SCA Public Issues Committee
AGENDA
January 13, 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 – December 9, 2015 meeting
   Page 5

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

5. Welcome of New Members and Introduction to PIC
   DISCUSSION
   Page 17
   Marlla Mhoon, Chair
   (5 minute welcome and discussion)

6. 2016 PIC Meeting Schedule
   ACTION ITEM
   Page 25
   Marlla Mhoon, Chair
   (2 minute staff report, 3 minute discussion)

7. King County Metro Strategic Plan & Service Guidelines Update
   DISCUSSION
   Page 27
   Katie Kuciemba, Senior Policy Analyst
   (5 minute staff report, 10 minute discussion)

8. Best Starts for Kids
   UPDATE
   Page 31
   Ellie Wilson-Jones, Policy Analyst
   (5 minute staff report, 5 minute Q and A)
9. **SCA Member Cities 2016 State Legislative Agendas**  
**DISCUSSION**  
Page 41  
Katie Kuciemba, Senior Policy Analyst  
(5 minute staff report, 10 minute discussion)

10. **Puget Sound Emergency Radio Network (PSERN)**  
**UPDATE**  
Page 99  
Ellie Wilson-Jones, Policy Analyst  
(5 minute staff report, 5 minute Q and A)

11. **Future Levies and Ballot Measures in King County**  
**UPDATE**  
Page 125  
Katie Kuciemba, Senior Policy Analyst  
(2 minute staff report, 3 minute update)

12. **Potential Upcoming SCA Issues**  
**UPDATE**  
Page 127  
Katie Kuciemba, Senior Policy Analyst  
(2 minute staff report, 3 minute discussion)

13. **Upcoming Events**
   a. Economic Development Council of Seattle & King County’s 44th Annual Economic Forecast Conference – Thursday, January 14, 2016 – 7:00 AM – The Westin Seattle Hotel  
   b. SCA Newly Elected Officials Orientation – Tuesday, January 19, 2016 – 1:45 PM – Puget Sound Regional Council  
   c. Appointee Orientation for Regional Boards & Committees – Wednesday, February 3, 2016 – 6:00 PM, SeaTac City Hall  
   d. SCA Public Issues Committee Meeting – Wednesday, February 10, 2016 – 7:00 PM (6:00 Pre-PIC Workshop) – Renton City Hall  
   e. SCA Networking Dinner – Wednesday, February 17, 2016 – 5:30 PM – Renton Pavilion Event Center

14. **For the Good of the Order**

15. **Adjourn**

**Did You Know?**

Each month in the PIC agenda, we use this space to highlight items of interest to members. In order to do this, we need YOUR help! We know that you all have exciting stories to tell about your cities. Do you have a community event that you want to brag about? Did you read an article about a topic that you think other cities should learn about? Does your city have an innovative program you would like us to highlight? Submit it to SCA Executive Director Deanna Dawson at Deanna@soundcities.org, and it could be featured in an upcoming PIC agenda!
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 Mayor Bernie Talmas, Woodinville, called the meeting to order at 7:03 PM. 24 cities had representation (Attachment A). Guests present included: Dana Hinman, City of Auburn; John Stilin, Redmond City Council; Don Gerend, Sammamish City Council.

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

3. Approval of the November 12, 2015 Minutes
Chair Talmas reported that one correction to the November 12, 2015 PIC minutes has been submitted by Councilmember Bob Keller, Sammamish, to clarify his comment. Chair Talmas read the requested correction: Councilmember Bob Keller, Sammamish, identified the State Route 202 corridor which the State, King County and Cities need to address. It serves as the “doorway” to communities such as Redmond, Sammamish, and Woodinville. Keller believes the State, County and Cities must work together to address the problem. The State, County and Cities should do better outreach to identify mutual need and potential resolutions.

Councilmember Bob Keller, Sammamish, moved, seconded by Councilmember Tola Marts, Issaquah, to amend the November 12, 2015 PIC minutes as suggested.

There was no discussion. The motion passed unanimously.

Councilmember Bob Keller, Sammamish, moved, seconded by Mayor Nancy Backus, Auburn, to approve the November 12, 2015 meeting minutes as amended.

The motion passed unanimously.

4. Chair’s Report
Chair Talmas reported that the SCA leadership met with King County Executive Dow Constantine and discussed the county’s 2016 legislative agenda, including the 1% property tax cap and stable public health funding. Additional discussion occurred about the implementation of the Best Starts for Kids levy and Sound Transit’s ST3 funding package size.
5. Executive Director’s Report
Deanna Dawson, SCA Executive Director, thanked members for their work on the PIC in 2015 and recognized member Barry Ladenburg who will not be returning to the committee in 2016.

Following up on Chair Talmas’s recap of the meeting with Executive Constantine, Dawson noted that the lifting of the 1% property tax cap and public health funding were adopted SCA priorities. The County had indicated that while WSAC was taking a lead role on the 1% property tax issue in Olympia, AWC had not been as active. Dawson suggested that member cities reach out to AWC legislative committee and board members to stress the priority of this issue. Members agreed.

Dawson noted that on the Best Starts for Kids Levy committee there were only two spots for city officials, although many more SCA members had volunteered. She is working with the County to establish an advisory committee of elected officials to allow for more city input and engagement.

Dawson reminded members of the economic development summit co-sponsored by SCA, Seattle, and King County being held on December 11, 2015 at Microsoft and urged members to attend. She also updated members about an orientation for newly elected officials, which will be held on January 19, 2016 at PSRC. She made note of an orientation for regional board and committee appointees, which will be held on February 3, 2016. Confirmed guests include County Councilmember Joe McDermott, and Kevin Desmond and Adrienne Quinn from the county.

Dawson referred members to an email sent to give details on SCA Board elections, and noted candidate names received to date.

Dawson thanked Chair Talmas for his two years of service as PIC Chair. Members shared their appreciation.

Dawson called members’ attention to the “Did You Know” item in the PIC packet about the Tukwila “Spirit of Giving” campaign. She encouraged other cities with similar programs to share that information with SCA.

Chair Talmas inquired as to whether the PIC should schedule an item on the 1% property tax cap. Dawson noted that SCA had a current adopted position on this matter.

Councilmember Nancy Tosta, Burien, inquired about a public records request made to cities. Members discussed the request. Discussions included balancing the need for transparency with the cost to cities to review large requests, and privacy interests of citizens.

Dawson gave members an update on a joint meeting with SCA, Sheriff John Urquhart, Prosecutor Dan Satterberg, and lobbyist Doug Levy to discuss the issue of body cams, and a follow up discussion Dawson and Levy had with AWC on the current status of the topic. Dawson will continue to keep member cities aware of negotiations on a bill.
Councilmember Carol Simpson asked whether most cities appointed mayors or councilmembers to PIC. The discussion was deferred to item 8 on the agenda.

6. **2016 SCA Committee and Board Recommendations**

   Redmond Council President Hank Margeson, PIC Nominating Committee Chair, thanked the members of the committee. The PIC Nominating Committee met on November 25, 2015 to review and make recommendations to the PIC on the 2016 appointments to regional committees and boards.

   Margeson noted that the PIC Nominating Committee is recommending that a staff member be appointed to the Puget Sound Regional Council (PSRC) Regional Project Evaluation Committee (RPEC) even though this individual has reached the six-year term limit, set forth in the SCA bylaws. Chair Margeson reported that this individual is in line to become chair of the committee, as he currently serves as vice chair. This was the sort of exception envisioned in the new bylaw amendment recently adopted by the membership.

   Council President Hank Margeson, Redmond, moved, seconded by Council President Kate Kruller, Tukwila, to recommend to the SCA Board of Directors the slate of 2016 appointments. *(Attachment B)*

   Discussion on the motion ensued.

   Chair Margeson reported that there is an open member seat on the South Central Action Area Caucus Group (SCAACG). While an elected official or staff member can apply, Margeson encouraged members to discuss with their city staff who may be interested and qualified.

   Councilmember Chris Roberts, Shoreline, thanked the members of the PIC Nominating Committee. He inquired on the geographic balance of the PSRC Economic Development District Board (EDDB). Deanna Dawson, SCA Executive Director, responded.

   Councilmember Barry Ladenburg, SeaTac, inquired on the discussion of the SCA Board of Directors on allowing more than one representative from a city to serve on the Board. Dawson replied that there was discussion on this idea and it was determined more beneficial to continue to include only one representative from a city on the Board.

   Councilmember Toby Nixon, Kirkland, inquired on committees and boards that are not listed on the slate of recommended appointments, such as the All Home Coordinating Board. Dawson replied that the appointments to committees not listed have already been made, and the slate of recommended appointments includes open seats starting in 2016. In response to a question from Nixon, Dawson noted that the All Home board will appear on future appointment lists as the seats come up for reappointment.

   Deputy Mayor Nancy Tosta, Burien, inquired on the procedure if a member or alternate is not regularly attending meetings. Dawson replied that if there are concerns, they are raised with that individual and he/she is given a chance to rectify the situation. Chair Margeson added that
SCA leadership contacts the individual to determine if the individual has the desire, as well as the time to serve.

The motion passed unanimously.

7. Election of 2016 PIC Chair and Vice Chair
Redmond Council President Hank Margeson, PIC Nominating Committee Chair, reported that the committee discussed nominees for PIC leadership in 2016. On behalf of the Committee, Chair Margeson nominated Councilmember Marlla Mhoon, Covington, as chair, and Councilmember Tola Marts, Issaquah, as vice chair.

Chair Talmas asked for nominations from the floor for both the chair and vice chair roles for 2016. Seeing none, Chair Talmas closed the nominations for chair and vice chair.

Chair Talmas called for the vote to elect Councilmember Marlla Mhoon, Covington, as the 2016 PIC Chair, and Councilmember Tola Marts, Issaquah, as the 2016 PIC Vice Chair.

The motion passed unanimously.

Chair Talmas congratulated Mhoon and Marts.

Chair Margeson concluded his report in stating he was elected chair of the PIC Nominating Committee for 2016, which will be his last year on the committee.

Marts and Mhoon thanked members for their support.

8. Discussion of PIC Policies and Practices
PIC members discussed policies and practices of the PIC. Issues discussed included how cities appoint members to the PIC, best practices for seeking feedback from city councils, and whether current policies and practices were working well. Members were asked whether a new committee should be convened to review the current PIC policies. Members were satisfied that the policies had been recently updated, and seemed to be currently working well. Members shared suggestions for how staff could make the PIC more beneficial, including updates from committees when appropriate, and ensuring that PIC minutes were made available in a timely fashion.

9. Future Levies and Ballot Measures in King County
Katie Kuciembba, SCA Senior Policy Analyst, reported that the updated list of future levies and ballot measures are included in the meeting material packet. Kuciembba reported a change regarding the Highline School District ballot measure which has been removed from the list after discussion with the school district due to timing uncertainty.

Chair Talmas asked for PIC members to inform Kuciembba of any changes or additions.

10. Potential Upcoming SCA Issues
Deanna Dawson, SCA Executive Director, referred to the staff memo which called out a list of potential upcoming issues.

Councilmember Tola Marts, Issaquah, referenced the addition of a regional response to property crime to the Potential Upcoming SCA Issues and noted this was an issue of particular concern to him, as a recent victim of burglary.

Councilmember Barry Ladenburg, SeaTac, requested that the Puget Sound Emergency Radio Network (PSERN) be added to the issues list. Dawson replied that the PIC will receive a briefing about PSERN next month. Chair Talmas stated that the SCA members of the Regional Policy Committee (RPC) will also be requesting that PSERN be placed on the RPC’s 2016 work plan so that RPC may provide additional oversight.

Council President Kate Kruller, Tukwila, stated that King County Councilmember Kathy Lambert recently reported to the Regional Law Safety and Justice Committee on her own experiences with property crime, stating that she has been burglarized several times.

11. Informational Item
Chair Talmas referred members to the informational item in the packet regarding the King County 2016 State Legislative Agenda.

12. Upcoming Events
The Public Sector Economic Development Summit will be held on December 11, 2015, at 9:00 AM at Microsoft.

The South and South Valley Caucus Meeting will be held on Wednesday, December 16, 2015, at 6:30 PM at the Truitt Building, Auburn.

The North and Snoqualmie Valley Caucus Meeting will be held on Thursday, December 17, 2015, at 6:30 PM at the Redmond Senior Center.

The next Public Issues Committee Meeting will be held on Wednesday, January 13, 2016, at 7:00 PM at Renton City Hall.

The SCA New Elected Training will be held on Tuesday, January 16, 2016, time TBD at PSRC.

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

13. For the Good of the Order
Chair Talmas thanked the members of the PIC for their courtesy, professionalism, and cooperation over the past two years. The PIC is an important committee within SCA, which collectively represents over one million citizens. Members thanked Chair Talmas by applause.

14. Adjourn
The meeting was adjourned at 8:48 PM.
# 2015 Roll Call – Public Issues Committee Meeting
## December 9, 2015

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Voting members are highlighted in gray. Cities represented are bolded.
### Sound Cities Association 2016 Committee Appointments

#### Advisory Council on Aging and Disability Services (ADS Advisory Council)

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#### Board of Health (BOH)

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#### Children and Youth Advisory Board

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#### Domestic Violence Initiative (DVI) Regional Task Force

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#### Economic Development Council of Seattle & King County (EDC)

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**Key:**
- Un-highlighted: Re-appointed for 2015, returning member
- Yellow: New to this committee
- Green: Moving from alternate to member
- Gray: Unexpired term
- Blue: New committee or new seat
- Pink: Moving from 2nd alternate to alternate

**Sorted By:** (1) Date of appointment, and (2) alphabetically by city.

January 13, 2016

Item 3: Draft Minutes

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### Emergency Management Advisory Committee (EMAC)

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### Growth Management Planning Council (GMPC)

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### King Conservation District (KCD) Advisory Committee

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### King County Consortium Joint Recommendations Committee for CDBG (JRC)

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**Key:**
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- Pink: Moving from 2nd alternate to alternate

**Sorted By:** (1) Date of appointment, and (2) alphabetically by city.

January 13, 2016

Item 3: Draft Minutes
### King County Flood Control District Advisory Committee (KCFDAC)

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### Local Hazardous Waste Management Coordinating Committee (LHWMP)

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### Mental Illness and Drug Dependency (MIDD) Oversight Committee

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### Puget Sound Regional Council Executive Board

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**Sorted By:** (1) Date of appointment, and (2) alphabetically by city.
### Puget Sound Regional Caucus Growth Management Policy Board (GMPB)

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### Puget Sound Regional Council Operations Committee

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January 13, 2016 | Item 3: Draft Minutes | Page 14 of 128
### Regional Policy Committee (RPC)

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### Regional Water Quality Committee (RWQC)

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STAFF APPOINTMENTS (To be recommended to the SCA Board of Directors at its December 16, 2015 Meeting.)

