routes, for a total of 26 RapidRide routes by 2040.

Kuciemba reported that SCA members of the Regional Transit Committee (RTC) shared the feedback that was heard at the May 11 PIC meeting, including PIC member concerns with thru traffic and service to communities outside of centers, a need for better understanding of the financial assumptions of METRO CONNECTS, and the need for proactive coordination with cities. Kuciemba questioned whether Metro should consider providing technical assistance to those jurisdictions who demonstrate a need for additional staffing resources.
Kuciemba reported that the public comment period for the draft METRO CONNECTS plan closed on June 1 and then distributed a document (Attachment B) identifying common themes from SCA member cities who submitted letters on the draft METRO CONNECTS plan. Common themes will be shared with RTC members at their next meeting on June 15, in addition to city-specific service network refinements identified in the submitted letters.

It is anticipated that the final METRO CONNECTS plan will be transmitted to the King County Council in mid-August, with a referral to RTC. The RTC will have 120 days to review the final METRO CONNECTS plan, unless an extension is requested by members. Final approval of the METRO CONNECTS plan is anticipated in early-2017 by the King County Council.

Mayor John Stokes, Bellevue, noted that the Eastside Transportation Partnership (ETP), on which Stokes is vice chair, is working on a comment letter which will be submitted to Metro. The common themes in Attachment B appear to be consistent with the drafted ETP comment letter.

Mayor Bernie Talmas, Woodinville, stated that Woodinville submitted a letter, but separately expressed concern regarding riders who must make transfers between transit, citing an inconvenience for riders who no longer have a one-seat ride to downtown Seattle.

Councilmember Bob Keller, Sammamish, inquired if Sammamish has been proactive enough in requesting alternative services, noting other cities have already begun to implement alternative services. Kuciemba responded that she would discuss the status of Sammamish’s request with King County staff. Keller expressed appreciation to Dawson for her helping facilitate discussions with Metro about service in Sammamish. Dawson noted that Keller’s question raised the issue of how to ensure that all jurisdictions, including those without transportation staff, can work with Metro to ensure access to services.

Chair Mhoon stated that the cities of Black Diamond, Covington, and Maple Valley are exploring alternate options, such as van sharing, to aid in resolving the transit issues for these communities.

Council President Hank Margeson, Redmond, noting the Long-Range Plan is financially constrained, requested more information on a near-term (two- to six-year) and long-term financial priorities. Mayor Dave Hill, Algona, followed that Metro has been asked to provide information on revenue but that such information has not been provided and may not be known.

Deputy Mayor Catherine Stanford, Lake Forest Park, noted that the City lost transit service years earlier and now has bus service only on two state routes. In addition to losing bus service, the routes that remain are not coordinated with connecting service, therefore adding considerable travel time to residents. She suggested that sharing best practices in working with Metro on alternative services could be beneficial.
Mayor Rich Crispo, Newcastle, commented that the Long-Range Plan did not adequately address traffic impacts on Coal Creek Parkway. Although Newcastle did not submit a letter, these comments were made to Metro staff in meetings with the city.

Mayor David Baker, Kenmore, discussed the loss of transit service in Kenmore and topography challenges faced by residents in accessing transit. Baker also expressed concern that transfers between systems are not always allowed.

Dawson noted that the issue of capacity for bus service in downtown Seattle is a concern and was discussed at the North End Mayors’ Meeting. Dawson has been asked to apply to the Center City Mobility Plan Advisory Committee. The Advisory Committee is being formed to ensure that a 20-year transportation vision for Seattle’s downtown is informed by community and stakeholder input. It is anticipated that bus capacity within the downtown core will be an area of focus.

In response to a comment about transit transfers, Margeson encouraged cities to provide ORCA cards to staff members, noting that transferring from Metro to Sound Transit with an ORCA card is seamless and transfers are free. He also noted the need for Seattle to identify strategies to move buses through traffic, including in downtown Seattle, and for all transit agencies to coordinate in developing a transfer system.

Stanford has also been engaged with the planning for the Center City Mobility Plan Advisory Committee in her role in commercial real estate. She welcomed the extensive outreach process undertaken as part of the Plan development.

In response to a question about a timeline for comments from Chair Mhoon, Kuciamba said RTC will be taking comments over the coming months until the Long-Range Plan is adopted.

8. Best Starts for Kids Levy Implementation Plan
Ella Williams, SCA Policy Analyst, reported on the General Implementation Plan for the Best Starts for Kids (BSK) levy, which was transmitted to the King County Council and the Regional Policy Committee (RPC) on June 1, 2016. As discussed at the May PIC meeting, the BSK levy will fund various investment areas and types of programs. These investment areas, known as the programmatic approaches in the transmitted General Implementation Plan, include minor changes since the May PIC meeting. Williams reviewed the goals and strategy areas of the BSK levy for children aged 0-5 and for children and youth aged 5-24. She also reviewed the goals and strategies for the Communities of Opportunities portion of the BSK levy.

Based on feedback from the Children & Youth Advisory Board, innovation was put first on the list of programmatic approaches for ages 0-5 to encourage communities to come forward with programs that work for them, even if they do not fit into the other types of approaches outlined.

Sheila Capestany, King County Department of Community and Human Services, gave a presentation at the June 2 SCA BSK Roundtable meeting. Capestany focused on the types of programs that would be funded and answered questions from Roundtable members. Some of
the questions asked were around how to address geographic diversity and equity of funding for areas that don’t have many locally based service providers. Capestany reported that because the General Implementation Plan is very high-level and provides a broad direction for Best Starts, many of those specific answers are not yet available. However, solutions will be developed as the request for proposal (RFP) process moves forward.

Based on a new projection, the BSK levy will bring in slightly more than originally thought - just over $400 million. The $19 million set aside this year for the Youth and Family Homelessness Prevention Initiative, however, will not change. The adjusted numbers for the other parts of the plan can be found on page 39 of your June 8 PIC packet.

Since the May PIC meeting, the Youth and Family Homelessness Prevention Initiative has been adopted by the King County Council. The RPC amended the plan to require 50% of funding go toward case management, while the other 50% will be flexible funding for financial assistance for clients. The Council made a number of amendments in the Health, Housing, & Human Service Committee and at the general council meeting regarding the RFP process and implementation of the plan moving forward. An amendment in committee also prioritizes children and youth in the juvenile justice system and children and youth who are victims of human trafficking.

The BSK General Implementation Plan will go through a similar process. The RPC is scheduled to take action on the plan in the middle of July. There will also be a joint meeting between RPC and the King County Health, Housing and Human Services Committee. The County Council will take up the General Implementation Plan, and they are expected to take action sometime in September.

Mayor Bernie Talmas, Woodinville, stated that the RPC had received a briefing on the BSK Levy Implementation Plan earlier in the day. He noted that this is the time for cities to propose amendments to the Plan, either at the PIC or by working with Deanna Dawson and Ella Williams.

Councilmember Bill Peloza, Auburn, provided perspective on the work that went into the Plan development, outlining the substantial outreach done as part of the Plan development.

Deputy Mayor Catherine Stanford, Lake Forest Park, thanked Auburn Mayor Nancy Backus and Shoreline Councilmember Jesse Salomon for their work on the Children and Youth Advisory Board (CYAB). Stanford appreciated being involved with the SCA BSK Roundtable as it provides information on what other cities are doing and perspective on what Lake Forest Park could do. Deanna Dawson, SCA Executive Director, asked if another SCA BSK Roundtable meeting should occur before July 13 to inform the RPC before it makes its decision on the BSK Levy Implementation Plan. Stanford expressed support for an additional SCA BSK Roundtable meeting.

Councilmember Nancy Tosta, Burien, expressed appreciation for the SCA BSK Roundtable meetings and the information provided. She noted that discussions about equity and geographic distributions were important, especially for cities that do not have a lot of service
providers. Tosta noted that a list of service providers was requested at the Roundtable meeting; Williams agreed to work with Capetanoy to provide the list to members. Tosta agreed an additional SCA BSK Roundtable meeting could be valuable.

Mayor Dave Hill, Algona, noted that the issue of how residents of cities with few services connect with needed BSK services. This is an issue that King County staff are still working on resolving.

Mayor Nancy Backus, Auburn, commended Williams’ work on the SCA BSK Roundtable and the CYAB. She also noted that CYAB is putting forth a governance model for BSK. Backus also supported an additional SCA BSK Roundtable meeting prior to RPC action on the implementation plan.

Dawson noted that members to contact her if they have questions about the Communities of Opportunities portion of the plan, as she serves on the Interim Governance Group. Members can contact Ella Williams, ella@soundcities.org, with other BSK questions.

9. Solid Waste Rate Proposal
Mayor David Baker, Kenmore, one of two SCA representatives to the Solid Waste Advisory Committee (SWAC), provided an overview of the proposal from the King County Solid Waste Division to raise the tipping fee, the cost paid by waste haulers per ton of garbage, from $120.17 per ton to $140 per ton. He noted that he and SCA’s other representative to SWAC supported the proposal, noting that the current rate had been in effect since 2013 and that the impact on residential customers of the proposed increase was an additional $1.06 per month. The proposed increase would support the implementation of demand management strategies, including providing staff to help customers move through transfer stations more quickly; improvements at the Cedar Hills Regional Landfill; and recycling programs and recycling efforts at transfer stations and drop boxes. Baker noted that the rate proposal was being reviewed by the King County Executive, and the proposal may be modified before transmittal to the County Council. Baker noted that a potential policy position may return for action in the future.

Council President Hank Margeson, Redmond, asked if recycling efforts included King County staff going through waste at transfer stations and pulling out recyclables. Doreen Booth, SCA Policy Analyst, noted that such efforts were included. Margeson noted that Redmond does not support an increase in the rate to pay for staff to separate waste and recyclables from self-haul customers, suggesting that the cost should instead be passed along to self-haulers. He noted that the increase should not be so high that it encouraged self-haulers to dump illegally. Margeson stated that recycling rates for self-haulers were lower than that for curbside garbage pickup.

Baker noted that the new transfer stations have flexible floors that can be rearranged to allow for self-haulers to sort at the station, which would assist in increasing recycling rates for self-haulers.

SCA policy analyst Doreen Booth noted that increasing recycling rates would extend the life of the Cedar Hills Landfill.
Councilmember Kate Kruller, Tukwila, took issue with whether self-haulers recycle at lower rates. *(Note: staff will follow up with statistics on recycling rates.)* Kruller shared that she is a self-hauler and that she separates recycling and garbage and noted that she sees many other self-haulers separating recycling at the transfer stations. She spoke to the importance of education.

Chair Mhoon noted the challenges of recycling and disposing of food waste in multi-family residential buildings.

### 10. Future Levies and Ballot Measures in King County

Katie Kuciemba, SCA Senior Policy Analyst, reported that an unofficial list of King County ballot measures for the August 2016 primary election has been identified by King County Elections:

- City of Normandy Park
  - Proposition No. 1, Property Tax Rate
- City of Seattle
  - Initiative Measure No. 123 (Alaskan Way Park)
  - Proposition No. 1 (Housing Levy)
- King County Fire Protection District No. 2
  - Proposition No. 1, Property Tax Levy Rate for a Six Year Period (2017-2022)
- King County Fire Protection District No. 43
  - Proposition No. 1, Benefit Charge
- Public Hospital District No. 2
  - Proposition No. 1, Increasing Number of Commissioner from 5 to 7

The official list of ballot measures will be available approximately 45 days prior to the election.

Councilmember Kate Kruller, Tukwila, reported that Tukwila is considering two related ballot measures for the November 2016 ballot: one measure for a new fire facility, fire apparatus and related equipment, and a second measure for new police, courthouse, and public works buildings.

Mayor John Stokes, Bellevue, reported that the Bellevue City Council is considering two levies for November 2016. One measure would be dedicated for fire stations (one new; nine refurbished stations) proposing a levy of 12.5 cents / $1000, while the second measure proposes a 12.5 cents / $1000 levy for other infrastructure projects, primarily related to connectivity.

### 11. Potential Upcoming SCA Issues

Deanna Dawson, SCA Executive Director, pointed members to the staff report on potential upcoming PIC topics. She also noted that some cities have suggested bringing back as a future topic the King County 2017-18 biennial budget. Concerns raised by cities have included potential cuts to the marine and helicopter units and the Regional Justice Center. SCA has formed a King County Budget Review Committee, which includes the SCA Finance Committee members as well as Sammamish Mayor Don Gerend and Woodinville Mayor Bernie Talmas. A second meeting is scheduled with Dwight Dively, King County Performance, Strategy and
Budget Director, for July 11 to discuss the King County Budget. This will be added to the July PIC agenda.

Dawson provided an update on issues related to marijuana licensing raised at the May PIC meeting. Mayor Nancy Backus, Auburn, is working on scheduling a meeting with the State Liquor and Cannabis Board’s Director, Rick Garza, for cities who have expressed an interest in this topic. The Attorney General’s office will also be involved in the meeting. It has not yet been determined if the issue will return to the PIC or be resolved at the individual city level.

12. Informational Items
Chair Mhoon reported that there are two informational items in the packet: Automated Fingerprint Information System (AFIS) and Sound Transit’s ST3 System Plan.

13. Upcoming Events
The next SCA Networking Dinner will be held on Wednesday, June 29, 2016, at 5:30 PM at the TPC Snoqualmie Ridge Golf Club. The next Public Issues Committee Meeting will be held on Wednesday, July 13, 2016, at 7:00 PM at Renton City Hall.

14. For the Good of the Order
Mayor Ken Hearing, North Bend, referred members to two handouts: a letter signed by 11 cities and King County Councilmember Kathy Lambert that was sent to the Puget Sound Regional Council (PSRC) Executive Board on April 26, 2016 (Attachment C) and a white paper on the issue of Conditional Certification of Comprehensive Plans (Attachment D). Hearing asked members to review the information, share with councils and administration, and to support small cities. He noted that there could be impacts on all cities.

Deanna Dawson, SCA Executive Director, noted that she had spoken earlier in the day with PSRC President, Redmond Mayor John Marchione, and that he was committed to addressing the issue at the PSRC Executive Board, and would be pushing staff to ensure that a full discussion was had by elected officials at PSRC. Dawson noted that once discussions began at PSRC, there would be clarity about what, if any, role SCA would have in the process. Dawson noted that SCA staff was scheduling a conference call of SCA members on the PSRC Executive Board in advance of the June 23 PSRC Executive Board meeting to ensure that all members are aware of the concerns raised by North Bend, Covington, and other cities. SCA staff will keep the PIC updated on the discussions at PSRC.

Councilmember Janie Edelman, Black Diamond, made an announcement about the Black Diamond Farmers’ Market which is open from 3-7 on Fridays.

Councilmember Tola Marts, Issaquah, provided an update on Mayor Fred Butler. Mayor Butler returned to the office part time on May 16. Marts also shared that Issaquah Councilmember Paul Winterstein’s adult son died recently in a tragic accident. Lastly, Issaquah recently appointed Mariah Bettise as a councilmember replacing Jennifer Sutton, who joined the Foreign Service.
Councilmember Amy Ockerlander, Duvall, thanked Dawson for working with PSRC leadership to ensure that the issue of conditional certification of comprehensive plans is on PSRC’s Executive Board agenda. Ockerlander noted that the City of Duvall has also received conditional certification of their comprehensive plan. She stated that unless Duvall is allowed to grow within its borders, it will not be able to have a viable tax base. Dawson noted that the issues raised around comprehensive plan certification have been not just with population growth, but also job growth.

Mayor John Stokes, Bellevue, noted that there was a good discussion on the topic of comprehensive plan certification and growth targets at the May PSRC Executive Board meeting, where there were concerns raised about a potential change in application of established policies. He is sympathetic to the issues raised by the small cities. This is a serious issue that needs close examination at PSRC.

Councilmember James McNeal, Bothell, said that Forterra has closed on purchase of the front nine holes of the golf course in Bothell, resulting in 89 acres of parkland. The project demonstrated the power of working together and McNeal noted he is looking forward to working with cities to address issues including homelessness and transportation. He also reported attending a meeting convened by Sammamish Councilmember Bill Ramos on working with law enforcement and the community about engaging with kids in the community.

Chair Marlla Mhoon mentioned the Seattle City Council hired a consultant to examine best practices of homelessness solutions across the country. Ella Williams, SCA Policy Analyst, agreed to follow up on obtaining more information on this work. Councilmember Lydia Assefa-Dawson, Federal Way, heard a news story on the topic, which noted Seattle’s lack of progress compared to other cities across the country.

Assefa-Dawson noted that the City of Federal Way passed a six-month moratorium on construction or expansion of multi-family housing.

Mayor Bernie Talmas, Woodinville, announced that the Woodinville City Council had voted to purchase a large forested parcel of land from a developer. On the topic of growth targets, he suggested that cities with excess growth targets could trade targets to cities seeking a higher target. Talmas also suggested more frequent allocation of growth targets as a potential solution to the challenges of meeting growth targets in comprehensive plans.

Mayor Dave Hill, Algona, noted that Algona passed a fireworks ban. With regards to the conditional certification of comprehensive plans and growth targets, Hill commented that PSRC staff have indicated that they are supportive of examining this issue.

Councilmember Bob Keller, Sammamish, reported that Sammamish created a Human Services Task Force whose first task will be to develop a grant program, followed by the creation of a Human Services Commission.

Councilmember Nancy Tosta, Burien, announced that on June 14, 2016 there will be a community conversation, Coming Together to Take On Youth Violence, to address causes of
youth violence and its impact on the community. Tosta also asked how many cities have committees and/or task forces. By show of hands, many members indicated in the affirmative.

Council President Hank Margeson, Redmond, noted that Redmond passed revised marijuana buffer zones which will allow marijuana retail stores in some commercial areas.

Mayor John Stokes, Bellevue, commented that Bellevue is happy to be back as a member of SCA and is looking forward to collaboration and participation with other members.

Councilmember Susan Johnson, Milton, discussed how police officers from other agencies come to Milton to receive bicycle training. She also noted Milton police officers made a drug bust by bicycle.