Puget Sound Regional Council Regional Project Evaluation Committee (RPEC)

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<td>SNO</td>
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<td>Kirkland</td>
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<td>12/31/2018</td>
<td>S</td>
<td>Ingrid Gaub</td>
<td>Auburn</td>
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**Alternates**

<table>
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<tr>
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<tbody>
<tr>
<td>12/31/2018</td>
<td>S</td>
<td>Jim Seitz</td>
<td>Renton</td>
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<td>12/31/2018</td>
<td>S</td>
<td>Chad Bieren</td>
<td>Kent</td>
</tr>
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<td>12/31/2018</td>
<td>N</td>
<td>Sheldon Lynne</td>
<td>Issaquah</td>
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<tr>
<td>12/31/2018</td>
<td>N</td>
<td>Kris Overleese</td>
<td>Kenmore</td>
</tr>
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<td>12/31/2018</td>
<td>N</td>
<td>Nytasha Sowers</td>
<td>Shoreline</td>
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**Staff Support**

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<tbody>
<tr>
<td>Katie Kuciemba</td>
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South Central Area Action Caucus Group (SCAACG)

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<tr>
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<td>12/31/2016</td>
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<td></td>
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<tr>
<td>Doreen Booth</td>
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</tbody>
</table>

**Key:**

- **Un-highlighted:** Re-appointed for 2015, returning member
- **Yellow:** New to this committee
- **Green:** Moving from alternate to member
- **Gray:** Unexpired term
- **Blue:** New committee or new seat
- **Pink:** Moving from 2<sup>nd</sup> alternate to alternate

**Sorted By:** (1) Date of appointment, and (2) alphabetically by city.
Item 5:
Welcome New PIC Members and Introduction to PIC

Discussion Item
As this is the first PIC meeting of the year, we have set aside time on the agenda to welcome new members, give a brief orientation to PIC Operating Policies for new members (or a refresher for returning members), and answer any questions that members may have about the PIC. This will also be an opportunity for members to note any issues that they would like the PIC to tackle in 2016.

Background
The Public Issues Committee (PIC) reviews and evaluates policy positions and recommends to the Board what, if any, action should be taken on such policy positions. The PIC Operating Policies can be found in Attachment A.

Membership, Quorum and Voting
SCA member cities can appoint one representative and one alternative to the PIC. Each representative or alternate must hold an elective office in the city or town they represent. Each member city is allowed one vote.

Fifty-one percent of the members of the committee, represented in person, shall constitute a quorum at a meeting of the committee. If less than a quorum of the members is represented at a meeting, a majority of the members so represented may adjourn the meeting. The vote of two thirds \((2/3)\) represented in person at a meeting at which a quorum is present shall be necessary for the advancement of a public policy position to the Board. Votes shall be recorded in the minutes of the PIC meeting. Votes shall be in the name of the member city, rather than the individual representing the city.

Agenda Development
Issues shall be sent to the SCA Executive Director by any member, committee member or SCA delegation to any regional or county board, committee or task force to be placed on the agenda.

Hearing an Issue
Issues will be heard at one regularly scheduled meeting for discussion and may return no sooner than the next regularly scheduled meeting for action. If not immediately addressing a policy issue renders SCA unable to take a position on a timely basis, 85% of those present at a regularly scheduled meeting may declare an issue an emergency and the issue may be discussed and voted upon at the same meeting.
Regional Committee Appointments

Pursuant to SCA Board Policy 701, “A member representing SCA is expected to reflect policy which has been developed by SCA when sitting as a member of any regional committee, board or task force.”

SCA representatives serving on regional boards and committees shall endeavor to avoid taking positions that are harmful to any SCA member cities. SCA appointees shall follow the following protocols when serving on regional boards and committees:

1. When the PIC & Board adopt a public policy position, it shall be binding on SCA representatives serving on regional boards and committees;
2. In the absence of such a position, the SCA caucus of a given board or committee shall attempt to develop a caucus position that represents the consensus of the caucus, based (where applicable) on existing SCA policy positions; and
3. Where no policy position has been adopted by the PIC and Board, and the caucus is unable to reach a consensus position, individual members shall be free to vote their conscience, with the caveat that no SCA representative to a regional board or committee shall vote in a manner that is at odds with an adopted SCA policy position.

For members’ ease and to aid in discussion, a list of acronyms associated with PIC policy issues is below:

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADS</td>
<td>Advisory Council on Aging and Disability Services</td>
</tr>
<tr>
<td>AFIS</td>
<td>Regional Automated Fingerprint Identification System Advisory Committee</td>
</tr>
<tr>
<td>BOH</td>
<td>Board of Health</td>
</tr>
<tr>
<td>CYAB</td>
<td>Children and Youth Advisory Board</td>
</tr>
<tr>
<td>DVI</td>
<td>Domestic Violence Initiative Regional Task Force</td>
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<tr>
<td>EDC</td>
<td>Economic Development Council of Seattle &amp; King County</td>
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<tr>
<td>EDDDB</td>
<td>PSRC Economic Development District Board</td>
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<td>EMAC</td>
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<td>EMS</td>
<td>Emergency Medical Services Advisory Task Force</td>
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<td>Task Force</td>
<td>Eastside Transportation Partnership</td>
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<td>ETP</td>
<td>PSRC Growth Management Policy Board</td>
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<tr>
<td>GMPB</td>
<td>Growth Management Planning Council</td>
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<td>GMPC</td>
<td>Joint Recommendations Committee for Community Development Block Grants (CDBG)</td>
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<td>JRC</td>
<td>King Conservation District</td>
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<tr>
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<td>King County Flood Control District</td>
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<td>KCFCDAC</td>
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<tr>
<td>KCPEC</td>
<td>Law Enforcement Officers and Fire Fighters Plan 1 Disability Board</td>
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<td>LEOFF1</td>
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<td>Disability Board</td>
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<td>LHWMP</td>
<td>Local Hazardous Waste Management Program</td>
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<td>LHWMP MCC</td>
<td>Local Hazardous Waste Management Program Management Coordination Committee</td>
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<td>MIDD</td>
<td>Mental Illness and Drug Dependency Oversight Committee</td>
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<td>MKCC</td>
<td>Metropolitan King County Council</td>
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</table>

**Attachment:**

A. [PIC Operating Policies](#)
A. Role and Responsibilities of SCA Public Issues Committee

1. Standing or Temporary Committees, General. The Board, by resolution duly adopted by a majority of the directors present at a meeting at which a quorum is present, may designate and appoint one or more standing or temporary committees. Such committees shall have and exercise the authority of the directors in the management of the corporation, subject to such limitations as may be prescribed by the Board; except, that no committee shall have the authority to: (a) amend, alter or repeal these Bylaws; (b) elect, appoint or remove any member of any other committee or any director or officer of the corporation; (c) amend the Articles of Incorporation; (d) adopt a plan of merger or consolidation with another corporation; (e) authorize a sale, lease or exchange of all or substantially all of the property and assets of the corporation not within the ordinary course of business; (f) authorize the voluntary dissolution of the corporation or revoke proceedings therefore; (g) adopt a plan for the distribution of the assets of the corporation; and (h) amend, alter or repeal any resolution of the Board or membership that by its terms provides that it shall not be amended, altered or repealed by a committee. The designation or appointment of any such committee and delegation thereto of authorities shall not operate to relieve the Board or any individual director of any responsibility imposed upon it, him or her by law. Only members in good standing may be represented on any committee of the Board. SCA Bylaw 4.17.1

2. Public Issues Committee. There shall be a Public Issues Committee which shall review and evaluate policy positions and recommend to the Board what, if any, action should be taken on such policy positions. SCA Bylaw 4.17.6

3. Regional Committee Appointments shall be recommended to the Board by December 1st each year. Additional recommendations may be made through June of each year. A nominating committee of the Public Issues Committee consisting of one representative of each SCA Regional Caucus shall be appointed by the Chair of the Public Issues Committee in October to recommend appointments to the committee. Members shall serve for a period of one year.

Appointees to major regional committees shall be selected from among elected officials otherwise qualified to serve in such positions, in accordance with the terms of the enabling documents creating such boards and committees. Appointees shall represent the positions of all the suburban cities. Equitable geographic distribution shall be considered in recommending appointments to the Board of Directors.
Suburban cities within King County who are not members of the Association may make recommendations to the nominating committee and be appointed to regional committees. SCA Bylaw 4.17.7.g

Appointments to regional boards and committees shall be made pursuant to the protocols set forth in adopted SCA Board policy 701.

Pursuant to SCA Board Policy 701, “A member representing SCA is expected to reflect policy which has been developed by SCA when sitting as a member of any regional committee, board or task force.”

SCA representatives serving on regional boards and committees shall endeavor to avoid taking positions that are harmful to any SCA member cities. SCA appointees shall follow the following protocols when serving on regional boards and committees:

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2) In the absence of such a position, the SCA caucus of a given board or committee shall attempt to develop a caucus position that represents the consensus of the caucus, based (where applicable) on existing SCA policy positions;

3) Where no policy position has been adopted by the PIC and Board, and the caucus is unable to reach a consensus position, individual members shall be free to vote their conscience, with the caveat that no SCA representative to a regional board or committee shall vote in a manner that is at odds with an adopted SCA policy position.

B. Manner of Acting

1. Membership shall consist of one representative and one alternate from each member city. Each representative or alternate must hold an elective office in the city or town they represent. SCA Bylaw 4.17.7.a

2. Resignation. Any member of any committee may resign at any time by delivering written notice to the President or the chairperson of such committee, or by giving oral or written notice at any meeting of such committee. Any such resignation will take effect at the time specified therein, or if a time is not specified, upon delivery thereof and, unless otherwise specified therein, the acceptance of such resignation shall not be necessary to make it effective. SCA Bylaw 4.17.3

3. Vacancies on the committee are to be filled immediately by the member city responsible for the vacancy. SCA Bylaw 4.17.7.f

4. Committee Leadership shall be a Chair and Vice-chair elected by the committee. The nominating committee of the PIC shall solicit names for the Chair and Vice-chair of the PIC and make a recommendation to the PIC by December 15th of each year. The Chair may serve a one
year term with a two term maximum. The Chair shall establish the agenda in advance of each
meeting in conjunction with the Executive Director. The Chair shall appoint subcommittees as
needed.

5. Regular Meetings shall be held monthly or as deemed necessary.

SCA Bylaw 4.17.7.c.

6. Quorum; Manner of Acting

   a. Fifty-one percent of the members of the committee, represented in person,
   shall constitute a quorum at a meeting of the committee. If less than a quorum of the
   members is represented at a meeting, a majority of the members so represented may
   adjourn the meeting. The vote of two thirds (2/3) represented in person at a meeting at
   which a quorum is present shall be necessary for the advancement of a public policy
   position to the Board. Votes shall be recorded in the minutes of the PIC meeting. Votes shall
   be in the name of the member city, rather than the individual representing the city.

SCA Bylaw 4.17.7.e

   b. SCA Meeting Ground Rules/Protocol/Group Guiding Principles
      During SCA Meetings:
      ▪ Participate—listen, share your ideas, thoughts and concerns, and ask
        questions
      ▪ One person talks at a time; no side bar conversations, please
      ▪ All voices are heard
      ▪ Stay on track
      ▪ Always RSVP to the SCA office regarding attendance per meeting
      ▪ Do your best to do the agreed upon “homework” and reading
      ▪ Turn off cell-phones
      ▪ Do not promote one city or project above others regardless of size.

SCA Board Policy 104.1

   c. The PIC shall not make policy recommendations to the Board of Directors
   that are divisive among the members of SCA. See Board Policy 104.2. “Divisive” is
   defined as “creating disunity or dissension” among SCA member jurisdictions. SCA shall
   not take policy positions that are harmful to the interests of any member city, even if
   favored by a supermajority of members.

7. Special Meetings may be called by the Chair of the committee or at the request of the
Board in an emergency situation. Single issue emergency meetings may be held by conference
call. SCA Bylaw 4.17.6.d

8. Agenda Development. Issues shall be sent to the SCA Executive Director by any member,
committee member or SCA delegation to any regional or county board, committee or task force to be
placed on the agenda. Issues will be heard at one regularly scheduled meeting for discussion and may
return no sooner than the next regularly scheduled meeting for action. Resources for the development of the issue will be provided by the interested cities. If not immediately addressing a policy issue renders SCA unable to take a position on a timely basis, 85% of those present at a regularly scheduled meeting may declare an issue an emergency and the issue may be discussed and voted upon at the same meeting. SCA Bylaw 4.17.7.e

   - Issues will be heard at one regularly scheduled meeting for discussion and may return no sooner than the next regularly scheduled meeting for action. Resources for the development of the issue will be provided by the interested cities. If not immediately addressing a policy issue renders SCA unable to take a position on a timely basis, 85% of those present at a regularly scheduled meeting may declare an issue an emergency and the issue may be discussed and voted upon at the same meeting.
   - Sub-committees, appointed by the Chair, will be made up of members declaring an interest in the issue

10. Agenda Structure.
   - Order of Business
      a. First on the agenda will be the action items (having been discussed at the prior meeting)
      b. Second on the agenda will be discussion items (new items being brought forward)
      c. Third, Regional Committee Reports will be called for. A time limit of 3 minutes per report will be encouraged.
      d. Fourth, Other Business

11. Lobbying Activities. Individuals who are not members or staff of SCA may submit written materials regarding an agenda item to SCA for distribution at the PIC but are prohibited from lobbying the PIC or its members during debate of an issue. Materials are subject to SCA’s guidelines for background papers.

C. General
   - Communications shall be funneled electronically through the SCA office, including submissions to agendas, back-up materials, meeting notices.
   - Meetings will be evening meetings unless otherwise noted.
   - There will be no proxy voting.
   - Meetings are open to the public.
**Item γ:**
2016 PIC Meeting Schedule

**Action Item**

<table>
<thead>
<tr>
<th>Potential Action</th>
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<tr>
<td>Approval of Resolution 2016-1, Setting the Public Issues Committee’s 2016 Meeting Schedule</td>
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Pursuant to SCA Bylaw 4.17.6, the Public Issues Committee (PIC) “shall review and evaluate policy positions and recommend to the Board what, if any, action should be taken on such policy positions.” These meetings are open to the public, and agendas are available on the SCA website. Pursuant to SCA Bylaw 4.17.7c, regular meetings of the PIC “shall be held monthly or as deemed necessary.”

In the interest of openness, accountability, and transparency, the PIC will adopt a meeting schedule by resolution at its first meeting of the year. This will enable all SCA members and the public to be aware of meeting dates and locations.

The PIC typically meets on the 2nd Wednesday of each month at 7 PM at Renton City Hall. SCA also typically holds a pre-PIC workshop at 6 PM in advance of those meetings.