Council President Margeson asked for a show of hands by cities participating in Cascadia Rising exercise. Doreen Booth, SCA Policy Analyst, asked if there was interest in an after action report on the exercise. Members expressed interest in having such a report on a future PIC agenda.

Adjourn
The meeting was adjourned at 8:32 PM.
# Public Issues Committee Meeting

## June 8, 2016

<table>
<thead>
<tr>
<th>City</th>
<th>Representative</th>
<th>Alternate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Algona</td>
<td>Dave Hill</td>
<td>Bill Thomas</td>
</tr>
<tr>
<td>Auburn</td>
<td>Nancy Backus</td>
<td>Bill Peloza</td>
</tr>
<tr>
<td>Beaux Arts Village</td>
<td>Tom Stowe</td>
<td>Richard Leider</td>
</tr>
<tr>
<td>Bellevue</td>
<td>John Stokes</td>
<td>Kevin Wallace</td>
</tr>
<tr>
<td>Black Diamond</td>
<td>Janie Edelman</td>
<td>Tamie Ready</td>
</tr>
<tr>
<td>Bothell</td>
<td>James McNeal</td>
<td>Tris Samberg</td>
</tr>
<tr>
<td>Burien</td>
<td>Nancy Tosta</td>
<td>Austin Bell</td>
</tr>
<tr>
<td>Carnation</td>
<td>Jim Berger</td>
<td>Dustin Green</td>
</tr>
<tr>
<td>Clyde Hill</td>
<td>Barre Seibert</td>
<td>George Martin</td>
</tr>
<tr>
<td>Covington</td>
<td>Marlla Mhoon</td>
<td>Margaret Harto</td>
</tr>
<tr>
<td>Des Moines</td>
<td>Melissa Musser</td>
<td>Robert Back</td>
</tr>
<tr>
<td>Duvall</td>
<td>Amy Ockerlander</td>
<td>Will Ibershoff</td>
</tr>
<tr>
<td>Enumclaw</td>
<td>Mike Sando</td>
<td>Chance LaFleur</td>
</tr>
<tr>
<td>Federal Way</td>
<td>Dini Duclos</td>
<td>Lydia Assefa-Dawson</td>
</tr>
<tr>
<td>Hunts Point</td>
<td>Joseph Sabey</td>
<td></td>
</tr>
<tr>
<td>Issaquah</td>
<td>Tola Marts</td>
<td>Mariah Bettise</td>
</tr>
<tr>
<td>Kenmore</td>
<td>David Baker</td>
<td>Nigel Herbig</td>
</tr>
<tr>
<td>Kent</td>
<td>Bill Boyce</td>
<td>Dana Ralph</td>
</tr>
<tr>
<td>Kirkland</td>
<td>Toby Nixon</td>
<td>Shelley Kloba</td>
</tr>
<tr>
<td>Lake Forest Park</td>
<td>Catherine Stanford</td>
<td>Tom French</td>
</tr>
<tr>
<td>Maple Valley</td>
<td>Erin Weaver</td>
<td>Bill Allison</td>
</tr>
<tr>
<td>Medina</td>
<td>Sheree Wen</td>
<td></td>
</tr>
<tr>
<td>Mercer Island</td>
<td>Benson Wong</td>
<td>Debbie Bertlin</td>
</tr>
<tr>
<td>Milton</td>
<td>Susan Johnson</td>
<td>Debra Perry</td>
</tr>
<tr>
<td>Newcastle</td>
<td>Rich Crispo</td>
<td>Carol Simpson</td>
</tr>
<tr>
<td>Normandy Park</td>
<td>Michelle Sipes-Marvin</td>
<td></td>
</tr>
<tr>
<td>North Bend</td>
<td>Ross Loudenback</td>
<td>Ken Hearing</td>
</tr>
<tr>
<td>Pacific</td>
<td>Leanne Guier</td>
<td>David Storaasli</td>
</tr>
<tr>
<td>Redmond</td>
<td>Hank Margeson</td>
<td>John Stilin</td>
</tr>
<tr>
<td>Renton</td>
<td>Ed Prince</td>
<td>Armondo Pavone</td>
</tr>
<tr>
<td>Sammamish</td>
<td>Bob Keller</td>
<td>Christie Malchow</td>
</tr>
<tr>
<td>SeaTac</td>
<td>Erin Sitterley</td>
<td>Pam Fernald</td>
</tr>
<tr>
<td>Shoreline</td>
<td>Chris Roberts</td>
<td>Keith Scully</td>
</tr>
<tr>
<td>Skykomish</td>
<td>Henry Sladek</td>
<td></td>
</tr>
<tr>
<td>Snoqualmie</td>
<td>Bob Jeans</td>
<td>Matt Larson</td>
</tr>
<tr>
<td>Tukwila</td>
<td>Kate Kruller</td>
<td>Verna Seal</td>
</tr>
<tr>
<td>Woodinville</td>
<td>Bernie Talmas</td>
<td>Susan Boundy-Sanders</td>
</tr>
<tr>
<td>SCA</td>
<td>Deanna Dawson</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Katie Kuciemba</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Doreen Booth</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ella Williams</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Kristy Cole</td>
<td></td>
</tr>
</tbody>
</table>

Voting members are highlighted in gray. Cities represented are bolded.
Draft METRO CONNECTS Plan: 
SCA Member Comments & Outreach Summary

The following SCA members cities submitted comment letters to Metro (as of June 1):

1. Auburn  
2. Bellevue  
3. Bothell  
4. Burien  
5. Des Moines  
6. Federal Way  
7. Issaquah  
8. Kenmore  
9. Kent  
10. Kirkland  
11. Lake Forest Park (Snoqualmie/North Bend)  
12. Redmond  
13. Renton  
14. Sammamish  
15. Shoreline  
16. Snoqualmie Valley Transportation  
17. Tukwila  
18. Woodinville

Common Themes from Cities:

- **Workings with Cities** – Many cities appreciated the level of engagement Metro has provided and expressed encouragement that local plans have been incorporated. Several comments stressed the importance of working with cities to understand transit needs and land use plans to ensure they match with service types and routes.

- **Financial Details** - There is significant interest in additional financial details of the plan, including suggestions for a scalable or tiered approach, the nature of transit improvements, and timing for partnership contributions. Several cities commented that Metro should take equity into consideration regarding partnership investments. A greater level of specificity on location of capital improvements would enable cities to better evaluate the feasibility of the plan – and plan for their own capital improvements.

- **System Access** - There is strong interest in additional capacity and access to park-and-rides. Several comments highlighted the need for parking management strategies, with suggestions to have an integrated parking program with Sound Transit and WSDOT. The need for non-motorized connects was also expressed by a number of cities.

- **Transit Oriented Development** – A number of cities have expressed interest in future opportunities for partnerships, particularly around new proposed transit hubs, and proposed and existing park-and-rides.

- **Transit Integration** – Bus-bus and bus-train integration should continue to be a focus of future transit planning and investment, including transit agencies outside of King County. Several cities commented on the need for a seamless transfer experience with real-time technology and amenities for comfort.

- **Direct Connections** - Express, direct connections are important to cities. This is in response to the current draft service network that intercepts downtown Seattle-bound express service at ST Link stations. Cities would like better understanding regarding the determination of which areas
justify direct connections, and clarity on how downtown Seattle connections are made in the future.

- **Service Network Refinements** – A number of cities have requested that specific service begin sooner to reflect the opening of major transit or infrastructure investments. Service to higher educational facilities was noted, in addition to a request to increase service and connections within geographic areas of the county.

- **Alternative Services** - In general, cities supported an expanded alternative service program. Cities are interested in seeing more clarity on how alternative services will be implemented, with some suggestion that alternative services should be a focus for early implementation. Several cities highlighted the need for alternative services to access underserved areas, industrial job concentrations, and lower density residential areas.

- **Implementation** – Several cities acknowledged the benefit of a six-year implementation program; however, more information should be provided for reconciling near-term and long-term investment priorities.

**Public Outreach by the Numbers (Countywide):**

- ✓ 9 open houses throughout King County with approximately 900 total attendance
- ✓ 693 responses to the draft plan online survey
- ✓ 115 online comments received
- ✓ 63 completed and scheduled stakeholder and city briefings
- ✓ 265 responses to Metro operator outreach
- ✓ 100 attended Transportation Choices Coalition Transit Talk
Office of the Mayor and Other Concerned Cities

April 26, 2016

Puget Sound Regional Council Executive Board
Mayor John Marchione, – President
Executive Dave Somers, – Vice President
Commissioner Glen Bachman, Port of Everett
Mayor Nancy Backus, City of Auburn/Other Cities in King County
Councilmember Claudia Balducci, King County
Commissioner Shiv Batra, Washington State Transportation Commission
Commissioner Cary Bozeman, Port of Bremerton
Councilmember Tim Burgess, City of Seattle
Executive Dow Constantine, King County
Mayor Suzette Cooke, City of Kent
Commissioner John Creighton, Port of Seattle
Councilmember Dino Davis, City of Bremerton
Mayor Becky Erickson, City of Poulsbo/Other Cities in Kitsap County
Mayor Jim Ferrell, City of Federal Way
Commissioner Charlotte Garrido, Kitsap County
Mayor Dave Hill, City of Algona/Other Cities in King County
Councilmember Rob Johnson, City of Seattle
Mayor Denis Law, City of Renton
Mayor Ron Lucas, Town of Steilacoom/Other Cities in Pierce County
Commissioner Dick Marzano, Port of Tacoma
Executive Pat McCarthy, Pierce County
Acting Secretary Roger Millar, WSDOT
Mayor Ed Murray, City of Seattle
Councilmember Mike O’Brien, City of Seattle
Councilmember Terry Ryan, Snohomish County
Mayor Ray Stephanson, City of Everett
Mayor John Stokes, City of Bellevue
Mayor Marilyn Strickland, City of Tacoma
Councilmember Rick Talbert, Pierce County
Councilmember Mike Todd, City of Mill Creek/Other Cities in Snohomish County
Mayor Barbara Tolbert, City of Arlington/Other Cities in Snohomish County
Mayor Amy Walen, City of Kirkland
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

Re: Conditional Certification of Comprehensive Plans
Dear Boardmembers:

The undersigned small cities have all received a “Conditional Certification” of their respective Comprehensive Plans adopted under the Washington State Growth Management Act (GMA) generally as a result of meeting and/or exceeding their housing or employment growth targets adopted by King County. The purpose of this letter is to encourage the Puget Sound Regional Council Executive Board (Board) to either provide full certification of such Comprehensive Plans or alternatively approve such Conditional Certifications but direct Puget Sound Regional Council (PSRC) staff to address the issues raised by this letter. PSRC has stated the Conditional Certifications will not jeopardize the ability of our cities to be equally competitive for federal grants and accordingly, we are asking the Board to approve the Conditional Certification if the Board requires additional time to study the below issues so our cities are able to fully participate in the upcoming grant cycle.

- **Background – PSRC’s Role in Comprehensive Plan Certification**

PSRC was designated by the Governor, under federal and state laws as the Metropolitan Planning Organization (MPO) which authorizes it to manage federal funding for transportation projects for eligible agencies and as the Regional Transportation Planning Organization (RTPO) for central Puget Sound region, which encompasses King, Kitsap, Pierce and Snohomish Counties. As the MPO and RTPO for the four-county region, PSRC was given specific tasks to collaboratively work with the four-county partners on regional growth management and transportation planning issues that require regional cooperation and coordination as necessary to ensure compliance with both the GMA and Vision 2040.

PSRC is authorized under state law to be a “regional transportation planning organization.” Our four counties then entered into an Interlocal Agreement consistent with state law that requires a “regional transportation planning organization to certify the consistency of all transportation provisions of city and county comprehensive plans.” Although the GMA does not require “certification” of Comprehensive Plans, it is recommended in the Washington Administrative Code. PSRC’s expanded role beyond transportation into full certification of Comprehensive Plans is set forth in PSRC’s own manual wherein PRSC indicates they will review local plans for “transportation certification” and also assess overall consistency with VISION 2040 as directed by their own Framework Plan.

PSRC’s “Conditional Certification” of our Comprehensive Plans as a result of our housing and/or employment growth targets appears to be beyond the scope of PSRC’s “transportation certification” authority described in the foregoing enabling ordinances and rules.

- **Rural Cities Designation is Inappropriate.**

The legislative purpose of the GMA is to foster growth in urban growth areas (UGA) and preserve lands in unincorporated rural areas. Vision 2040 created the new term “rural cities” which is contradictory to the GMA. GMA defines “rural” to mean land located outside the

---

1 RCW 47.80.020
2 Interlocal Agreement; RCW 47.80.023(3)-(8). See also PSRC Plan Review Manual at 1-1.
3 WAC 365-196-430(2)(a)(iii).
**urban growth area** in unincorporated King County. All of the undersigned cities are located within UGAs and accordingly are required to grow at an urban density and GMA requires such growth. Thus, any effort to place a cap on market housing or employment growth is inconsistent with the GMA.

Until this year, PSRC has provided guidance to our small cities consistent with state law and our obligation to grow at urban densities. Vision 2040 directed our cities to build to urban densities to support pedestrian mobility, transit, and an efficient use of land along with “helping channel investments in infrastructure within already built-up areas – especially cities – and to discourage growth in rural areas” Vision 2040 further described certain types of free-standing cities as “urban islands surrounded by rural and resource lands”. The description of free-standing cities states that these cities “should serve as hubs for relatively higher density housing choices and as job and service centers for surrounding rural areas.”

Vision 2040 does not contemplate free-standing cities having a cap on either job growth or housing growth but being able to meet the needs of a vibrant urban city.

GMA requires that “urban growth occur in urban growth areas and that cities are the units of local government most appropriate to provide urban governmental services such as water, sewer, streets and other public services.” Any restriction on a small city’s ability to foster urban density will exacerbate the city’s ability to fund the necessary urban services that the state law mandates.

- **Equitable Treatment of Cities Regardless of Size.**

All cities should be treated in a similar fashion regardless of population size. Since Vision 2020 and Vision 2040, there are many medium and large cities who have been unable to achieve their housing and employment growth targets. However, we are not aware of these cities receiving “Conditional Certifications” of their Comprehensive Plans. If medium and large cities continue to receive full certification, we ask that the undersigned small cities also receive full certification of their respective Comprehensive Plans.

- **Growth Targets are a Floor, Not a Ceiling.**

Since the inception of the growth targets, the targets have been considered a “floor” not a “ceiling” and have been administered and articulated as such by PSRC until now. The GMA expressly states that cities are obligated to provide “sufficient land capacity for growth” to meet “allocated housing and employment growth” but are not restricted from providing excess land capacity for growth.

---

5 RCW 36.70a.030(16)
6 Vision 2040 page 14 Urban Land.
7 Vision 2040.
8 RCW 36.70A.110(3) and (4).
9 RCW 36.70A.115
• Conclusion - Good Governance and Affordable Housing.

In conclusion, the undersigned small cities who have proactively executed smart growth planning principles aligned with the Growth Management Act and Vision 2040 should receive full Certification. It is stated within Vision 2040 that "people, prosperity and planet" provides the central theme of Vision 2040. This is the core fabric of good governance. The Urban Growth Areas were established and cities planned accordingly for urban populations, and employment balance and the services and infrastructure necessary to sustainably serve their citizens.

Placing an artificial cap on housing and employment targets within city limits will only result in increased growth pressures on the rural areas, underfunded cities that will not be able to provide urban services and skyrocketing home prices, virtually eliminating any affordable housing options within small cities.

We desire the Board to move forward with Conditional Certifications or full Certification, however we prefer full Certification. If the Board elects to moves forward with the Conditional Certifications, we respectfully ask that you study the foregoing issues and work collaboratively with the below cities to develop a regional growth strategy that is sustainable for all. We wish this to happen by Fall 2016.

Lastly, please confirm that a Conditional Certification will not jeopardize any of our cities’ ability to be competitive for federal grant funds.

Sincerely,

NORTH BEND

Ken Hearing
Mayor of North Bend

SMALL CITIES & JURISDICTIONS CONCERNED

Kathy Lambert, District 3
City of Algona
City of Buckley
City of Carnation
City of Covington
City of Duvall
City of Gig Harbor
City of Milton
City of Newcastle
City of Poulsbo
City of Snoqualmie
PSRC CONDITIONAL CERTIFICATION
INCONSISTENT WITH SCA FOUNDING PRINCIPLES

SCA is founded on the principle of all cities having the same voice regardless of size or age or population. Recently a policy change has come about that has a drastic effect on small cities, called free standing cities by PSRC.

The free standing cities and towns do not believe a policy determination with this many negative consequences should be made without a vote of the Executive Board. the cities of SCA feel strongly that PSRC’s staff new practice of limiting access to federal transportation dollars by using the threat of withholding certification of comprehensive plans, in particular exceeding growth targets, is not and has never been a part of the expectations of cities in the GMA Plan.

We understand that policies were adopted that allowed those cities who had asked to become growth centers to have the possibility of additional federal funds for accepting additional growth. The GMA has never had a ceiling on growth. Cities in Urban Growth Areas have never previously been penalized for exceeding growth targets. There is no statement that says PSRC can withhold approval of a city's comprehensive plan and therefore disqualify then for transportation funds PSRC controls.

Policy Statement: SCA supports the free standing cities and ask that PSRC not penalize those small cities in King County who have not met or more commonly have exceeded their targeted growth estimates and are now being specifically threatened with the loss of federal funds for transportation managed by PSRC.