There is one issue that the PIC may wish to consider in adopting these meeting dates and times. The National League of Cities (NLC) Congressional City Conference is scheduled for March 5-9th in Washington DC. The PIC meeting is scheduled for March 9. In advance of the January 13, 2016 meeting, we will be polling members as to their availability on the March 9, 2016 date. If the NLC meeting will result in a lack of quorum for the PIC meeting, the PIC may wish to reschedule the March meeting to March 2, 2016 (the first Wednesday of the month), or March 10, 2016 (the day following the regularly scheduled PIC meeting).

A resolution establishing the PIC meeting schedule for 2016 is attached.

**Attachment:**

A. [Resolution Establishing PIC Meeting Schedule for 2016](#)
WHEREAS, the Public Issues Committee (PIC) of the Sound Cities Association meets monthly on the 2nd Wednesday of the month at 7:00 PM to conduct the regular business of the Committee, except as noted below; and

WHEREAS, the Public Issues Committee holds a Pre-PIC workshop monthly at 6:00 PM on the 2nd Wednesday of the month for informational, educational or other PIC-related purposes, unless otherwise stated; and

WHEREAS, the Public Issues Committee holds the majority of its meetings at Renton City Hall;

NOW THEREFORE:
BE IT RESOLVED BY THE PUBLIC ISSUES COMMITTEE OF THE SOUND CITIES ASSOCIATION AS FOLLOWS:

SECTION 1:
The Public Issues Committee sets the following schedule for 2016 PIC meetings:

| January 13 | July 13     |
| February 10 | August 10   |
| March 9     | September 14|
| April 13    | October 12  |
| May 11      | November 9  |
| June 8      | December 14 |

SECTION 2:
Public Issues Committee meetings will typically be held at Renton City Hall. Alternate meeting locations may be determined by the membership.


__________________________________________________________
Marlla Mhoon, 2016 PIC Chair                          Date

Attest:

__________________________________________________________
Nancy Backus, SCA Board of Directors                  Date
Item 7:
King County Metro Update to the Strategic Plan and Service Guidelines
Regional Transit Committee

**DISCUSSION**

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

SCA Regional Transit Committee Members
Mayor Dave Hill, Algona; Mayor Bruce Bassett, Mercer Island; Councilmember Dennis Higgins, Kent; Councilmember Dave Asher, Kirkland; Councilmember Kathy Hougardy, Tukwila; Councilmember John Wright, Lake Forest Park; Deputy Mayor Kathleen Huckabay, Sammamish; Councilmember Ed Prince, Renton; Mayor Matt Larson, Snoqualmie (Alternate); Councilmember Hank Margeson, Redmond (Alternate); Councilmember Claude DaCorsi, Auburn (Alternate); Councilmember Bill Ramos, Issaquah (Alternate).

Discussion Item

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. Updates to Metro Transit's Strategic Plan and Service Guidelines were transmitted to the King County Council on December 15, 2015 incorporating recommendations from the Service Guidelines Task Force and the Access to Transit Study. At the January meeting, SCA staff will provide a high-level overview to the PIC on these proposed changes, with emphasis on priority issues to cities such as: geographic value, social equity, alternative services, transit access, and long-range planning efforts. SCA staff intends to return to the PIC for ongoing discussion and feedback to Regional Transit Committee members prior to formal adoption by the Committee, anticipated in April 2016.

Background

In 2011, the King County Council adopted the King County Metro Strategic Plan for Public Transportation 2011-2021 (“Strategic Plan”) and the King County Metro Service Guidelines (“Service Guidelines”) which are intended to set policy for, and guide implementation of, the Metro transit service network. The Strategic Plan and Service Guidelines were strongly influenced by recommendations from the 2010 Regional Transit Task Force (RTTF) calling for new policies on transparency, cost control, productivity, social equity, geographic value, and
sustainable funding. The Strategic Plan and Service Guidelines have seen several updates since their origination, most recently in 2013. The PIC was briefed about the Regional Transit Committee’s (RTC) responsibility for approving the proposed changes in 2013.

During 2015, the PIC was regularly briefed, and contributed substantive feedback, on the work of the 2015 Service Guidelines Task Force. Recommendations originating from the PIC and the Task Force have now been reflected in the 2015 updates to the Strategic Plan and the Service Guidelines. This high-level memo on the proposed updates provides a preview to PIC members in advance of introduction to the Regional Transit Committee (RTC). The Metro updates are considered a countywide policy or plan related to transit and, therefore, will have a mandatory referral to the RTC. SCA staff intends to return to the PIC for ongoing discussion and feedback to RTC members prior to formal adoption by the Committee, which is anticipated in April 2016.

King County Executive Dow Constantine and Metro transmitted an update to the Strategic Plan and Service Guidelines to the King County Council on December 15, 2015.

Proposed Changes
The proposed changes to the Strategic Plan and Service Guidelines are largely based on two major work processes in 2015:

1. The Service Guidelines Task Force (SGTF) was formed by the County Council after the 2014 major service reductions to analyze how transit service is evaluated and allocated – and whether the existing Service Guidelines strike the right balance to serve the county’s growing population. The Task Force developed consensus recommendations which were recently transmitted to the King County Council and the RTC, largely similar to the SCA-member priorities identified in the October 14, 2015 PIC memo. The following SCA members served on the SGTF, which convened from March through October 2015: Mayor Nancy Backus, Auburn; Mayor Fred Butler, Issaquah; Mayor Suzette Cooke, Kent; Deputy Mayor Chris Eggen, Shoreline; Mayor Jim Ferrell, Federal Way; Mayor Matt Larson, Snoqualmie; and Mayor John Marchione, Redmond.

2. The Access to Transit Study, an RTC identified work product, identified concerns about how access to transit is defined and measured. The Study was broken into two phases, with Phase II transmitted to the County Council on December 31, 2015. In addition to formal review by members of the RTC, City and SCA staff have served on a working group for the Study.

For purposes of the PIC, the proposed changes to the Strategic Plan and Service Guidelines have been summarized below. For additional detail, Metro has provided a summary and matrix of proposed changes to the Strategic Plan and Service Guidelines.

The King County Metro Strategic Plan for Public Transportation 2011-2021 (2015 Update) incorporates the following recommendations, primarily derived from the work of the SGTF and the Access to Transit Study:

- Revise strategies to support the expansion of Metro’s alternative services by developing an extensive range of services, serving new markets, and developing partnerships;
• Revise strategies to support improved mobility through the expansion of public-private partnerships, partnerships with private transportation operators, and partnerships that encourage transit options for low-income workers;
• Better characterization of how Metro will value park-and-rides and all types of access to transit;
• Modifications to address how Metro will facilitate convenient and safe access to transit by all modes;
• Change performance measures to better assess how well people can access transit, such as the addition of a mobility metric to assess how well connected centers are to the jobs and households across King County, and the time it takes to travel to/from households to centers;
• Reflect the greenhouse gas emissions reduction targets in the County’s Strategic Climate Action Plan; and
• Clearly describe what Metro does when revenue-backed service expires (such as Seattle’s recent voter-approved Community Mobility Contract) or a partner ends a partnership with Metro.

The King County Metro Service Guidelines (2015 Update) incorporates the recommendations of the SGTF and includes the following changes:

• Modifies the way Metro evaluates corridors to better reflect productivity, social equity, and geographic value;
• Changes the definition of “low income” used in setting target service levels from 100 percent to 200 percent of the federal poverty level, in line with Metro’s ORCA LIFT program;
• Establishes a minimum target service level (headway) of every 60 minutes for routes. If a route cannot support a 60 minute headway, it should be considered a candidate for alternative services;
• Provides greater protection for peak-only services in the event of major service reductions. Peak-only routes primarily operate between residential areas and employment centers in one direction during peak travel times;
• Modifies Metro’s service types to create a new service type category for Dial-a-Ride (DART) and Community Shuttle services and changes the names of the other categories to Urban and Suburban so that comparable services are measured against one another, unlike the current guidelines that have only two service types (Seattle core and Non-Seattle core);
• Expands the description of Metro’s planning and public engagement process and how the agency engages and works with the community;
• Expands the description of Alternative Services as a way to meet diverse needs;
• Expands the descriptions of how Metro will partner with communities and with private partners to build the best transit network possible;
• Expands the description of the different factors Metro considers when making service enhancements or investments, such as local and regional planning efforts, changes to the transportation network, operational considerations, productivity, geographic value, and social equity impacts; and
• Gives more consideration to the relative impacts in all parts of the county when making service reductions.

In summation, the proposed changes are intended to place greater emphasis on social equity and geographic value in Metro’s service analysis, expand the definition and role of the Alternative Services Program, and place more emphasis on how people access the Metro transit system.

Next Steps
The SCA Caucus of the RTC is planning a January 14, 2016 workshop to review Metro’s current Strategic Plan and Service Guidelines and begin to assess the proposed changes bulleted above. The RTC will begin to discuss the 2015 Service Guidelines and Strategic Plan update at their first meeting of the year on January 20, 2016. The RTC has 120 days to submit amendments and approve the updated Service Plan and Service Guidelines, with final action anticipated at the April 2016 meeting. The committee may request additional time for review, if needed. King County’s Transportation, Economy and Environment (TrEE) Committee and the full Council will follow with formal review and final approval of the Strategic Plan and Service Guidelines.

Also in 2016, Metro is expected to transmit a long-range plan to the King County Council for consideration and adoption. The Long Range Plan is a significant work output identified in Strategy 6.1.2 of Metro’s Strategic Plan to “establish and maintain a long-range transit service and capital plan developed in collaboration with local comprehensive and regional long-range transportation planning.” The Plan establishes a future transit network and capital elements that Metro will work toward completing by 2040. It will include new transit corridors and connections between centers to meet growing demand. The network will include fixed-route bus service, as well as a variety of Alternative Services products and ADA Paratransit.

It is Metro’s intent to align the network identified in the Long Range Plan with the current and future updates to the Service Guidelines. As a result, the Plan will reflect the productivity, social equity, and geographic value principles defined in the Strategic Plan and Service Guidelines. Metro anticipates that the Service Guidelines will remain the tool for evaluating the current transit network, while the long-range plan will be the tool for implementing new service and investing in the transit network as King County grows.

PIC members may recall that SCA adopted a policy position in 2013 supporting the development of a King County Long Range Plan that incorporated transit service needs identified in city comprehensive plans. Strategy 6.1.2 specifically states that development of the Long Range Plan “shall be based on the principle that jurisdiction comprehensive and transportation plans inform the long-range plan and the long-range plan informs jurisdiction comprehensive and transportation plans.” The plan shall also take into consideration the Puget Sound Regional Council’s economic, growth management, and transportation plans.
**Item 8:**
Best Starts for Kids

**UPDATE**

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

**SCA Appointees to Proposed Children and Youth Advisory Board**
SCA Vice President and Auburn Mayor Nancy Backus; Lake Forest Park Councilmember Hilda Thompson

**Update**

King County voters approved the $392.3 million Best Starts for Kids (BSK) property tax levy in November 2015 to fund prevention-oriented strategies for children and youth, families, and communities across the county. In response to the original levy ordinance, the King County Executive has transmitted to the King County Council proposals for the oversight and implementation planning for the BSK levy. These plans include the formation of a new Children and Youth Advisory Board, on which SCA would have two member seats. This Advisory Board, together with the existing Communities of Opportunity Interim Governance Group, would be charged with collaborating with the Executive to develop a BSK implementation plan by June 1, 2016 for Council approval. In advance of the creation of the implementation plan, the King County Council has already authorized additional funding and staff to assist with BSK planning efforts and health services. SCA staff will continue to monitor the implementation of BSK and will provide updates to the PIC.

**Background**

On November 3, 2015, King County voters approved Best Starts for Kids (BSK), a six-year $392.3 million 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, $19 million will be set aside to fund a Youth and Family Homelessness Prevention Initiative. Funds necessary to pay for election costs related to the levy will also be set aside. 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 “Communities of Opportunity”; and 5 percent for data and evaluation.

Previously, in May, June, and July 2015, the Public Issues Committee (PIC) was briefed on the then proposed levy and, in July 2015, the PIC and SCA Board of Directors each voted unanimously to urge the King County Council to place the BSK levy proposal on the November ballot. In September 2015, the PIC received an update on the then still-proposed BSK levy centering on King County Council’s 8-1 decision to indeed place the BSK levy on the November 3, 2015 ballot.
BSK Oversight

Children and Youth Advisory Board

As required by King County Ordinance 18088, the King County Executive transmitted a plan for BSK oversight to the King County Council on December 1, 2015. The Executive proposes a 40-member Children and Youth Advisory Board to 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. The Children and Youth Advisory 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 SCA Board of Directors has appointed SCA Vice President and Auburn Mayor Nancy Backus and Lake Forest Park Councilmember Hilda Thompson to fill the two member seats the Executive is recommending SCA receive. The full list of the Executive’s proposed Children and Youth Advisory Board appointees, with the exception of the SCA appointees and three youth representatives who had not yet been selected at the time of transmittal to the Council, are contained as Attachment A, Proposed Children and Youth Advisory Board Appointees. Members must be confirmed by the King County Council. The Executive’s proposed Ordinance 2015-0522, which would create the Children and Youth Advisory Board, was heard by the King County Council Health, Housing, and Human Services Committee on December 15, 2015 and is expected to move to full council consideration on January 11, 2016.

Additional Advisory Role for City Elected Officials

In recognition of the large number of interested and highly qualified candidates who applied to SCA for the Children and Youth Advisory Board, SCA staff have been in communication with the Executive’s Office about the concept of forming another advisory body of local elected officials to provide input into BSK levy programming. These discussions are still in the early stages, but SCA staff will provide members with updates as they develop.

Communities of Opportunity Interim Governance Group

Communities of Opportunity (COO) is a place-based initiative focused on supporting King County neighborhoods in ways that improve the health and well-being of residents. COO has operated since March 2014 in partnership with the Seattle Foundation, which has invested $2,045,000 in the COO initiative to date and has committed an additional $1.5 million in future funding. COO has also received technical assistance and funding from Living Cities, a New York- and Washington, D.C.-based coalition of 21 large foundations and financial institutions. COO has operated under the leadership of a 14-member Interim Governance Group, of which SCA Executive Director Deanna Dawson is a member. The full Interim Governance Group membership is as follows:

- Michael Brown, The Seattle Foundation (TSF)
- Deanna Dawson, Sound Cities Association
- David Fleming, PATH
- Hilary Franz, Futurewise
- Patty Hayes, Public Health-Seattle & King County (PHSKC)
- Betsy Jones, Executive’s Office, King County
• Paola Maranan, The Children’s Alliance
• Gordon McHenry, Jr, Solid Ground
• Jeff Natter, Pacific Hospital PDA
• Adrienne Quinn, King County Department of Community and Human Services (DCHS)
• Michael Woo, community representative
• Tony To, HomeSight
• Adam Taylor, Global to Local
• Sili Savusa, White Center Community Development Association

The Executive is proposing that the Interim Governance Group develop a proposal, by April 1, 2016, for a permanent governance group to oversee levy proceeds dedicated to COO. The Executive’s proposed ordinance 2015-0521 was still under consideration in the Health, Housing and Human Services Committee as of late December and was expected to move to full Council consideration in early 2016.

BSK Implementation

Youth and Family Homelessness Prevention Implementation Plan
An implementation plan related to the levy’s $19 million first year set aside for a Youth and Family Homelessness Prevention Initiative is due to the King County Council by March 1, 2016 under King County Council Ordinance 18088. While the Children and Youth Advisory Board has not yet been officially created by the Council and members have yet to be appointed and confirmed, Ordinance 18088 directs the Executive to collaborate with that body to the extent possible in the creation of this implementation plan.

General BSK Implementation Plan
The Executive is also charged with developing an implementation plan identifying strategies to be funded and outcomes to be achieved with the use of the balance of the levy proceeds under King County Council Ordinance 18088. This implementation plan must be developed in collaboration with the Children and Youth Advisory Board as well as the Communities of Opportunity Interim Governance Group and is to be transmitted to the King County Council by June 1, 2016.

BSK Fund and Initial Appropriations
In December 2015, the King County Council passed Ordinances 18203 and 18207, creating a BSK Fund and making appropriations for the implementation of BSK respectively. Specifically, ordinance 18207 appropriates $5.08 million to the Department of Community and Human Services (DCHS), which will manage the BSK fund and will be responsible for making transfers to other agencies. The appropriation ordinance also authorizes eight FTE for DCHS and 11.45 FTE for the Department of Public Health.

The total $5.08 million appropriation includes $1.52 million for staff to initiate planning for levy activities across DCHS and Public Health, including work toward developing the implementation plans discussed above. The levy ordinance which put BSK before voters, Ordinance 18088, authorizes up to $2 million for planning purposes prior to approval of the BSK implementation plans.
The $5.08 million appropriation also includes $3.49 million for health services labor costs for DCHS and Public Health. Ordinance 18088 also provided an exception authorizing expenditures for health services prior to approval of implementation plans. The health services being funded include positions with the Nurse Family Partnership and Health Educator programs, a new medical officer for children, youth, and families, a finance accountant to work with public health clinics, and funding to rescind a step/merit freeze increase for public health staff. The freeze was previously negotiated under the agreement that it would be rescinded in 2016 if a stable funding source, such as BSK, could be identified.

Next Steps
The King County Council is expected to act in January or early 2016 on legislation formally creating the Children and Youth Advisory Board, confirming members to the Advisory Board, and approving the Executive’s plan for COO levy proceeds oversight. SCA staff will monitor this legislation and continue to work with the Executive’s office to examine possible roles for city elected officials to provide additional input into the implementation of the BSK levy. Further into 2016, SCA staff will work with the SCA members of the newly forming Children and Youth Advisory Board to provide city input into the BSK implementation plans being developed and will bring updates back to the PIC.

Attachments
A. Proposed Children and Youth Advisory Board Appointees
### Proposed Children and Youth Advisory Board Appointees as transmitted 12/1/2015

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Geographic Area</th>
<th>Ages</th>
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<tbody>
<tr>
<td>Ben Danielson, MD, Director</td>
<td>Odessa Brown Children's Clinic, Children's Medical Center</td>
<td>Central/South</td>
<td>0-18</td>
</tr>
<tr>
<td>Terry Pottmeyer, Executive Director</td>
<td>Friends of Youth</td>
<td>Eastside</td>
<td>12-18</td>
</tr>
<tr>
<td>Margaret Spearmon, Assistant Dean</td>
<td>UW School of Social Work, Communities in Action</td>
<td>South Seattle</td>
<td>0-24</td>
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<tr>
<td>Hye-Kyung Kang, Director of MSW Program</td>
<td>Seattle University School of Social Work</td>
<td>Regional</td>
<td>12-18</td>
</tr>
<tr>
<td>Barbara Langdon, Executive Director</td>
<td>Livewire</td>
<td>Regional</td>
<td>0-24</td>
</tr>
<tr>
<td>Rochelle Clayton Strunk, Director of Education Programs</td>
<td>Encompass</td>
<td>Rural Northeast</td>
<td>0-18</td>
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<tr>
<td>Brian Saelens, PhD, Researcher, health psychologist, professor</td>
<td>Seattle Children’s Center for Child Health, Behavior and Environment; UW School of Medicine, Pediatrics</td>
<td>Regional</td>
<td>0-18</td>
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<tr>
<td>Mary Jean Ryan, <em>Executive Director</em></td>
<td>Community Center for Education and Results</td>
<td>South King</td>
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</tr>
<tr>
<td>Janis Avery, <em>CEO</em></td>
<td>Treehouse</td>
<td>County</td>
<td>0-18</td>
</tr>
<tr>
<td>Katie Hong, <em>Director - Youth Homelessness</em></td>
<td>Raikes Foundation</td>
<td>County</td>
<td>12-24</td>
</tr>
<tr>
<td>Shomari Jones, <em>Leader of Graduation Support</em></td>
<td>Bellevue School District</td>
<td>Eastside</td>
<td>5-18</td>
</tr>
<tr>
<td>Calvin Lyons, <em>CEO</em></td>
<td>Boys &amp; Girls Clubs of King County</td>
<td>County</td>
<td>0-18</td>
</tr>
<tr>
<td>Abigail Echo-Hawk, <em>Co-Director</em></td>
<td>WSU, Partnerships for Native Health</td>
<td>Regional</td>
<td>0-24</td>
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</table>
## Proposed Children and Youth Advisory Board Appointees as transmitted 12/1/2015

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<th>Name</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Trise Moore, <em>Director Family &amp; Community Partnerships</em></td>
<td>Federal Way School District</td>
<td>South County</td>
<td>5-18</td>
</tr>
<tr>
<td>Roxanna Norouzi, <em>Director of Education &amp; Integration Policy</em></td>
<td>OneAmerica</td>
<td>Regional</td>
<td>0-24</td>
</tr>
<tr>
<td>Janet Levenger, <em>Consultant, Board Member</em></td>
<td>founder of Eastside Pathways</td>
<td>Eastside</td>
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<tr>
<td>Nancy Woodland, <em>Executive Director</em></td>
<td>Westside Baby</td>
<td>South County</td>
<td>0-5</td>
</tr>
<tr>
<td>Zam Zam Mohammed, <em>Executive Director</em></td>
<td>Voices for Tomorrow</td>
<td>South King (SW)</td>
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<tr>
<td>Enrica Hampton, <em>Early Learning Manager</em></td>
<td>Kindering</td>
<td>Eastside</td>
<td>0-5</td>
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<tr>
<td>Ed Marcuse, MD, <em>Pediatrician, Professor Emeritus</em></td>
<td>Retired, Children's Hospital; Professor Emeritus, Pediatrics, U of W</td>
<td>Regional</td>
<td>0-18</td>
</tr>
<tr>
<td>Name</td>
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<tr>
<td>Diane Oaks, Deputy Director</td>
<td>Washington Dental Health Foundation</td>
<td>Regional</td>
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<tr>
<td>Janet Cay, ARNP, Associate Medical Director</td>
<td>Neighborcare Health</td>
<td>County</td>
<td>0-24</td>
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<tr>
<td>Gary Pollock, Chief Development Officer</td>
<td>Children's Therapy Center</td>
<td>South</td>
<td>0-18</td>
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<tr>
<td>Leslie Dozono, Owner/Principal</td>
<td>Elty Consulting</td>
<td>Regional</td>
<td>0-24</td>
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<tr>
<td>Karen Hart, President</td>
<td>SEU 925</td>
<td>Regional</td>
<td>0-5</td>
</tr>
<tr>
<td>Sarah Roseberry Lyle, Director of Outreach and Education</td>
<td>ILABS</td>
<td>Regional</td>
<td>0-5</td>
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<tr>
<td>Calvin Watts, Superintendent of School</td>
<td>Kent School District</td>
<td>South County</td>
<td>5-18</td>
</tr>
<tr>
<td>Brenda McGhee, Transition Specialist</td>
<td>Interagency, Seattle Public Schools</td>
<td>Seattle</td>
<td>0-18</td>
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<tr>
<td>Laurie Lippold, Director of Public Policy</td>
<td>Partners for our Children</td>
<td>North</td>
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<tr>
<td>Mark Pursley, Executive Director</td>
<td>Greater Maple Valley Community Center</td>
<td>Southeast County</td>
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<tr>
<td>Debbie Carlson, Executive Director</td>
<td>Allyship</td>
<td>Seattle</td>
<td>12-24</td>
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<tr>
<td>Markee Rieux, Child Advocate</td>
<td>YWCA Village, Issaquah</td>
<td>Eastside</td>
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<tr>
<td>Casey Osborn-Hinman, Regional Manager – Mobilization</td>
<td>Save the Children Action Network</td>
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<tr>
<td>Terry Smith, Assistant Director</td>
<td>Bellevue Parks and Community Services Dept</td>
<td>Eastside</td>
<td>10-18</td>
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<tr>
<td>Catherine Lester, Director</td>
<td>Human Services Department</td>
<td>Seattle</td>
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SCA slot - pending
Youth Slot - pending
Youth Slot - pending
Youth Slot - pending

Attachment A to the January 13, 2016 PIC Agenda Item 8

January 13, 2016
Item 8: Best Starts for Kids
Page 39 of 128
Item 9:
SCA Member Cities 2016 State Legislative Agendas

DISCUSSION

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

Discussion
At a recent caucus meeting, 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. Once the regular 60-day Legislative Session begins, SCA staff will update PIC members on issues before the 2016 Legislature as they relate to issues of importance to cities. The 2016 Legislative Session convenes on January 11, 2016, and is scheduled to adjourn March 10, 2016.

Background
Cities such as Auburn, Burien, Covington, Des Moines, Issaquah, Kenmore, Kent, Kirkland, Lake Forest Park, Mercer Island, Renton, SeaTac, Shoreline, Redmond, and Woodinville have adopted 2016 legislative agendas, and have shared them with SCA. Several additional cities have submitted priority issues for SCA’s inclusion into this packet. The cities’ legislative agendas can be found in Attachment A. SCA will continue collecting additional city legislative agendas, which can be provided upon request.

Based on SCA staff review, the following list of common issues identified by a majority of cities in the legislative agendas submitted:

- **Property Tax Cap**: support legislation to raise the 1% property tax revenue limit.
- **Public Records**: support efforts to strengthen the Public Records Act in a way that provides additional tools to resolve conflicts outside of the courtroom, the authority to charge a reasonable fee for electronic and commercial requests, and address the impact changing technology has on public records.
- **Homelessness, Affordable Housing & Mental Health**: support legislative initiatives to provide state funding for mental health services, resources to respond to homelessness, and tools to help jurisdictions expand the number of affordable housing units.
- **Infrastructure Funding**: support state-level funding and create a reliable funding source to help fund critical and basic water, sewer, stormwater, and transportation infrastructure investments in local communities.

Additional issues that were shared 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.

These issues are, in large part, consistent with the 2016 City Priorities (Attachment B) identified by the Association of Washington Cities (AWC). PIC members are encouraged to attend AWC City Action Days on January 27-28, 2016 at the Olympia Red Lion Hotel.

- **Wednesday, January 27** – Learn about legislative issues including sessions on homelessness, affordable housing and human services; strengthening the Public Records Act; and tools for emergency response.
- **Thursday, January 28** – Meet with your legislators and hear directly from state leaders about their views on city issues. A panel conversation will discuss what can and can’t get accomplished in the 60-day session and discuss ideas to create reliable infrastructure assistance accounts.

As a reminder, King County’s 2016 adopted State Legislative Agenda (Attachment C) and Statement of State Policy (Attachment D) were included as an informational item in the December 2015 PIC packet.

**Attachments**

- **A. Cities’ Legislative Agendas** (as of 1-6-2016)
- **B. Association of Washington Cities 2016 City Legislative Priorities**
- **C. King County’s 2016 Legislative Agenda** (dated 11-18-2015)
- **D. King County’s 2016 Statement of State Policy**
## STATE PRIORITIES

### Model Toxics Control Act (MTCA)

The MTCA Fund has been a key tool for cities around the state to fund the cleanup of contaminated properties. Without MTCA funding most of these properties would remain contaminated and vacant. With the recent economic downturn, many of those MTCA dollars have been rerouted to fund operations and shore up the general fund. **The City of Auburn would like to see a greater effort made to protect these dollars for capital projects** so more cities can have the opportunity to undertake such vital efforts to restore contaminated properties for further use and economic development.

### Storm Water and Flood Control Infrastructure Funding

**The City supports efforts at the state level to provide infrastructure funding for water supply, storm water, flood control and other water projects through the capital budget.** It will continue to monitor developing proposals such as the Washington Waters Act which would establish additional state level funding and programs to address water infrastructure issues including both storm water and flood protection.

### Public Records

Auburn supports 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 like Auburn 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.**

### Extending the Benefit of SB 5761

Last year SB 5761 was passed by the Legislature in the final session. The bill provides a very select number of cities the ability to not collect property tax on new industrial/manufacturing development as an economic development tool. Auburn, like most cities may not have much open land that is zoned for industrial use, but the City does have a number of vacant properties zoned industrial with existing structures. It would be a huge help to the City if there was an option to use this tool to attract entities that plan to rehabilitate or reconstruct industrial properties.

### Levy Lid Lift

I-747 limits tax revenue growth to 1% annually. Historically, many taxing district expenses have increased by a much higher number. This leaves entities like the Fire Department in a position to have to secure funding for basic operations to maintain the current service level. Although the City of Auburn does not support generous taxation policies, there is a need to be able to tax at a higher rate than 1% without having to go to the ballot every time. **The City would ask the Legislature to look at the 1% threshold and determine if it is in fact sufficient to keep up with increasing expenses.**

### Homelessness and Mental Health

The State of Washington ranks 48th out of 50 states when looking at the prevalence of mental health compared to access to care. Pierce County ranks as one of the worst counties in the nation for behavioral health access. Emergency Departments are overcrowded because people have nowhere else to turn in a mental health crisis. Military veterans live on the streets with untreated post-traumatic stress disorder. Police and first responders devote time and resources to address behavioral health problems that threaten public safety. The mentally ill are lost in the jail and justice systems where they do not belong. It is clear that Pierce County and South King need a better way to serve our homeless and mentally ill populations. **The City would ask that the Legislature continue to support the construction of a mental hospital through the partnership of MultiCare and Franciscan and that more dollars are made available to shelter and reintegrate our homeless citizens.**
### FEDERAL AGENDA

#### Close the Online Sales Tax Loophole

The City supports legislation that would close the online tax loophole and legislation to level the playing field between brick and mortar community businesses and online retailers. This would allow state and local governments to enforce their existing sales tax laws regardless of whether a purchase is made in a store, online or through a catalog retailer. Collecting owed sales taxes means more money for basic services, such as roads and police officers, without increasing the overall federal deficit.