We request this practice stop at once and that a conversation be held with the cities under GMA to come to a practical application without the use of threats or withholding of funds.
Item 6:  
King County 2017/2018 Biennial Budget  

**DISCUSSION**

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

SCA County Budget Review Representatives  
Amy Walen, Mayor of Kirkland; Leanne Guier, Mayor of Pacific; Bob Harrison, Issaquah City Administrator; Hank Margeson, Redmond Council President; Will Ibershof, Mayor of Duvall; Don Gerend, Mayor of Sammamish; Bernie Talmas, Mayor of Woodinville

Discussion  
King County has begun preparing the 2017/2018 biennial budget. While overall the County’s finances are relatively healthy due to the strong economy, several funds (including the general fund) are facing challenges. Some of the proposals to balance the budget would have impacts on cities and their residents. The County Executive’s office and Dwight Dively, Director of Performance, Strategy and Budget, have been meeting with SCA to explain the state of the budget, and to solicit feedback from cities.

Background  
SCA has convened a team to review and provide comment on the King County 2017/2018 biennial budget consisting of members of the SCA Finance Committee (Amy Walen, Mayor of Kirkland; Leanne Guier, Mayor of Pacific; Bob Harrison, Issaquah City Administrator; Hank Margeson, Redmond Council President; and Will Ibershof, Mayor of Duvall) as well as two members of the team that reviewed the 2015/2016 budget (Don Gerend, Mayor of Sammamish and Bernie Talmas, Mayor of Woodinville). This group met with Dwight Dively, Director of Performance, Strategy and Budget at King County on April 28, 2016, and will be meeting again on July 11, 2016.

King County has started the process of preparing its 2017/2018 biennial budget. The County’s 2015/2016 biennial budget totals about $9 billion and the 2017/2018 budget will be somewhat larger. County Executive Dow Constantine will submit his proposed budget to the County Council on September 26 and Council action is expected in mid-November.

According to Dively, overall the County’s finances are in good shape due to a strong economy and a series of cost management and efficiency initiatives. However, the status of different funds varies widely. Attachment A provides an outlook for 2017/2018 King County Budget.
Metro Transit’s finances are in good shape due to higher sales tax collections and booming ridership. Investments in service expansion, capital facilities (potentially including new bases), and security and safety programs will be considered during the budget process.

The Solid Waste Division will submit a rate proposal to the County Council in early July. This rate proposal and the corresponding budget will include investments in new transfer stations, increased recycling services, and a new cell at the Cedar Hills Landfill.

The Road Services Division, which is responsible for maintaining roads and bridges in the unincorporated area, is chronically underfunded. No further cuts are anticipated for the 2017/2018 budget, but infrastructure will continue to deteriorate due to inadequate maintenance.

The Public Health Fund faces long-term financial challenges due to declining federal and state funding. Public Health likely will have modest budget reductions for 2017/2018 but much more severe cuts will occur starting in 2019 unless a new source of funds is provided.

The General Fund is in the worst condition of any of the County’s funds. This is due to a combination of structural limitations on county revenue sources, the State-imposed requirement to shift about $11 million of costs from the Mental Illness and Drug Dependency Fund to the General Fund, and the use of one-time funds to balance the 2015/2016 budget. Current projections indicate that 2017/2018 revenues will be about $50 million less than the cost of continuing current services, on a base of about $1.1 billion of net expenditures (excluding contracted services that are fully covered by revenues).

About 75% of the General Fund is spent on criminal justice programs so most budget cuts will have to come from these agencies. Substantial cuts to programs in the Department of Adult and Juvenile Detention, the Sheriff’s Office, the Prosecutor’s Office, and the Superior and District courts are likely. Many of these cuts could have adverse effects on cities. Specific proposals are due this week and conversations with cities about potential impacts could occur starting in late July or early August.

**Next Steps**
At the July 13 PIC meeting, SCA staff will provide an update on the status of the County budget, and a summary of the July 11 meeting with Dively. The meeting will also provide an opportunity for PIC members to provide comment on budgetary items affecting their cities. It is anticipated that the SCA budget review team will meet with Dively again once the budget is transmitted to the County Council.

**Attachment**
A. [King County Budget Outlook for 2017/2018 PowerPoint](#)
King County Budget Outlook for 2017/2018

Presentation to City Managers
Dwight Dively, Director
King County Office of Performance, Strategy and Budget
April 6, 2016
King County 2015/2016 Total Budget
(approximately $8.9 billion)
Looking Ahead to 2017/2018

- Financial status of County funds varies substantially
- At least seven major focal points for 2017/2018 budget:
  - Metro Transit
  - Road Services Division
  - Rate-supported agencies
  - Mental Health
  - Public Health
  - E-911
  - General Fund
Metro Transit

- Significant increases in sales tax and fare revenue
- Forecasts show continued growth, but do not reflect the inevitable recession
- Fund balance policies under review; proposal to Council likely in 2nd quarter
- Major planning efforts underway, including Service Guidelines Task Force and Long Range Plan
- Complex issues around base capacity, alternative services, etc.
Roads Funding is Inadequate to Meet Needs
(System replacement cost is about $40 billion)
Road Services Division

- Funding is vastly inadequate but no further cuts are projected in the near term
- Bridges & Roads Task Force met in the fall of 2015 and developed recommendations, including working with cities to develop countywide funding options for the county and cities
- Discussions with cities are planned to start this summer
- Significant revenue increases will require State legislative action
Rate-Supported Agencies

- Wastewater rates are relatively straightforward and will be submitted in April; a significant reduction in long-term debt is planned.
- Solid Waste rates will be submitted in early summer and likely will include policy and programming direction.
- Surface Water Management rates will be submitted with the budget and involve complex issues; a large rate increase is possible.
Mental Health

- Creation of a behavioral health organization will occur in April, which standardizes funding models for mental health and substance use disorder services
- Mental Illness and Drug Dependency (MIDD) renewal is being analyzed, with a proposal to the Council by mid-year
- Changes in State law and court practices may have significant financial effects
- The overall outlook is for lots of changes but the short-term financial position appears adequate
Public Health

• Public Health Fund is projected to end 2016 with a fund balance of about -$6 million, which will have to be recovered over time
• Public Health has an ongoing imbalance between revenues and expenditures due to flat federal and state funding
• Best Starts for Kids and other current initiatives will reduce, but probably not eliminate, the ongoing funding gap
E-911

• The E-911 system is funded by a flat tax per phone line
• As individuals and businesses eliminate land lines, the revenue base is actually declining
• Current forecasts show 2017/2018 revenue will be inadequate to cover current projected expenditures
• PSAPs will be engaged to provide input on potential reductions
2015/2016 General Fund Revenue

- Property Tax, 43%, $644M
- Sales Tax, 15%, $227M
- Intergovernmental Receipts, 12%, $179M
- Federal & State Revenue, 3%, $43M
- Fines, Fees, Charges For Services, 22%, $326M
- Other Taxes, 5%, $69M

Item 6: King County 2017/2018 Biennial Budget
Total 2015/2016 General Fund Budget ($1.5 billion)
Net 2015/2016 General Fund Budget
True GF-Supported Programs ($1.1 billion)
2017/2018 General Fund Gap

- Structural imbalance is less than $5 million – this is the best of times with low inflation and strong sales tax growth
- Completion of MIDD supplantation rampdown shifts over $11 million of costs to the General Fund
- Use of $13 million of reserves to balance 2015/2016 and higher than planned costs for public defense and some labor settlements adds over $30 million to the gap
- Total biennial gap is about $50 million
Balancing the General Fund

- The Legislature took no action on revenue reform
- Executive is considering several revenue ideas, but amounts are likely to be modest
- Need to continue to find efficiencies in service delivery
- Many General Fund appropriations are backed by specific revenues (e.g., KCSO contracts and PAO Civil Division charges to agencies), so cuts in these expenditures are ineffectual
- Handling $50 million through cuts in “flexible” programs could require reductions of 5% or more, representing 200-250 employees
Looking Ahead

• Agency budget development is underway
• Budgets are due to the Executive on July 1
• Executive’s Proposed Budget will be delivered to the Council on September 26
• Council action is likely by mid-November
• The County will seek legislative changes to the 1% property tax growth limit and new sources of Public Health funding in the 2017 Legislature
• Regional roads funding will be on the legislative agenda if a plan can be developed with cities
Item 7:
Best Starts for Kids Levy Implementation Plan

UPDATE

SCA Staff Contact
Ella Williams, Policy Analyst, ella@soundcities.org, (206) 495-5238
Ellie Wilson-Jones, Policy Analyst, ellie@soundcities.org, (206) 495-5238

Children and Youth Advisory Board Members
Mayor Nancy Backus, Auburn; Councilmember Jesse Salomon, Shoreline

Update

The Children and Youth Advisory Board (CYAB) was formed in January 2016 and was tasked with providing oversight and implementation planning for the Best Starts for Kids Levy. To that end, the CYAB, along with the existing Communities of Opportunity Interim Governance Group, provided input into the Best Starts for Kids General Implementation Plan, which was transmitted to the King County Council and the Regional Policy Committee on June 1, 2016. The services outlined in the General Implementation Plan will fund prevention-oriented strategies for children and youth, families, and communities across the county. The Regional Policy Committee (RPC) will hold a joint meeting with the King County Health, Housing and Human Services Committee to discuss the General Implementation Plan on July 13, 2016, and the RPC is then scheduled to act on the plan later that day.