#### Protect Municipal Bonds

Protect the federal income tax exemption provided to interest paid on state and municipal bonds. This exemption has been in place since the federal income tax was instituted in 1913, and is the primary financing mechanism for state and local infrastructure projects. Local governments save an average of 25 percent to 30 percent on interest costs with tax-exempt municipal bonds as compared to taxable bonds.

#### Invest in Local Transportation Priorities

The City supports a strong partnership with the federal government and encourages Congress to fund transportation programs that provide resources for investments in local infrastructure and transit programs to ensure everyone in our communities has access to education, training and employment.

*NOTE: With the congressional passage of a long term transportation bill Auburn will look for opportunities on oil train safety and freight mobility.*

#### Mental Health

The City supports legislation that improves access to mental health care, including legislation that provides additional funding for mental health services. It is critical that Federal, State, Local and private sources partner to increase capacity for those that need to be in a facility as well as create robust outpatient services to ensure our vulnerable population is monitored and cared for.

With the state activity, we will also want to watch the mental health legislation that is moving through DC as well. Senator Cantwell has recently put an amendment forth that would add additional funding for some states to provide O&M funds for critical mental health services. This will be a hot topic for our area legislators both on the state and federal levels in the near future.

Legislation that provides additional Medicaid funding for mental health beds is moving through the House and is expected to be considered in the Senate early next year by the Senate HELP Committee which Senator Murray is ranking member.

#### Veterans Affairs Funding

The City is committed to supporting our nation’s veterans and will continue to advocate on behalf of programs that provide employment, health and housing services to veterans.

#### Federal Funding

Auburn will continue to advocate on behalf of federal funding that allows the City to serve its citizens and provide services to those in need, provide for the public’s safety and maintain its transportation infrastructure. Those programs include the Community Development Block Grant, Byrne Grant funding through the Department of Justice, and Airport Improvement Funds among others.

#### City and Federal Partnership

The City will continue to actively work to maintain the strong work partnership and presence of the General Services Administration and Social Security Administration.
Katie,

Per the email from Deanna Dawson (below), Mayor Leider has the following four suggested items:

1) Unfunded mandates: specifically stormwater management.
2) Bureaucracy: the recent Shoreline Master Program updates and Comp Plan updates were laborious and costly to complete (where they didn’t need to be) easily outstripping the state grant funding provided to cover the associated costs. The state agencies handling reviews of these updates were, at times, adversarial toward suggestions from the Town for alternative ways of satisfying the statutory requirements.
3) Unfettered Public Records Requests: the recent global records request sent to all cities in King County (and possibly Washington State) is a perfect example.
4) The State Auditor’s Office decision to provide their adverse opinion on the audits of cities utilizing cash-basis accounting (as allowed by Washington state statute), despite having no findings of financial problems in the cities’ accounting practices, financial records, or financial reports.

Please let me know if you have questions about any of these. Thank you for the opportunity to offer these topics for consideration!

Sue Ann Spens, Clerk-Treasurer
Town of Beaux Arts Village
10550 SE 27th Street
Beaux Arts, WA 98004

ph: 425.454.8580

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Dear SCA Members-

At a recent caucus meeting, 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. To that end, we are requesting that you share your city’s adopted 2016 legislative agenda with us. We will in turn include these legislative agendas in the January Public Issues Committee (PIC) materials, and discuss areas of common ground at the January 13, 2016 PIC meeting.

Please send your city’s 2016 legislative agenda to Katie@soundcities.org no later than 10 AM on Monday, January 4, 2016 in order to have your city’s legislative agenda included in the PIC materials.

If you have any questions, please contact SCA Senior Policy Analyst Katie Kuciemba at Katie@soundcities.org, or at 206.495.5294.

Thanks,
Deanna

Deanna Dawson
Executive Director, Sound Cities Association
(206) 433-7170 (direct)
(206) 495-3265 (cell)
www.SoundCities.org
This agenda guides our work with regional, state and federal legislative bodies and agencies.

Regional Priority

Connect Burien via Light Rail Transit to Sea-Tac Airport and West Seattle

Build and support a coalition of elected officials and local voices to advocate for LRT connection in the Sound Transit 3 package presented to voters in November 2016.

State Legislative Priorities

1. **Accelerate Funding for the SR 518 Interchange Project**
   Pursue shifting the full funding to the 2015-17 biennium. The SR 518 interchange project connects a planned 160-acre NERA development site to key transportation corridors. Accelerating the project funding enables Burien to serve commercial development opportunities and create up to 2,000 new jobs.

2. **Capital Project Funding for Moshier Sports Field**
   Pursue $2 million to convert existing grass sports fields into year-round, multi-purpose artificial turf fields that support baseball, football and soccer. This builds on stormwater system design funding already approved and would increase field use from 4,000 hours to 10,000 hours per year.

3. **Human Services and Homelessness Funding**
   Continue to support legislative initiatives to provide state funding for mental health services, addiction services, and resources to respond to homelessness.

4. **Public Defense Costs**
   Continue to support city efforts to provide a state revenue stream for additional city public defense costs as a result of the State Supreme Court’s mandated caseload rule for public defenders.

5. **Public Records Cost Recovery**
   Continue to support legislation to help provide cost recovery for local agencies in the growing area of electronic records requests, and for public records that are clearly for a commercial purpose.
6. **Minimum Wage**  
Support Legislation to Address the State Minimum Wage

7. **Public School Funding**  
Support full funding for a comprehensive basic education program, and complementary school construction program, to meet the needs of Highline School District students.

8. **Move to Renewable Energy from Coal**  
Support efforts to accelerate Puget Sound Energy’s complete transition from coal to clean renewable energy by 2025 while providing certainty to rate payers on timing and cost. Legislation authorizing increased ownership of Colstrip should include provisions to minimize ratepayer liabilities and accelerate GHG emissions reductions.

9. **Solar Energy**  
Support facilitating greater access to rooftop residential and community solar installations by modifying the Renewable Energy System Cost Recovery program to provide greater certainty about financial return for current solar investors while extending the timeframe for solar incentives to encourage future installations.

**Federal Priorities**

1. **MAP-21 Reauthorization / Support TIGER CUBS**  
Monitor the Congressional reauthorization of MAP-21, the federal six-year transportation revenue package; support the inclusion of the TIGER CUBS legislation that creates federal transportation grants to mid-sized cities; work to include an amendment to the TIGER CUBS legislation changing the upper city population threshold to 60,000 from 50,000.

2. **FAA Reauthorization**  
Monitor the Congressional reauthorization of the Federal Aviation Administration (FAA) with attention to land use issues.

3. **Identify and Advocate for New Program Opportunities**  
Identify and advocate for federal policy or funding programs that benefit the City of Burien. Seek opportunities similar to the FAA Pilot Program.

4. **Noise/Airport**  
With other partners, support bills that will address reducing aircraft noise and emissions around airports.

5. **Minimum Wage**  
Advocate to raise the Federal minimum wage.
The City of Covington will work with a coalition of cities to seek clarification from the legislature on a funding solution for sister city activities. Current law prevents cities from spending public funds on hosting sister cities or the giving of relevant gifts to visiting dignitaries.

Transportation Funding
The City of Covington is thankful for the approval of the Connecting Washington funding package, and the allocation of funds for widening SR 516 between Jenkins Creek and 185th and the Covington Connector. The City will monitor the implementation of the Connecting Washington package to ensure timely and efficient delivery of both of these projects. Additionally, the City of Covington:

- Supports moving the funding allocations to the Covington Connector to start construction sooner and will work with community interests to advance this request in the 2016 legislative session.
- Will collaboratively work with Maple Valley and Black Diamond to continue lobbying for the widening of SR 516 from 185th to Four Corners.

Cost Savings
The City of Covington will work with the Association of Washington Cities to advance legislation that brings cost savings to the city, including public records reform. The city will also explore legislation that allows public meeting recordings to serve as official, certified minutes of the public meeting.

Sister City Expenses
The City of Covington will work with a coalition of cities to seek clarification from the legislature on a funding solution for sister city activities. Current law prevents cities from spending public funds on hosting sister cities or the giving of relevant gifts to visiting dignitaries.

Higher Education Needs Assessment
City of Covington respectfully requests funding for the Washington Student Achievement Council to complete higher education needs assessment in Covington. The City of Covington has great interest in expanding higher education opportunities in southeast King County. While King County has an impressively high percentage (46%) of residents who have attained higher education degrees, Covington and the southeast King County is much lower – only 23% of residents have attained a bachelor’s degree. A higher education needs assessment is the first step to bring higher education to the Covington community.
City of Des Moines
2016 Intergovernmental Policies and Positions

A. State of Washington Intergovernmental Positions

1. The City supports investigations into whether or not Streamlined Sales Taxes are being properly collected and remitted to cities into which purchased items are delivered.

2. Des Moines supports added state funding to meet local and regional transportation maintenance and capacity needs and supports providing cities and counties additional councilmanic revenue authority to fund local transportation needs.

3. The City supports a state law changing the City’s aquatic land lease to much less as the Marina provides access to the water through the fishing pier and the breakwater protects the base of the pier as well as the boat moorage.

4. The City supports restoring state-shared liquor revenues to 2011 levels.

5. The City supports legislative review of the Growth Management Act in an effort to restore local control.

6. Des Moines supports legislation that treats City leases of DNR aquatic lands equal to Port leases and opposes legislation that increases the City’s current lease rate.

7. Des Moines supports Association of Washington Cities’ (AWC) position that the State of Washington should fund and clarify new city responsibilities from the recent changes to laws regarding and taxation of marijuana.

8. Des Moines supports restoration of and additional funding for the planning acquisition, restoration and development of recreational and boating facilities and wildlife habitat.

9. The City opposes legislation which reduces the authority of cities to assume special purpose districts.

10. The City supports additional state funding for local criminal justice needs and training.

11. The City supports proposals that will help cities manage public records requests.

12. The City supports the restoration of historic levels of Public Works Trust Fund and Transportation Improvement Board funds and re-authorization of funding for the Community Economic Revitalization Board (CERB) and the
Local Infrastructure Financing Tool (LIFT) program for local government infrastructure projects.

13. The City supports tort reform that reduces municipal liability and exposures.

14. The City opposes legislation that preempts local zoning control, including siting of essential public facilities for mental health services, addiction services, and resources to respond to homelessness.

15. The City opposes personnel and labor relations legislation which diminishes its management rights or mandates additional unfunded programs and benefits. (This policy also applies at the federal level.) Des Moines supports legislation providing civil immunity from reference checks.

16. The City supports legislation which would abolish the 1889-1890 right-of-way vacation by operation of law statutes.

17. The City supports legislation that requires either sponsors of essential public facilities or jurisdictions in which EPF’s are located to fully mitigate environmental, social, and economic impacts of the EPF in neighboring impacted jurisdictions.

18. The City opposes legislation that would reduce municipal control over city streets and rights-of-way.

19. The City supports legislation to elect Port commissioners by district.

20. The City opposes mandatory requirements for affordable housing, housing growth, and residential density targets.

21. The City supports legislation clarifying the right of cities to exercise use and zoning powers with respect to gambling activities, including the power to adopt moratoria, interim zoning controls, and prohibit gambling activities.

22. The City supports legislation to increase the local share of municipal court fines and forfeits.

23. The City supports legislation to allocate any surplus LEOFF I pension funds to local government to assist in meeting LEOFF I medical and long term care obligations.

24. The City supports legislation establishing a state process for siting an additional major airport at a location at least 15 miles from SeaTac International Airport and other essential public facilities of a regional nature.

25. The City supports legislation returning to Des Moines at no cost and with no conditions any portions of the SR-509 right-of-way south of South 216th Street not used for traffic improvements.
26. The City supports legislation and legal appeals that overrule Washington Utilities and Transportation Commission decisions regarding city rights-of-way and Puget Sound Energy. Cities should not be required to purchase private easements for utilities and rules regarding utility relocates and undergrounding should be re-enacted.

27. The City supports retention of full local authority to operate municipal courts. Additionally, the City supports the position that cities may contract with another city to provide municipal court services and opposes legislation that would erode or eliminate this ability.

28. The City supports flexible use of Real Estate Excise Taxes.

29. The City opposes any legislation which directly or indirectly aids in the expansion of Sea-Tac International Airport or the lengthening of any of its runways. (This policy also applies at regional and federal levels.)

30. The City supports State tax policies that assist cities in meeting infrastructure needs for new development in airport noise impacted areas.

31. The City supports amendments to binding interest arbitration criteria that require arbitrators to have a minimum level of experience and training, particularly in public finances, and allows arbitrators to consider a city’s ability to pay when making arbitration rulings.

32. The City opposes the State’s proposal to streamline the collection of B&O taxes and issuance of business licenses unless the new processes are revenue neutral to cities.

33. The City supports legislation that creates a true tax increment financing mechanism.

34. Des Moines supports full state funding for Shoreline Management Plan updates.

35. Des Moines supports continued implementation of court mandated K-12 funding reforms to provide adequate and equitable educational opportunities that prepare all students for college, career, and citizenship, support the unique demographic needs of Southwest King County and the state’s long-term economic vitality, and do so without negatively impacting existing funding levels for higher education or health and human services programs.

36. The City supports addressing community college budget funding shortfalls created by tuition reductions and partially funded salary increases.

37. The City supports legislation that allows all cities to impose a moorage fee and not incur any liability.
B. Federal Intergovernmental Positions

1. Des Moines supports passage of the Maritime Goods Movement Act (S. 1509) to keep the Ports of Seattle and Tacoma competitive with west coast Canadian ports and east coast U.S ports by changing how the Harbor Maintenance Tax is assessed and what projects/activities it funds.

2. Airport – The City supports expansion of the noise mitigation program to provide insulation to all buildings within the noise contours that trigger such action for single-family homes. The City supports construction of a Ground Run-up Enclosure but only if the hours ground run-ups are allowed are not expanded. See Policy A.30.


4. The City supports continued Community Development Block Grant funding.

5. The City opposes legislation that nationalizes cable television and telecommunications franchising, reduces or eliminates cities’ ability to manage their rights-of-way, or reduces or eliminates cities’ ability to impose franchise fees and utility taxes.

6. The City supports increasing federal funding of emergency preparedness for local first responders.

7. Des Moines supports declassifying marijuana as a schedule I drug, as defined by the Controlled Substances Act.

C. Metropolitan King County Intergovernmental Positions

1. The City supports continued King County funding of regional human service needs from current or future county revenues. Des Moines should remain a provider of local human services.

2. Any King County budget or service reductions should treat residents of incorporated and unincorporated areas equally.

3. King County Metro should provide the following transit services to Des Moines residents.
   a. Existing routes.
   b. Metro should restore service lost to cutbacks since 2000.
c. Enhance and increase east-west connections for Des Moines residents to transit service provided on Pacific Highway South, and with proposed service by Sound Transit.
d. Provide service to the Woodmont and Redondo areas of Des Moines to include the future 272nd Street Sound Transit Station at I-5.
e. Provide Dial-a-Ride service to the citizens of Des Moines.
f. Continue to fund the Access transit program.
g. Continue to fund the Senior Services Des Moines/Normandy Park Shuttle.
h. Provide service from the Des Moines Creek Business Park to the Angle Lake Light Rail Station.

4. If the Legislature authorizes King County Metro to councilmanically enact a revenue stream to fund transit, the Metro should restore and enhance services in Des Moines

5. The City supports development of the Lake to Sound Trail System in south King County.

6. The City will participate in the WRIA9 water quality improvement process. Any changes in or new sources of revenue from Des Moines residents to support projects should be subject to City Council review and authorization.

7. The City of Des Moines supports other suburban cities in their negotiations to have King County fund infrastructure improvements in unincorporated areas prior to annexation. New unincorporated developments should provide urban level improvements such as adequate right-of-way, curb, gutter, underground utilities, etc.

8. King County should respect previous agreements regarding regional governance.

D. **Interjurisdictional and Regional Intergovernmental Positions**

1. The City supports a phased approach to the extension of SR-509 and Legislative efforts ensuring the full funding and timely completion of the project. Phase I should guarantee completion of the route from I-5 to SR509 and include the following features: the I-5 collector/distributor lanes, a grade-separated interchange at South 200th Street, the planned South Access with interchange to SeaTac International Airport and provisions for 24th/28th Avenues to continue uninterrupted beneath or over SR-509.

2. The City supports a light rail alignment on the State Route 509 alignment and the west margin of Interstate 5 as the light rail corridor through Pacific Ridge.
3. Des Moines supports clear, transparent, planning efforts on the part of Sound Transit that create positive, cooperative relationships and result in all stakeholders having in depth knowledge of all potential Sound Transit plans, studies, and projects such that they can provide Sound Transit with timely and thoughtful input.

4. The City supports completion of the higher speed south access route from the SR-509 extension to the south end of the airport, to be funded by the Port of Seattle.

5. Des Moines supports the development and implementation of a comprehensive regional and state Emergency Management, Response, and Communication System.

6. The City supports the construction of the 28th-24th arterial as a separate business access roadway and opposes any interim use of this route for airport south access.

7. The City supports straightening the Kent-Des Moines boundary on Highway 99 south of Kent-Des Moines Road so that Highway 99 would be the dividing boundary between the two cities.

8. The City generally supports local, state, and regional efforts to proactively improve salmon habitat to avoid imposition of more restrictive and less flexible federal standards and efforts to continually improve and upgrade surface water capital facilities.

9. The City supports and encourages local water districts to engage in regional and local efforts to ensure adequate future water through conservation and development of new supplies.

10. The City supports retention of local control over its roads.

11. The City supports interlocal agreements with its neighboring cities to coordinate the collection of traffic impact fees and imposition of appropriate environmental mitigation for development projects near our respective boundaries.

12. The City supports continued coordination with utility and other special districts to plan for capital improvements within the City limits.

13. The City opposes any proposal extending Kent’s cross-valley connector (South 228th Street) any further west than the south bound I-5/SR 509 proposed right-of-way.
General Policies

1. Any new, law, regulation, or requirement from the county, state, or federal levels should be matched with ongoing secure sources of revenue sufficient to fund the mandate.

2. Decisions affecting Des Moines are best made at the local level. Therefore, county, state and federal legislation or mandates should not erode or curtail local authority.

3. The City opposes any federal, state or regional actions which reduce the fiscal capacity of the City to provide services to its citizens.

Adopted by the
Des Moines City Council
At an open public meeting
December 10, 2015
2016 State Legislative Agenda
The City of Issaquah’s 2016 State Legislative Agenda is organized as follows:

1) The “Top-Priority Issues” are those the City deems most critical to ongoing operations and implementation of the community’s short and long-term vision. Issaquah will focus most of its direct lobbying and advocacy time on these issues.

2) The “Support/Oppose List” includes important items, and comprises issues where Issaquah will join others in strongly supporting helpful legislation or opposing legislation that would result in adverse impacts.

The Association of Washington Cities’ legislative priorities are marked “(AWC1).” In establishing priorities for each session of the Washington State Legislature, Issaquah strives to ensure that its top priorities are in alignment with those adopted by the Association of Washington Cities and the Sound Cities Association (SCA). SCA does not currently have a formal legislative agenda, but should it adopt one in the future, the City of Issaquah will strive to align with it.

TOP PRIORITY ISSUES:

- Fiscal Issues

    Issaquah will focus considerable time and energy on ensuring that the state restores and maintains its investments in key state-shared revenue distributions and other assistance.

    A. Restore Growth in Liquor Profit Distributions Revenues (AWC1)

        Under current statute and through actions of the 2012 Legislature, the liquor revolving account ("liquor profit") distributions to cities and counties are capped at Fiscal Year 2011 levels. The City will support a coalition effort led by AWC to remove statutory caps and gradually restore distributions to historic levels, as was done through initial versions of ESHB 2156 during the 2015 Session.

    B. Protect State-Shared Revenues (AWC1)

        In finding new funds for K-12 education funding needs, or in addressing voter-passed Initiative 1366, the Legislature must refrain from cuts or diversions in state-shared revenues that are critical to assisting local governments with public safety and day-to-day operations. Issaquah will join others in ensuring state-shared revenues are preserved in this “off-budget” year; particularly critical to the City is the Streamlined Sales Tax (SST) mitigation funding, which equates to about $800,000 a year in the City’s Operating Budget.
**SUPPORT/OPPOSE LIST**

### Budget, Tax-Revenue

A. **Sustainable Funding for Locals, Local Revenue Options (AWC1)**
   
   Along with preserving existing authority, such as local Business & Occupation taxing authority, Issaquah supports providing cities additional options and flexibility to explore new, more sustainable revenue sources.

B. **Oppose Legislation to Undermine, Remove, or Pre-Empt Local Authority and Local Revenues. (AWC1)**
   
   Issaquah feels strongly that local revenue options must be protected. For example, Issaquah will join AWC and several individual cities to strongly oppose legislation that would pre-empt and remove local authority over the collection of municipal Business and Occupation taxes.

### Public Safety, & Criminal Justice, Court, Fire-EMS

A. **Human Trafficking**
   
   Issaquah will strongly support additional and continued legislative initiatives to prevent and address human trafficking.

B. **Marijuana (AWC1)**
   
   Issaquah will work to ensure that legislation to continue implementation of the Initiative 502 recreational marijuana system and medical marijuana is coordinated and enforceable.

C. **Body Cameras (AWC1)**
   
   The City will support legislation to make use of body cameras more feasible by setting up reasonable public records standards for release and by resolving issues surrounding storage and retention. Issaquah also believes this legislation should also address times during which an officer should have the camera turned on or off.

D. **De-criminalizing of 3rd Degree Driving While License Suspended (DWLS-3):**
   
   Issaquah will work to ensure any legislative initiative to decriminalize DWLS-3 is specifically tied to relicensing requirements.

E. **Basic Law Enforcement Academy (BLEA) (AWC1)**
   
   The City will support efforts to preserve current funding for Basic Law Enforcement Academy.

F. **Fourth Driving Under the Influence (DUI) Offense a Felony**
   
   Issaquah will support legislation to make a fourth Driving Under the Influence (DUI) offense a felony.

G. **Fireworks**
   
   Issaquah will join others in opposing legislation to remove local control on fireworks limits and bans such as SB 5914 from the 2015 Session (AWC1).

   Issaquah will support legislative efforts to provide “emergency” ban authority on fireworks (AWC1).
**Economic Development/Infrastructure**

**A. Innovative Partnership Zones**
Issaquah was recently awarded an Innovation Partnership Zone (IPZ) designation for sports medicine-related businesses. The City believes it is important for the State to partner with IPZs and will work to build a coalition to pursue Fiscal Biennium 2017-19 funding for this key economic development program.

**B. Tourism Promotion**
The City will support efforts by the Washington Tourism Alliance to establish in statute an industry-funded statewide tourism and marketing program.

**C. Public Works Assistance Account (PWAZ) (AWC1)**
Issaquah will support efforts to develop changes to update the PWAA. This could possibly involve looking to develop a next iteration of an infrastructure grant or loan program to help fund water, sewer, stormwater, and transportation infrastructure needs in local communities.

**D. Washington Wildlife and Recreation Program (WWRP)**
Issaquah will support updates and revisions to this 25-year-old program that funds outdoor recreation and conservation needs. Issaquah will specifically support proposals to fund more development projects within the Local Parks category, but will want to ensure that the basic structure and integrity of WWRP remains intact.

**E. Flood Control/Water Supply/Stormwater Infrastructure Package (AWC1)**
Issaquah will express concerns with and opposition to this Legislative package of infrastructure funding options unless it is crafted more equitably in terms of who pays and where investments are made.

**Fiscal (includes Personnel)**

**A. Mandated State Deferred Compensation Participation**
The City of Issaquah will join a collation of cities, counties, ports and other in opposing any bill that would mandate local agencies to require employees participation in the state deferred compensation program.

**Environment/Natural Resources**

**A. Financing Mechanisms and Tools to Help Retire Coal-Generation Facilities**
Issaquah is prepared to support legislation that provides financing mechanism and tools to help retire coal-generation facilities in 2016.

**Human Service and Housing**

**A. Tools to Help Jurisdictions Manage Mental Health, Human Services, and Affordable Housing Issues (AWC1)**
Issaquah will support funding and policy efforts to help local communities address growing burdens in providing facilities, beds, and shelter for those with mental health issues and for the homeless, including tools jurisdictions can use to boost their stock of affordable housing and for mobile crisis response.
B. Provide a Variety of Tools to Help Jurisdictions Add Affordable Housing Units

Issaquah supports the establishment of discretionary tools that can help local jurisdictions increase the number of affordable housing units in communities across the Puget Sound Region, including but not limited to: Transit Oriented Development (TOD) incentives; a third one-quarter of one percent Real Estate Excise Tax (REET 3) dedicated to affordable housing; increasing the amount of funding for the Housing Trust Fund; and a demolition tax with revenue targeted towards affordable housing.

- Land Use and Growth Management Act

A. Legislation to make changes to vesting laws (AWC1)

Issaquah will join the AWC and individual cities in ensuring any changes to current vesting laws provide consistency and clarity for local governments who administer land-use laws.

- Local Government (including Public Records Act)

A. Recreational Immunity:

Issaquah will join others in support of any effort to clarify the recreational immunity statutes as they relate to multi-purpose trails.

B. Electronic Signatures

The City will support legislative efforts, if pursued, to clarify local ability to use digital and electronic signatures for contracts and official city documents.

C. Emergency Management

The City will support efforts to find a sustainable funding mechanism for the Washington State Emergency Management Division, which will help free up federal pass-through funding for local Emergency Management efforts that are critical to communities across the state.

D. Public Records (AWC1)

Issaquah will support efforts to strengthen the Public Records Act in a way that provides additional tools to resolve conflicts outside the courtroom, the authority to charge a reasonable fee for electronic and commercial requests, and continues to address impacts that changing technology has on public records.

- Transportation/Transit

A. Electric Vehicle

Issaquah supports continued efforts to incentivize the use of electric and clean-fuel-alternative vehicles, as well as electric charging infrastructure, but will work to ensure these incentives are not structured in a way that undermines local revenue streams.
Transportation Funding Request: Adjust Cash Flow

The City of Kenmore is greatly appreciative of the state funding allocated to the West Sammamish Bridge and State Route 522. The City is committed to the efficient and timely delivery of both these projects. However, the funding that has been allocated to each project does not lend itself to an efficient project delivery. The City respectfully requests that the funds allocated to each project be adjusted accordingly:

<table>
<thead>
<tr>
<th>Project</th>
<th>2015-17</th>
<th>2017-19</th>
<th>2019-21</th>
<th>2021-23</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current WS Bridge Allocations</td>
<td>$4 million</td>
<td>$4 million</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preferred WS Bridge Allocations</td>
<td>$1 million</td>
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<tr>
<td>Current SR 522 Allocations</td>
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<tr>
<td>Preferred SR 522 Allocations</td>
<td>$4 million</td>
<td>$8 million</td>
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Boathouse at Rhododendron Park
Kenmore requests $500,000 in capital funding to construct a boathouse at Rhododendron Park. Kenmore is committed to increasing the public’s access to the City’s waterfront, including the Sammamish River and Lake Washington. This project will result in a beautiful building (designed by a local architect) that will provide for youth recreation programming and boat storage for rowing and other waterfront programs. With funding from the rowing community, more than half of the project will be funded, including significant city investments. The boathouse is permitted and shovel-ready.

Cumulative Impacts of Regional Transportation Decisions
Kenmore, along with other North Lake Washington communities, is experiencing increased congestion on city-owned roads. Because of this increased congestion, it has become increasingly difficult for city residents to access local businesses, and generally move within the city. The congestion is linked to regional decisions, including tolling State Route 520. Kenmore and the other North Lake Washington communities look forward to working with the state to address these cumulative impacts throughout 2016, in preparation for the 2017 legislative session.

Saint Edward Seminary Building Rehabilitation
The city of Kenmore supports any legislative changes or funding requests that advance the rehabilitation of the historic Saint Edward Seminary Building in Saint Edward Park in Kenmore.
The City of Kent’s 2016 State Legislative Agenda is structured as follows:

1. The **Top-Priorities** will be the primary focus of Kent’s advocacy efforts.

2. **Key Issues** while not as critical, are also a priority for Kent.

3. The **Support/Oppose List** includes items that will not be led by Kent; however, will join others in supporting or opposing legislative issues with potential to impact the city.

<table>
<thead>
<tr>
<th>City of Kent TOP PRIORITIES</th>
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**Maintain State Commitments that fund Essential Services**

While the economy is now heading in a positive direction, Kent has only recently emerged from a pattern of budget cuts and work force reductions. During that time, the City delayed or cancelled dozens of capital projects and eliminated funding for various programs and contract agencies. Kent recognizes the State Legislature is facing a State Supreme Court contempt order in connection with the McCleary K-12 decision, and may wrestle with budget challenges brought on by Initiative 1366. However, the City urges the Legislature not to make cuts in critical state funding that would negatively impact local service delivery.