Background
On November 3, 2015, King County voters approved Best Starts for Kids (BSK), a six-year property tax levy to fund a prevention-oriented regional plan aimed at supporting the healthy development of children and youth, families, and communities across the county. From the first year’s levy proceeds, funds necessary to pay for levy election costs are set aside as are $19 million to fund a Youth and Family Homelessness Prevention Initiative. That initiative was discussed in detail in the April 13 PIC meeting materials (page 33), and the finalized implementation plan for the initiative, including amendments adopted by the King County Council, was also briefly addressed in the June 8 PIC meeting materials (page 27).

The remaining BSK levy proceeds are to be dispersed for purposes specified in the levy ordinance as follows: 50 percent for children and youth under five; 35 percent for children and youth ages five through 24; 10 percent for continuing the “Communities of Opportunity” partnership; and 5 percent for data and evaluation. As required by the levy ordinance, a BSK Levy General Implementation Plan that identifies the strategies to be funded and outcomes to be achieved with these levy proceeds was transmitted to the King County Council on June 1, 2016. The plan, which has also been transmitted to the Regional Policy Committee, was
developed by county staff with input from a group of stakeholders convened by the Executive, the Children and Youth Advisory Board (CYAB), and the Communities of Opportunity Interim Governance Group. As noted in the June 8 PIC meeting materials (page 27), the CYAB will oversee the bulk of the levy funds, including proceeds allocated for children and youth under five, children and youth ages five through 24, and data and evaluation. SCA President, Mayor Nancy Backus of Auburn and Shoreline City Councilmember Jesse Salomon represent SCA on the CYAB. SCA Executive Director Deanna Dawson represents SCA on the Communities of Opportunity Interim Governance Group, which serves as an advisory board for levy proceeds dedicated to Communities of Opportunity.

At the June 8 PIC meeting, members were briefed about the strategy areas, estimated funding levels, and the types of programs to be funded under the General Implementation Plan. Indicators that will be used to measure BSK’s achievement were also discussed. More detailed information about the contents of the General Implementation Plan is contained in the June 8 PIC meeting materials (see memo beginning on page 27 and accompanying attachments).

The Regional Policy Committee (RPC) was also briefed on the General Implementation Plan on June 8, 2016, and members had the opportunity to ask questions of county staff. Currently, county staff are preparing answers to questions received from RPC members and King County Council members in preparation for the RPC’s next meeting.

Many of the questions brought up at the June 8, 2016 RPC meeting were also addressed during the SCA Best Starts for Kids (BSK) Roundtable meeting on June 30, 2016. Sheila Capestany, Strategic Advisor for Children and Youth at King County, answered questions from SCA Roundtable members about the plan and the process moving forward.

One of these questions that staff has been receiving is about the geographic distribution of services. County staff has answered that this will be reflected in the request for proposal (RFP) process. However, there is no specific language that requires geographic equity for service funding. There have also been questions about how need for services will be measured. There are two possibilities for measuring need, one is based on the total number of individuals in need and the other is based on the increasing rate of need. County staff has also mentioned that they are still in the process of determining which services are designated to be universal versus focused on specific populations.

SCA members provided feedback at the SCA PIC meeting on June 8, 2016 and the SCA BSK Roundtable meeting on June 30, 2016. There will also be the opportunity to provide feedback at a joint RPC and King County Health, Housing and Human Services Committee (KCHHHS) meeting on July 13, 2016. The joint July 13 meeting will feature a discussion on the General Implementation Plan. Following the joint meeting, the RPC is scheduled to take action on the plan.

KCHHHS will consist of all King County Council members for the purposes of addressing BSK. In addition to the July 13, 2016 meeting with RPC, KCHHHS will have three additional meetings.
over the course of the summer for BSK: July 19, 2016, August 16, 2016, and sometime during the week of August 22, 2016.

**Next Steps**
Following anticipated action by the RPC and KCHHHS, the full County Council is anticipated to take action on the plan in September 2016. The Children and Youth Advisory Board will continue to monitor and advise the King County Council on the Best Starts for Kids Levy implementation process.
**Item 8:**
Future Levies and Ballot Measures in King County

**UPDATE**

**SCA Staff Contact**
Katie Kuciemba, SCA Senior Policy Analyst, [Katie@soundcities.org](mailto:Katie@soundcities.org), 206-433-7169

**Update**
Members will have an opportunity to update the PIC in regards to 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**

<table>
<thead>
<tr>
<th>Year</th>
<th>Month</th>
<th>Jurisdiction</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>August</td>
<td>Normandy Park</td>
<td>Property Tax Levy for Basic Services</td>
</tr>
<tr>
<td>2016</td>
<td>November</td>
<td>Bellevue</td>
<td>Public Safety Ballot Measure(s): neighborhood transportation safety projects and fire facilities safety upgrades (under discussion)</td>
</tr>
<tr>
<td>2016</td>
<td>November</td>
<td>Duvall</td>
<td>Ballfields, Police &amp; Technology Levy</td>
</tr>
<tr>
<td>2016</td>
<td>November</td>
<td>Duvall</td>
<td>Fireworks Referendum</td>
</tr>
<tr>
<td>2016</td>
<td>November</td>
<td>Shoreline</td>
<td>General Operating Levy (renewal)</td>
</tr>
<tr>
<td>2016</td>
<td>November</td>
<td>Kenmore</td>
<td>Walkways &amp; Waterways Bond Measure</td>
</tr>
<tr>
<td>2016</td>
<td>Bothell</td>
<td>Bothell</td>
<td>Fireworks Ballot Measure</td>
</tr>
<tr>
<td>2016</td>
<td>Bothell</td>
<td>Bothell</td>
<td>Public Safety Ballot Measure(s): streets, sidewalks, fire department maintenance and operations, and fire station improvements</td>
</tr>
</tbody>
</table>

**Potential Future Ballot Measures – Other Cities**

<table>
<thead>
<tr>
<th>Year</th>
<th>Month</th>
<th>Jurisdiction</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>August</td>
<td>Seattle</td>
<td>Property Tax Levy Renewal for Affordable Housing</td>
</tr>
<tr>
<td>2016</td>
<td>August</td>
<td>Seattle</td>
<td>Alaskan Way Park – Initiative 123</td>
</tr>
<tr>
<td>2018</td>
<td></td>
<td>Seattle</td>
<td>Families and Education Levy (renewal)</td>
</tr>
<tr>
<td>2019</td>
<td></td>
<td>Seattle</td>
<td>Library Levy (renewal)</td>
</tr>
<tr>
<td>2019</td>
<td></td>
<td>Seattle</td>
<td>Transportation Levy (renewal)</td>
</tr>
</tbody>
</table>
### Potential Future Ballot Measures – Countywide

<table>
<thead>
<tr>
<th>Year</th>
<th>Month</th>
<th>Jurisdiction</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>November</td>
<td>Sound Transit</td>
<td>Sound Transit 3 (ST3)</td>
</tr>
<tr>
<td>2017</td>
<td></td>
<td>King County</td>
<td>Veterans and Human Services Levy (renewal)</td>
</tr>
<tr>
<td>2017</td>
<td></td>
<td>King County</td>
<td>Cultural Access/Affordable Housing/Mental Health</td>
</tr>
<tr>
<td>2018</td>
<td></td>
<td>King County</td>
<td>AFIS Levy (renewal)</td>
</tr>
<tr>
<td>2019</td>
<td></td>
<td>King County</td>
<td>Medic One</td>
</tr>
<tr>
<td>2019</td>
<td></td>
<td>King County</td>
<td>Regional Parks</td>
</tr>
</tbody>
</table>

### Potential Future Ballot Measures – Special Purpose District

<table>
<thead>
<tr>
<th>Year</th>
<th>Month</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>August</td>
<td>King County Fire District 2 (Burien/Normandy Park Fire Department): Re-authorizing and Maintaining Property Tax Levy Rate, 2017 - 2022</td>
</tr>
<tr>
<td>2016</td>
<td>August</td>
<td>King County Fire District 43 (Maple Valley Fire &amp; Life Safety): Benefit Charge for Six Years</td>
</tr>
<tr>
<td>2016</td>
<td>August</td>
<td>Public Hospital District 2 (EvergreenHealth): Increase in Number of Board Members from Five to Seven</td>
</tr>
<tr>
<td>2016</td>
<td></td>
<td>King County Fire District 20: Excess Levy</td>
</tr>
<tr>
<td>2016</td>
<td></td>
<td>Highline School District Bond</td>
</tr>
<tr>
<td>2018</td>
<td></td>
<td>Shoreline School District Operations Levy</td>
</tr>
<tr>
<td>2018</td>
<td></td>
<td>Shoreline School District Capital Levy</td>
</tr>
</tbody>
</table>

**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](mailto:Katie@soundcities.org).
Item 9: 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 issues that SCA members have asked to be brought to PIC.