- **Protect Streamlined Sales Tax (SST) mitigation payments:** The Legislature’s 2007 enactment of local sales tax “sourcing” changes under the SST compact occurred only after a commitment by the Governor and the Legislature to provide full mitigation funding to jurisdictions that saw losses as a result of the change. A Puget Sound Regional Council industrial lands study shows the actual before-and-after impact of SST ‘sourcing’ changes is about $12 million a year, meaning the mitigation covers a little over 40 percent of Kent’s actual annual losses. Kent urges state lawmakers to preserve SST full mitigation payments. **Annual impact: $5 million**

- **Restore liquor revenues, protect key state-shared revenues overall:** Kent appreciates the work of the 2015 Legislature to bring liquor excise tax distributions back to levels that existed before a one-year elimination of these funds in 2012 and a halving of the distribution in 2013-15. However, the Liquor Revolving Account (“Liquor Profits”) continues to be capped at 2011 funding levels and a statutory change needs to be made to remove the cap. Kent urges passage of legislation to remove Liquor Revolving Account caps that contradict voters who believed they were increasing – not decreasing – public safety funding when they voted for liquor privatization measure Initiative 1183. **Annual Liquor Revolving Account revenues: $921,478**
Fiscal Year 2016 Operating Budget request for Law Enforcement/Criminal Justice

- Funding for statewide gangs intelligence data-base: Kent joins the Washington Association of Sheriffs and Police Chiefs (WASPC) in seeking $450,000 in 2015-17 Operating Budget for training and overtime costs needed to ensure law enforcement personnel is responsibly and accurately utilizing a statewide gang intelligence data-base. The funds would help cities and counties all over the state with training, data-input, and overtime costs related to implementing a Western States Intelligence Network system authorized by the federal government.

Provide Local Governments with Authority, Flexibility and Enhance Efficiency

- Actual cost recovery for Public Records Act (PRA) requests that are commercial in nature: Kent supports efforts to advance provisions of 2015 House-passed legislation that provided local agencies authority to recover locating, retrieving and assembling costs related to PRA requests that are for commercial profit-making purposes vs. transparency. These provisions were in ESHB 2156 which passed the House on a 74-24 vote in the Second Special Session, though lawmakers may be working on a separate bill in 2016.

- Strongly support legislative initiatives to provide local governments with tools and authority on the revenue side, and ways to combat ‘cost-drivers’ on the expense side: Kent will strongly support efforts by AWC, individual cities, and counties to provide local governments with both new tools and authority to address needs on the revenue side, as well as legislative fixes to control "cost-drivers" on the expense side.

Criminal Justice/Courts/Jails/Law Enforcement

- Protect criminal justice, law enforcement and courts funding: Kent strongly supports preservation of funds for municipal criminal justice assistance, auto theft prevention, E-911, Basic Law Enforcement Academy (BLEA) training, gang intervention and prevention grants, sex offender address verification, public defense and court interpreters, and courts of limited jurisdiction. Kent also supports funding for badly needed computer system upgrades for municipal courts.

- Use of body cameras by law enforcement: Kent is prepared to support legislation by AWC and the Washington State Association of Counties (WSAC) which would put limitations and guidance around when and how video recordings from police body cameras would be released. Such legislation needs to address storage and retention issues, and leave in place local discretion on whether to use body cameras or not.

- Oppose removal of local control on fireworks regulations and bans: Kent joined other local agencies in strongly opposing SB 5914 on this issue in 2015, and will again team up with opposition forces if the bill is brought forward again in 2016. SB 5914 would have undermined local authority to impose fireworks bans in local communities.
• Making a fourth Driving under the Influence (DUI) offense a felony: Kent will support such legislation if it is brought forward again.

• Legislation related to property crimes: The City supports legislation to strengthen penalties against repeat property crime offenders. However, concerns exist over the viability of “Justice Reinvestment Initiative” legislation that leans more on probation and community service methods to deal with property crime perpetrators.

Economic Development/Infrastructure/Parks & Recreation/Housing/Arts & Culture

• East Hill YMCA – possible 2016 Capital Budget request: Kent and the YMCA of Greater Seattle appreciate the $500,000 allocation in the 2015-17 Capital Budget for pre-construction design of a new YMCA on the East Hill of Kent. If the YMCA puts forward a request for capital dollars, Kent will support it.

• Tools to preserve and expand the number of affordable housing units: Kent will support efforts to extend the Multi-Family Housing Property Tax Exemption program to upgrades and renovations of existing housing stock. The City supports establishment of a new increment of Real Estate Excise Tax (REET) for affordable housing, and efforts to preserve funding for the Housing and Essential Needs (HEN) and Transitional Housing, Ownership and Rental Assistance (THOR) programs.

• Washington Wildlife, Recreation and Parks (WWRP) Program: Kent supports legislation to update and revise the WWRP, particularly if it increases the percentage of Local Parks category program dollars devoted to development projects.

• Public Works Assistance Account (PWAA): Kent supports restoration of funding for the PWAA or the establishment of an equivalent low-interest loan program to help fund critical and basic water, sewer, and stormwater and transportation infrastructure.

• Reinstating R&D incentives for the high-tech sector: Kent has participated in a “Washington Tech Cities Coalition” that supports initiatives to keep the state’s high-tech industrial sector competitive and vibrant. If high-tech groups bring forward legislation to reinstate R&D incentives, Kent is prepared to support it.

• Additional years of state sales tax credit usage for Public Facilities Districts (PFDs): PFDs have appealed to the Legislature to lengthen in statute – from 20 years to 25 years -- the duration of the .033 percent state sales tax credit that helps finance arenas, cultural centers, etc. Kent is aware that a 2016 legislative initiative to extend the sales tax credit from 20 to 30 years, and will support it should a bill be introduced.

• Tax-increment financing (TIF), Local Revitalization Financing (LRF): Kent supports establishment of new TIF-like tools in Washington, or the authorization of additional funding for the existing LRF program. These programs enable local communities to bring infrastructure investments to bear to help major developments happen sooner and more substantially and to attract economic development to our state vs. losing industrial recruiting battles to neighboring states.

Employee Services Issues/LEOFF/PERS
• Oppose changes to “presumptive disease” laws: Kent opposes any efforts to expand “presumptive disease” laws for determining whether workers’ compensation should be triggered for a disease that is presumed to be occupationally-related.

• Mandating that local agencies offer the state’s deferred compensation program: In 2015, Kent opposed SSB 5435, a bill that mandated local agencies offer employees the state’s 457 deferred compensation program vs. simply providing their own plan.

Environmental Issues/Utilities/Water/Stormwater/Flood Control

• “Waters of the State” proposal: In 2015, SB 5628 aimed to establish new financing sources for major infrastructure investments in water supply, stormwater and flood control. While Kent appreciates new infrastructure funding, the City had strong concerns the legislation would have imposed new taxes and fees on Central Puget Sound and Western Washington in order to fund a few large projects in the Yakima and Chehalis basins. Legislation must ensure equity between where fees and taxes are collected and where they are invested.

• Product Stewardship program: Kent supports adding new elements to the program, which features manufacture-financed methods of disposing of (or recycling) items such as mercury-containing lights or electronic products.

Fiscal Issues

• Modifications to 1 percent annual growth limitation for property tax: Kent believes the annual limitations on property tax should be more closely tied to inflation or other growth indicators that are controlling factors for the expenditure side of city and county government. If counties or others bring forward legislation to modify the 1 percent growth limitation so that it is connected to the Consumer Price Index (CPI) or Inflationary Price Deflator (IPD), Kent will support it.

• Oppose legislation that would result in unfunded mandates, remove or pre-empt local authority, or erode local revenues: Kent strongly supports “home rule” for local governments.

• Utility tax authority for counties: Counties have sought utility tax authority that is currently provided to city governments, but not county governments. Kent is open to supporting utility tax authority for counties, but only if it applies solely to the unincorporated area to prevent any “double taxation” of municipal ratepayers.

General Government/Miscellaneous

• Public Records Act efficiencies: Kent believes there are common-sense ways to address issues involving rapidly-growing volumes of records requests which are sometimes premised more on harassment than on transparency. The City supports legislation that establishes a 3rd party dispute resolution alternative for “abusive” PRA requests, and provides grants for jurisdictions to enhance online portals to make records more easily available.

• Digital billboard advertising: Clear Channel Communications may bring forward legislation allowing digital billboard advertising to be placed not just within Washington
State Department of Transportation right-of-way, but beyond it under certain conditions. Kent will support it as a way to help expedite digital billboard advertising near ShoWare Center.

- **Recreational immunity:** Kent supports efforts to clarify recreational immunity for multi-purpose pedestrian and bicycle trails. A recent court case (*Camicia vs. Howard S. Wright Construction Co. and City of Mercer Island*) cast some doubt over whether recreational immunity for these types of multi-purpose facilities exists in the same way it does for other recreational facilities.

**Growth Management/Land-Use/Planning**

- **Changes to vesting laws:** Kent opposes legislation to change Growth Management Act (GMA) vesting laws. A bill to change the vested rights doctrine in 2015 – ESB 5921 – was unsuccessful.

**Human & Social Services**

- **Funding for human services, mental health, and homelessness:** Kent supports initiatives to add services, shelters, and beds to help address growing mental health and homelessness problems. WorkFirst, homeless veteran’s services, re-employment and training, and other programs provide a basic safety net for vulnerable and older populations in need. It is important that funding for these programs be preserved in the state budget.
General Principles
Kirkland supports legislation to promote the City Council’s goals and protect the City’s ability to provide basic municipal services to its citizens.

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.

City of Kirkland 2016 Legislative Priorities

- Kirkland supports new policies and funding tools to address homelessness and create more affordable housing, such as:
  - Allow local jurisdictions the option to impose a demolition fee to be dedicated toward construction of affordable housing;
  - Allow local jurisdictions to impose up to an additional 0.25% real estate excise tax (REET) specifically for investments in affordable housing;
  - Allow local jurisdictions to authorize a local option tax exemption to preserve affordability;
  - Allocate additional resources for mental health and substance use disorder treatment;
  - Restore the Housing Trust Fund (HTF) to pre-recession levels;
  - Identify State-owned property to host authorized encampments, vehicle parking, emergency shelter, and housing; and
  - Ensure the rights of religious organization to host safe parking efforts for the homeless on property owned or controlled by the religious organization

- Kirkland supports capital budget funding for a multimodal safety improvement project connecting the Cross Kirkland Corridor with the Redmond Central Connector.

- Kirkland supports allowing both the state and local governments the option of replacing the property tax cap, currently fixed at 1 percent, with a cap that is indexed to both population growth and inflation.

- Kirkland supports facilitating greater access to rooftop residential and community solar installations by extending the timeframe for state solar incentives in the Renewable Energy System Cost Recovery program.

- Kirkland supports clarifying records retention, disclosure, and use limitations of video and/or sound recordings made by law enforcement or corrections officers.
PROJECT TITLE: Cross Kirkland Corridor to Redmond Central Connector

Kirkland supports funding of $1,500,000 to complete the design and construction of a 1/3 mile pedestrian and bicycle connection between the Cross Kirkland Corridor (CKC), and the Redmond Central Connector (RCC) to connect the high tech corridor of Willows Road and the aerospace and manufacturing companies to Totem Lake and the expanding regional trail network.

PROJECT SUMMARY:

This proposed improvement provides for the installation of an 11 foot wide shared-use path between the intersection of NE 124th Street and Willows Road, and the CKC at 139th Avenue NE. The project involves support and efforts from King County, City of Redmond, the Eastside Rail Corridor Regional Advisory Council, and the City of Kirkland.

- **Kirkland** recently completed construction of a 5.75 mile crushed-gravel multi-use path along the full length of the CKC.
- The **Regional Advisory Council** for the Eastside Rail Corridor report (Creating Connections, Oct. 2013) calls for the development of a continuous trail connection between Kirkland and Redmond.
- **King County** has approved the removal of the rails along their portion of this connection.
- The **City of Redmond** has plans to construct a trail along the Redmond Central Connector to their border which will complete the connection.

Project benefits include:

- Encouraging convenient alternative transportation connections between two urban centers, Downtown Redmond and Totem Lake.
- Providing usable and safe public access to healthy forms of recreation.

The City of Kirkland is requesting $1,500,000 for design and construction. The connection can be designed and constructed in 12-18 months with multi-agency coordination needed.

KIRKLAND CONTACTS:
Kurt Tripllett, City Manager
425-587-3020

Kathy Brown, Public Works Director
425-587-3802

Lorrie McKay, Intergovernmental Relations Manager
425-587-3009
RESOLUTION NO. 1534

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE FOREST PARK, WASHINGTON, ADOPTING A STATE LEGISLATIVE POLICY FOR 2016

WHEREAS, the 2016 state legislative session starts on January 11, 2016; and

WHEREAS, the state legislature will consider policy issues and laws that impact local governments, including the City of Lake Forest Park; and

WHEREAS, it is the role of the City Council to identify and adopt a policy that includes legislative requests and City positions; and

WHEREAS, the City Council considered and chose to adopt a state legislative policy document on December 10, 2015,

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Lake Forest Park as follows:

Section 1. LEGISLATIVE POLICY ADOPTED. The City Council of the City of Lake Forest Park hereby adopts the legislative policy for the 2016 legislative session, attached hereto as Exhibit A, and reserves the right to amend and re-adopt it from time to time.

Section 2. CORRECTIONS. The City Clerk is authorized to make necessary corrections to this resolution including, but not limited to, the correction of scrivener’s/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

PASSED BY A MAJORITY VOTE of the members of Lake Forest Park City Council this 10th day of December, 2015, and signed into authentication this 11th day of December, 2015.

APPROVED:

Mary Jane Goss
Mayor
ATTEST/AUTHENTICATED:

Evelyn Jahed
City Clerk

FILED WITH THE CITY CLERK: December 4, 2015
PASSED BY THE CITY COUNCIL: December 10, 2015
RESOLUTION NO.: 1534
EXHIBIT A TO RESOLUTION 1534

City of Lake Forest Park Legislative Priorities
2016 Legislative Session

Top Priorities

Transfer Existing Funds to SR 522/SR 104 Traffic Study
The City of Lake Forest Park requests that funds currently allocated to the Lake Forest Park park & ride ($475k), be re-allocated to a SR 522/SR 104 traffic study in the 2015-17 biennium. While this re-allocation may appear to serve a different purpose, it will ultimately serve the same function as the park & ride; to alleviate traffic congestion and support a multi-modal transportation system. Since tolls on SR 520 were imposed, the city has experienced increased traffic resulting in significant traffic delays, safety concerns for not motorized users, and substantial noise conflicts. SR 522 and SR 104 are no longer “good neighbors” in Lake Forest Park. See the attached one pager with additional details on the need for a traffic study.

Secure Culvert Funding
Lake Forest Park is the ideal suburban environment on Lake Washington for salmon to return and spawn. We have a healthy canopy, one of the best in the state, and clean, cool and clear water in our creeks. Unfortunately, aging culverts, and one collapsed culvert, restrict the ability of salmon to spawn in Lake Forest Park. The city is committed to restoring its two primary creeks in Lyon and McAleer creeks, to ensure they are passable by salmon and do not flood homes, businesses and roads. To accomplish this goal, each creek will need series of culvert replacements, but not as many as you might think. Lake Forest Park respectfully requests that the state be a key funding partner in this multi-year project. In particular, the city requested grant funding from the Washington Department of Fish & Wildlife’s Fish Barrier Removal Board. The City asks that the Legislature support this program, and appropriations to Lake Forest Park. See the attached document outlining the multiple culverts within the city.