**Potential Issues**

- PSRC Economic Development District Board (EDDB)
  - The EDBB will be updating the Regional Economic Strategy in 2016/2017

- City Human Services Funding
  - SCA staff will be collecting data from cities and will return to PIC for discussion

- Regional response to increase in property crime rates
  - Identified at November 2015 PIC meeting and December 17, 2015 North and Snoqualmie Valley Caucus meeting
  - Violent crime and/or gun violence was identified as a potential issue at the May 11, 2016 PIC meeting

- King County Bridges and Roads
  - The Bridges and Roads Task Force concluded their work in January 2016 with final recommendations that were presented to Executive Constantine
  - This item was discussed by the SCA Board at their retreat in January 2016. The Board proposed and the County Executive has agreed that any follow up discussions on this topic must be more inclusive of city representation, and should begin in summer 2016. SCA staff will be coordinating with King County staff on next steps, which could include the County using a consultant for this work
  - In a related regional work effort, the PSRC’s Transportation 2040 Preservation and Maintenance Working Group began meeting in late-June 2016 to provide oversight and guidance on the T2040 plan update. SCA staff and a number of city staff are working group members

If you or your city have additional items to be added to this list, please contact Deanna Dawson, deanna@soundcities.org.
Item 10a:  
Sound Transit’s ST3 System Plan  

INFORMATIONAL ITEM

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

SCA Members serving on the Sound Transit Board of Directors  
Mayor Nancy Backus, Auburn; Mayor Fred Butler, Issaquah; Mayor John Marchione, Redmond

Informational Item

The Sound Transit Board of Directors unanimously adopted the Sound Transit 3 (ST3) System Plan on June 23, 2016 and placed the $53.8 billion transit package on the November 2016 ballot. This memo provides an overview of the final ST3 System Plan, includes the documents making up the ST3 System Plan, and previews a conformity review process through the Puget Sound Regional Council.

Background

Members of the PIC reviewed the draft ST3 System Plan at the March 9 PIC meeting (page 21) and the April 13 PIC meeting (page 23). At the May 11 PIC meeting (page 23), members recommended approval of an ST3 System Plan policy position to the SCA Board of Directors. On May 18, 2016, the SCA Board voted to adopt the policy position. That position in its entirety can be found in the June 8 PIC Packet (page 67).

Since the June 8 PIC meeting, the Sound Transit Board of Directors unanimously adopted the ST3 System Plan, Sound Transit 3: The Regional Transit System Plan for Central Puget Sound, which would build a total of 62 miles of Link light rail with stations serving 37 additional areas; two Bus Rapid Transit (BRT) corridors; improvements to bus speed and reliability; and expansion of Sounder commuter rail.

If approved by voters in November 2016, Link light rail will expand north to Everett; south to Federal Way and Tacoma; east to downtown Redmond, south Kirkland, and Issaquah; and west to Ballard and West Seattle. ST3 will invest in BRT in two corridors: connecting Lynnwood to Burien via I-405 and SR 518 to serve Eastside cities, as well as Tukwila and Burien; and on SR 522 between Bothell and Shoreline with service extending to Woodinville, and connecting to Link light rail via NE 145th Street. ST3 includes a program to improve bus speed and reliability in specific corridors and will expand Sounder commuter rail, including an extension to serve Joint Base Lewis-McChord and DuPont. Additionally, ST3 includes high capacity transit planning and studies to identify potential candidate projects for future investments and other expansion options. An ST3 System Plan Project List can be found in Attachment A, and the ST3 System Plan Map can be found in Attachment B.
A series of programs and policies are outlined in Sound Transit 3: The Regional Transit System Plan for Central Puget Sound, including system access, transit-oriented development, innovation, and sustainability. Additional information on how the policies impact the region’s communities, economy, and its environment are contained in Appendix D: Social, Economic and Environmental Impacts; Integration with Regional Land Use; Transit-Oriented Development.

The ST3 System Plan’s $53.8 billion in investments would be funded through an additional sales and use tax of 0.5%; an additional Motor Vehicle Excise Tax of 0.8%; a property tax of $0.25 or less per $1,000 of assessed valuation; and the continuation of existing taxes. A summary of the Financial Plan is included in Appendix A: Detailed Description of Facilities and Estimated Costs as the Sources and Uses of Funds by Subarea, with additional information in Appendix C: Benefits, Costs, Revenues, Capacity, Reliability, and Performance Characteristics related to cost effectiveness, ridership, and cost of service. Appendix B: Financial Policies outlines the financial policies which make up the ST3 Financial Plan.

ST3 System Plan and Appendices (approved June 23, 2016)
Sound Transit 3: The Regional Transit System Plan for Central Puget Sound
- Appendix A: Detailed Description of Facilities and Estimated Costs
- Appendix B: Financial Policies
- Appendix C: Benefits, Costs, Revenues, Capacity, Reliability, and Performance Characteristics
- Appendix D: Social, Economic and Environmental Impacts; Integration with Regional Land Use; Transit-Oriented Development

Next Steps
With final adoption of the ST3 System Plan by the Sound Transit Board, the Puget Sound Regional Council (PSRC) will undertake a system plan conformity review. The PSRC is responsible under state law and through the 2009 Memorandum of Understanding with the transit agencies for determining whether Sound Transit’s plans conform to the region’s growth strategy, VISION 2040, and long-range transportation plan, Transportation 2040.

Elements of PSRC’s conformity review will include:
- VISION 2040 and Transportation 2040 Plan Conformity: Address how the ST3 System Plan is consistent with VISION 2040 and Transportation 2040 using the PSRC’s Transit Plan Reporting Tool.
- Senate Bill 5987 Transit-Oriented Development Requirements: Address how the ST3 System Plan is consistent with the PSRC’s transit-oriented development plan (Growing Transit Communities) as directed by the Washington State Legislature through its passage of Senate Bill 5987 in 2015.
- Benefit Cost Analysis: A Benefit Cost Analysis is typically required of projects defined as Transportation 2040 Regional Capacity projects seeking approval by PSRC’s Executive Board prior to implementation. Sound Transit, by incorporating an appropriate benefit-cost analysis in its ST3 System Plan, will be credited with meeting this requirement when needed for project approval in Transportation 2040.
The PSRC Transportation Policy Board (TPB) has a role in recommending to the PSRC Executive Board whether or not the ST3 System Plan has demonstrated conformity with the region’s plans and policies. An initial discussion with TPB members is scheduled for July 14, 2016. It is anticipated that TPB will receive the ST3 System Plan Conformity Report in August, with an action item at the September 8, 2016 meeting. The PSRC Executive Board will take final action on this topic at its September 22, 2016 meeting.

Attachment
   A.  ST3 System Plan Project List (June 23, 2016)
   B.  ST3 System Plan Map (June 22, 2016)
### LIGHT RAIL TRANSIT PROJECTS

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Mode</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Redmond Technology Center Station to Downtown Redmond</td>
<td>Light Rail</td>
<td>This project extends East Link to downtown Redmond, as described in Sound Transit Board Resolution R2013-09 and the FTA and FHWA Record of Decision. The project would include two new stations, one with parking at southeast Redmond and a second in downtown Redmond. Project completion: 2024</td>
</tr>
<tr>
<td>Kent/Des Moines to Federal Way Transit Center</td>
<td>Light Rail</td>
<td>This project extends light rail south from Kent/Des Moines to Federal Way, with stations serving South 272nd Street and the Federal Way Transit Center. The scheduled opening from Angle Lake to Kent/Des Moines has been adjusted to open at the same time as the extension to Federal Way. Project completion: 2024</td>
</tr>
<tr>
<td>Federal Way Transit Center to Tacoma Dome</td>
<td>Light Rail</td>
<td>This project extends light rail from the Federal Way Transit Center to Tacoma via I-5 with four new stations in the south Federal Way, Fifth and east Tacoma areas, and at the Tacoma Dome Station. Project completion: 2030</td>
</tr>
<tr>
<td>Downtown Seattle to West Seattle</td>
<td>Light Rail</td>
<td>This project builds light rail from downtown Seattle to the vicinity of West Seattle's Alaska Junction neighborhood with an alignment primarily on an elevated guideway, and a new rail-only fixed span crossing of the Duwamish River. This project includes five new or expanded stations at the Stadium, DeRide, Avalon, and Alaska Junction areas, with a transfer connection at SODO. Project completion: 2030</td>
</tr>
<tr>
<td>Ballard to Downtown Seattle</td>
<td>Light Rail</td>
<td>This project builds light rail from downtown Seattle to Ballard's Market Street area with a new rail-only subway through Seattle Center/Uptown and South Lake Union. The project will be constructed in conjunction with a new downtown Seattle light rail tunnel, which will extend from International District/Chinatown to the Denny Station. The Ballard to downtown Seattle project includes elevated light rail on 15th Avenue West and Elliott Avenue West and a rail-only movable bridge over Salmon Bay. Five new stations serve the areas of South Lake Union, Seattle Center, Smith Cove, Interbay and Ballard. Project completion: 2035</td>
</tr>
<tr>
<td>Downtown Seattle Light Rail Tunnel</td>
<td>Light Rail</td>
<td>This project builds a second light rail tunnel in downtown Seattle that provides capacity for the entire system to move through this area. The tunnel will be constructed as part of the Ballard to downtown Seattle light rail project, which includes a subway that extends from downtown Seattle through the Seattle Center/Uptown and South Lake Union neighborhoods. The downtown tunnel will extend from International District/Chinatown to the Denny Station with four new and expanded stations at International District/Chinatown, Midtown, Westlake and Denny. Project completion: 2035</td>
</tr>
<tr>
<td>Lynnwood to Everett</td>
<td>Light Rail</td>
<td>This project extends light rail from the Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center with both elevated and at-grade sections. The project includes six new stations at West Alderwood Mall, Ash Way, Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road. This provisional station would require identification of additional funding not currently included in the ST3 System Plan in order to be built. Project completion: 2036</td>
</tr>
<tr>
<td>South Kirkland to Issaquah</td>
<td>Light Rail</td>
<td>This project builds light rail from south Kirkland to Issaquah with four new stations at south Kirkland, the Richards Road area, Eastgate near Bellevue College, and central Issaquah, with one provisional station in the Lakemont area. This provisional station would require identification of additional funding not currently included in the ST3 System Plan in order to be built. Project completion: 2041</td>
</tr>
<tr>
<td>Infill Light Rail Station: South Graham Street</td>
<td>Light Rail</td>
<td>This project builds a new infill station on the Link light rail line in the vicinity of South Graham Street. Project completion: 2031</td>
</tr>
<tr>
<td>Infill Light Rail Station: South Boeing Access Road</td>
<td>Light Rail</td>
<td>This project builds a new infill station on the Link light rail line in the vicinity of South Boeing Access Road and I-5. Project completion: 2031</td>
</tr>
<tr>
<td>Infill Light Rail Station: Northeast 130th Street</td>
<td>Light Rail</td>
<td>This project builds a new infill station at I-5 and NE 130th Street along the Lynnwood Link Extension. Project completion: 2031</td>
</tr>
<tr>
<td>Tacoma Link Extension to Tacoma Community College</td>
<td>Light Rail</td>
<td>This project extends Tacoma Link system farther west to Tacoma Community College, adding six new stations. Project completion: 2039</td>
</tr>
</tbody>
</table>

### BUS RAPID TRANSIT (BRT) & BUS PROJECTS

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Mode</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-405 Bus Rapid Transit</td>
<td>Bus Rapid Transit</td>
<td>This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll system where available, and Business Access Transit (BRT) lanes on SR 518 from Tukwila to Burien. Project elements include parking, station access improvements, and 11 stations, including a new transit center in South Renton and new stations at Northeast 85th Street with BRT lanes extending toward Downtown Kirkland and at Northeast 44th Street in Renton. Project completion: 2024</td>
</tr>
<tr>
<td>Northeast 145th Street and SR 522 Bus Rapid Transit</td>
<td>Bus Rapid Transit</td>
<td>This project establishes BRT from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies on Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature BRT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell. Project completion: 2024</td>
</tr>
<tr>
<td>King County Metro Rapid Ride C and D and Madison Street Capital Improvements</td>
<td>Bus Rapid Transit</td>
<td>This project provides a capped contribution to help design and implement transit priority improvements along King County Metro's Rapid Ride C and D lines that provide BRT service to Ballard and West Seattle as early deliverables to provide improved speed and reliability in advance of light rail starting operations to these areas. The project also includes a contribution to funding for Madison Street BRT in Seattle. Project completion: 2024</td>
</tr>
<tr>
<td>PROJECT NAME</td>
<td>MODE</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>--------------</td>
<td>------</td>
<td>-------------</td>
</tr>
<tr>
<td>ST Express Service</td>
<td>Express Bus</td>
<td>This project funds operations for ST Express regional bus service maintaining interim express bus service in future High Capacity Transit (HCT) corridors, with an emphasis on long-haul connections between population and employment centers and providing riders with access to rail hubs. Frequent service between Lakewood and Tacoma Dome Station is included. Project completion: ongoing</td>
</tr>
<tr>
<td>Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, I-40, SR 518, and SR 167</td>
<td>Bus</td>
<td>This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and HOV lanes. This program will require coordination and further study with transit partners, WSDOT and Federal Highway Administration in order to determine locations that may be feasible. Project completion: 2019-2024</td>
</tr>
<tr>
<td>Capital Enhancements to Improve Bus Speed and Reliability between East Pierce County Cities and Sumner Sounder Station</td>
<td>Bus</td>
<td>This project provides capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station. Project completion: 2019-2024</td>
</tr>
<tr>
<td>Bus Capital Enhancements for Speed, Reliability and Convenience along Pacific Avenue (Tacoma)</td>
<td>Bus</td>
<td>This project provides a capital contribution to Pierce Transit for bus capital enhancements for speed, reliability and convenience along Pacific Avenue in Tacoma. Project completion: 2019-2024</td>
</tr>
<tr>
<td>North Sammamish Park-and-Ride</td>
<td>Bus parking</td>
<td>This project builds a surface park-and-ride in north Sammamish. The site for the park-and-ride will be determined in coordination with the City of Sammamish. Project completion: 2024</td>
</tr>
</tbody>
</table>

### SOUNDER COMMUTER RAIL PROJECTS

| Sounder South Capital Improvements Program | Commuter Rail | This project establishes a program of capital elements that would be used to meet growing demand for Sounder South. Access elements could include improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit’s Access Policy. Additional program elements include extending platforms to accommodate trains up to 10 cars in length, track and signal upgrades, and other related infrastructure to facilitate additional capacity. Project completion: 2024-2036 |
| Sounder Expansion to DuPont | Commuter Rail | This project extends Sounder commuter rail service from Lakewood to DuPont with two new stations with parking at Tllicum and DuPont. Project completion: 2036 |
| Sounder North Parking | Commuter Rail | This project would provide an early deliverable within the ST3 System Plan by providing additional parking at Mulkiteo and Edmonds Sounder Stations. Project completion: 2024 |

### HIGH CAPACITY TRANSIT (HCT) STUDIES, POLICIES & PROGRAMS

| Future System Planning | Policies and Programs | This project includes funds for planning efforts supporting continued progress toward implementing Sound Transit’s Long-Range Plan. |
| HCT Study: Light rail extending from West Seattle to Burien, Tukwilla and Renton | Light Rail | This study examines a light rail extension from West Seattle to Burien and to Renton via Tukwila International Boulevard Station. The study would be completed in coordination with local transit partners to examine a variety of options for service provision and to maximize opportunities for regional integration. |
| HCT Study: Northern Lake Washington | Light Rail | This study would examine options for expanding light rail transit connections across northern Lake Washington that may be needed when ridership demand exceeds available capacity. This study would examine alternatives including and parallel to SR 522 and SR 520, as well as connections from Ballard to Kirkland, Sand Point to Kirkland, and Redmond and/or Bellevue. This study would also examine connections to the University of Washington. This study can consider potential upgrades in existing service and/or improved connections. It should be completed in coordination with local transit partners to examine a variety of options for service provision and to maximize opportunities for regional integration. |
| HCT Study: Commuter Rail to Oting | Commuter Rail | This study examines a future commuter rail connection from Oting to Sounder south line service. |
| HCT Study: Connections from Everett to North Everett | Light Rail | This study examines a future light rail extension from Everett to north Everett. |
| HCT Study: Tacoma Dome Station to Tacoma Mall | Light Rail | This study examines a future light rail extension from Tacoma Dome Station to the Tacoma Mall area. |
| HCT Environmental Study: Bothell to Bellevue | HCT | This study would complete an environmental study to examine HCT options from Bothell to Bellevue. |
| System Access Program (Pedestrian and bicycle access, bicycle parking, transit) | Policies and Programs | This program would fund access improvements for Sound Transit stations and facilities including non-motorized access, bicycle parking and facilities, bus transit access, and expanded drop-off/pick-up as needed. This program includes a mode of access data collection program and station area access studies. Funds would be prioritized per Sound Transit’s System Access Policy. This program would provide funding in addition to the non-motorized access funds included for individual projects. |
| Innovation and Technology Program | Policies and Programs | This program would fund research, analysis and implementation of innovative best practices, partnerships and technologies to increase ridership, improve service and enhance efficiency of regional mobility outside of new investments in large capital projects. |
| Transit-Oriented Development Planning Program | Policies and Programs | This program would fund Transit Oriented Development (TOD) analysis and support beyond the planning phase of transit capital project development in anticipation of sale, lease, or transfer of surplus properties or air rights to third parties. All analysis and property disposition would be conducted in accordance with applicable board policy including TOD Policy (Resolution No. R2012-24). This program would provide funding in addition to the ST3 funds assumed for regional equitable TOD strategy. |
| Light Rail Operations and Maintenance Facilities | Light Rail | This project would construct two new light rail operations and maintenance facilities to accommodate additional fleet capacity; one in the Lynnwood to Everett corridor and one in the Federal Way to Tacoma corridor. Specific locations will be determined as part of light rail development in each corridor. |
| Bus Operations and Maintenance Facility | Bus | This project would construct a new bus operations and maintenance facility to accommodate a portion of the existing and future bus fleet required for ST3 BRT and ST Express bus service. The facility would be located in the vicinity of the I-405/SR 522 corridors. |
| Light Rail Vehicles | Light Rail | This project would purchase 226 new light rail vehicles required to operate the ST3 light rail system. |