Other Legislative Priorities

State-Shared Revenues –Lake Forest Park appreciates the restoration of state-shared revenues in the 2015-17 Operating Budget. The City requests that the partnership between state and local governments continues into the future.

Police Body Cameras –Lake Forest Park supports legislation amending the public records law to allow for the use of police body cameras by protecting them from broad and onerous public records requests.
Transit-Oriented Development – Lake Forest Park supports legislation and funding programs that support transit-oriented development in urban areas.

Infrastructure Funding – Lake Forest Park supports developing a statewide solution to local infrastructure funding needs to fill the gap created with the ending of the Public Works Assistance Account.

Lake Forest Park supports those elements of the Association of Washington Cities’ Legislative Agenda that best serve the interests of the city.
City of Mercer Island
2016 State Legislative Priorities

The City of Mercer Island supports the following legislative priorities for 2016:

EDUCATION FUNDING LEGISLATIVE PRIORITIES:
• Request state legislature to comply with the McCleary ruling and fully fund basic education, while ensuring that all districts either maintain the same or receive increased per-student public funding from all local and state sources over 2015-2016.
• Support state funding for counselors in each school to help address mental health and social emotional learning.

RECREATIONAL LEGISLATIVE PRIORITIES:
• Support recreational immunity bill clarifying that recreational properties may support other lawful purposes.

ASSOCIATION OF WASHINGTON CITIES LEGISLATIVE PRIORITIES:
• Halt the diversion of funds from critical infrastructure programs to help cities grow and prosper.
• Ensure sufficient and flexible revenue for essential city services.
• Help cities prepare for and address impacts of natural disasters and other emergencies.
• Strengthen the Public Records Act in response to changing technology and burdensome requests.
• Enhance the provision of much needed human service programs to address issues that drive increased homelessness and public safety costs.

ENVIRONMENTAL HEALTH LEGISLATIVE PRIORITIES:
• Work in partnership with Puget Sound Energy and K4C to phase out coal-fired electricity sources by 2025.
• Support legislation that helps maintain growth in rooftop solar adoption by fixing constraints built into the current State incentive program.
• Endorse sign-on letters to state regulatory bodies that advocate for progressive clean energy measures.
• Set a statewide price on carbon pollution.
• Support the aims of the Safe Energy Leadership Alliance (SELA).

HOUSING LEGISLATIVE PRIORITIES:
• Provide a variety of discretionary tools to help jurisdictions add affordable housing units, including but not limited to: Transit Oriented Development (TOD) incentives; a third one-quarter of one percent Real Estate Excise Tax (REET 3) dedicated to affordable housing; increasing the amount of funding for the Housing Trust Fund; and a demolition tax with revenue targeted towards affordable housing.

PUBLIC HEALTH LEGISLATIVE PRIORITIES:
• Increase the purchase age for tobacco and vapor products from 18 to 21, and regulate vapor products.
• Create a Certificate of Restoration of Opportunity for people with criminal histories.
• Expand access to opiate overdose prevention and medication-assisted treatment.
• Refine the assisted outpatient treatment law to support effective implementation of less restrictive alternative treatment.
CITY OF REDMOND
2016 STATE LEGISLATIVE AGENDA

Top Priority Issues

- **Provide a Variety of Tools to Help Jurisdictions Add Affordable Housing Units**: Redmond supports the establishment of discretionary tools that can help local jurisdictions increase the number of affordable housing units in communities across the Puget Sound Region, including but not limited to: increasing the amount of funding for the Housing Trust Fund, Transit Oriented Development (TOD) incentives, a third one-quarter of one percent Real Estate Excise Tax (REET 3) dedicated to affordable housing, an affordable housing preservation tax exemption, and a demolition tax with revenue targeted towards affordable housing.

- **Safeguard State Revenues and Provide Revenue Tools to Better Enable Cities to Address Community Needs**: Redmond will join the Association of Washington Cities (AWC), cities and counties to:
  - Remove the statutory cap on liquor revolving account (“liquor profit”) revenues distributed to cities and counties;
  - Develop options for replenishing the Public Works Assistance Account or establishing new approaches to financing basic water, sewer, stormwater, and transportation infrastructure investments in local communities; and
  - Protect “state-shared” revenues, maintain Operating Budget programs where the state partners with local communities to help fund local services, and preserve the 2015 “Connecting Washington” transportation package investments.

Support/Oppose Issues

**Economic Development and Infrastructure**

- **Hi-Tech Industry**: The City and the Washington Tech Cities Coalition (WTC²) support initiatives that enhance competitiveness and invest in education and infrastructure to support hi-tech. These initiatives include, but are not limited to, reinstating Research and Development (R&D) tax incentives and providing tax incentives to tech sector start-up companies.

- **“Waters of the State” proposal**: Ensure that any proposed infrastructure investment package for water supply, stormwater, and flood control ensures equity between where taxes and fees are collected and where they are invested.

**General Government**

- **Human services, mental health and homelessness**: Support initiatives to add services, shelters, and beds to help local communities address growing mental health and homelessness problems. Advance the Redmond Community Homelessness Task Force recommendations, including DSHS/Workforce Development Council job training/placement, mental health system funding, easier access to Community Housing Grant (CHG) and Housing Support Program (HSP) funds, and preserving the Housing and Essential Needs (HEN) program. In addition, Redmond supports the Eastside Human Services Forum (EHSF) legislative agenda.
- **Public Records Act:** Redmond is committed to public records openness and transparency, and along with the AWC and others, supports legislation to:
  - Provide an Alternative Dispute Resolution option for resolving conflicts over burdensome requests;
  - Incentivize public agencies to use web-based and open-portal tools to provide public records;
  - Ensure proposals relating to the use of body cameras by police officers include reasonable provisions for the disclosure of these videos; and
  - Allow public agencies to recover “actual costs” from those who make records requests for commercial purposes, rather than for government transparency.

- **Recreational immunity:** Clarify recreational immunity for multi-purpose pedestrian and bicycle trails. A recent court case (*Camicia vs. Howard S. Wright Construction and City of Mercer Island*) left uncertainty over whether recreational immunity exists for these types of multi-purpose facilities as it does for other recreational facilities such as parks.

- **Pension enhancements:** Oppose pension enhancements that would add new costs to local government.

- **Deferred compensation plans:** Oppose requiring that local government offer employees the state’s deferred compensation plan. Unsuccessful 2015 legislation would have mandated that local government must offer employees the state’s Section 457 plan even if they already had their own deferred compensation plan in place.

**Environment**

- **State “Product Stewardship” program:** Support adding new elements to the program, which uses manufacturer-financed initiatives to encourage environmentally responsible recycling of items.

- **Water conservation:** Support incentives and efficiency standards for water-conserving products and electrical fixtures.

- **Puget Sound Partnership Action Agenda:** Support investments to continue ongoing Puget Sound Partnership efforts, so long as requirements are not imposed on cities without adequate funding to implement them.

**Law Enforcement/Criminal Justice**

- **Marijuana regulation:** Ensure that legislation to refine Initiative 502 and medical marijuana laws will maintain a system that is coordinated and predictable for enforcement and public safety purposes.

- **Property crimes:** Address the rapid rise in property crimes occurring in the City and state by providing a comprehensive legislative approach that blends increased penalties with better support services for low-level offenders.

- **Driving Under the Influence (DUI):** Support legislation to make the fourth DUI offense a felony. Under current state law, DUI offenses are not a felony until the fifth offense has been committed.

- **Fireworks bans:** Allow cities to adopt regulations limiting or prohibiting fireworks without waiting one-year as required under current state law.
GUIDING PRINCIPLES:
The City has adopted the following principles to guide the City’s Legislative Agenda:

- **Protect home rule and local authority**: The Legislature should refrain from pre-empting the authority of local cities and communities which are closest to the citizens they serve.

- **Refrain from imposing unfunded or “under-funded” mandates**: It is important that the Legislature refrain from imposing new unfunded or “under-funded” mandates upon local jurisdictions unless there is adequate funding provided to implement them.

- **The state should not erode local revenues and local taxing authority**: As “creatures of the state,” cities in Washington have only the taxing and revenue authority directly provided to them by the State Legislature. It is vital that lawmakers refrain from making decisions that erode or eliminate those revenues and the local taxing authority that is given to cities.

- **The state should preserve Operating, Capital, and Transportation budget funding that flows to cities**: Redmond urges the Legislature to refrain from cutting or eliminating operational and infrastructure funding for Redmond and other cities.

- **The Legislature should reward jurisdictions that step up to implement the policy goals developed by the state, as it exercises its decision-making, particularly in grant and loan programs**: Redmond is an example of a city doing the right things to implement the Growth Management Act (GMA), accommodate density, ensure the urban centers of downtown and Overlake are conducive to “transit-oriented” and pedestrian-friendly development, embrace “green building”, climate-change and Vehicle Miles Traveled (VMT) strategies, etc. As it makes funding and policy decisions regarding grant and loan programs, the state should find ways to reward jurisdictions, such as Redmond, that carry out and embrace these policy objectives.
Fiscal Stability/Infrastructure/Local Needs

Renton urges lawmakers to protect critical “state-shared” revenues, to avoid funding cuts for public safety needs, and to provide more tools and authority to address local needs and control costs.

**Liquor Revolving Account.** Renton will strongly support ongoing efforts by the Association of Washington Cities (AWC) and individual cities to remove statutory caps and restore growth in Liquor Revolving Account (“Liquor Profit”) revenues.

**Public Records.** Renton will support 2016 legislation to help cities better manage the rapid growth in public records requests and enact efficiencies in the Public Records Act including options to deal with requests that are more about harassment than transparency, and cost recovery for electronic and commercial requests.

**Public Works Assistance Account (PWAA).** Renton will strongly support 2016 initiatives to either restore funding within the PWAA or to develop a similar program to provide low-interest loans for basic infrastructure needs.

Public Safety/Mental Health

Renton strongly supports funding and tools that assist local efforts to provide vital public safety service to communities. Looking ahead to 2016, the city also will strongly support efforts related to mental health.

**Regional Fire Authorities.** Renton will support efforts to change the Regional Fire Authority statutes so they align with those for Fire Districts—including a simple majority threshold for levy renewals.

**Mental Health.** Renton will support funding and policy efforts to help local communities address growing burdens in assisting the mentally ill and homeless, including additional beds, facilities, services, and shelters. The city also will strongly support policy bills to better ensure that those with mental health challenges can get the treatment and support they need.
Support/Oppose Issues

Budgets, Tax-Revenue

Supports sustainable funding for local revenue options, including modifying the 1 percent annual growth cap on property tax.

Opposes legislation that undermines revenue or removes/pre-empts local authority.

Criminal Justice / Law Enforcement / Courts / Fire-EMS

Supports legislation that would make body cameras more feasible through Public Records Act definitions, including the resolution of issues related to storage and retention. The city also wants to ensure there are clear rules and guidance for when officers in the field should have body cameras turned on/off.

Supports any legislative initiative that specifically ties relicensing requirements to decriminalizing of Driving While License Suspended-3rd Degree (3-DWLS).

Supports an Operating Budget request being led by the Washington Association of Sheriffs & Police Chiefs (WASPC) and the City of Kent for gangs database funding for training and overtime.

Supports ensuring that current levels of Basic Law Enforcement Academy (BLEA) funding be preserved or enhanced.

Supports legislation making a 4th DUI a felony.

Opposes legislation removing local control on fireworks limits and bans (SB 5914).

Economic Development / Infrastructure

Supports HB 2262 on special license plates & funding.

Supports ensuring that any flood control/water supply/stormwater infrastructure funding package be equitable to all parts of the state.

Supports updates and revisions that ensure the basic structure and unbiased scoring and ranking features, of the 25-year-old Washington Wildlife Recreation Program remains intact.

Fiscal (includes Personnel/HR Issues)

Opposes any bill that restricts our current local option authority by mandating deferred compensation programs be purchased through the state.

Opposes legislation to expand “presumptive disease” assumptions for purposes of Workers’ Compensation responsibilities, if it arises.

Housing, Human Services

Supports a City of Seattle-promoted initiative that an 8- and 12-year multi-family housing property tax exemption program be extended to renovation of existing housing stock that is deteriorated.

Supports establishment of a new “REET 3” with focus on funds toward affordable housing.

Land-Use/GMA

Supports ensuring current laws and best practices Upholding Urban Growth Areas are maintained.

Opposes additional changes to Growth Management Act vesting laws.

Local Government (including Public Records Act)

Supports any effort to reinforce and clarify the recreational immunity statutes as they relate to multi-purpose trails.

Transportation / Transit

Supports any legislation to ensure that emergency vehicles not be required to pay tolls to use HOT lanes.
City of Sammamish Legislative Priorities For 2015

AWC Adopted and City Supported

Maintain and Restore State-Shared Revenue and Funding for Infrastructure: It will be a priority of the city to protect “state-shared revenues” that are vital for local government operations, such as liquor taxes and municipal criminal justice assistance. Municipalities have aging and inadequate infrastructure and cities can’t keep up with the increasing demands. If Washington is going to keep moving forward, we need the Public Works Trust Fund and other infrastructure programs intact, to allow for planned and sustained investments in communities.

Comprehensive Transportation Package Addressing City Transportation Needs: This includes continued support for improvements to I-90, SR520 and I-405 corridors. Transportation is critical for our economic vitality. Cities must have the resources to maintain and strengthen both local and state transportation systems.

Local revenue Options and Reforms and Greater Flexibility with Funding Sources: The long history of local/state revenue sharing, a partnership dating 80+ years, has been severely undermined in recent years as the state’s needs for revenue have resulted in substantial diversion of the cities’ revenue stream. The temporary ability for Cities to use a portion of their Real Estate Excise Tax for infrastructure maintenance should be made permanent. The State should grant additional revenue options to the cities to keep the cities in the state fiscally sustainable including expanding the 1% limit on property tax annual increase.

Preserve Regulatory Authority over Marijuana Business and Share Marijuana Excise Tax: The new marijuana industry is subject to a 75% state excise tax, but none of that funding is directed to local jurisdictions to address public safety needs and other complex local impacts. Additionally, Medical and recreational marijuana regulations need to be reconciled to meet the federal mandate for a tightly regulated system.

City Priorities

Support Liquor Tax Restoration: Continue to support AWC efforts to ensure that suspension of liquor excise taxes going to local governments remains temporary (not permanent) and is not further reduced.

Economic Development/Land Use/Environment

Support Legislation to ensure reliable cost recovery for upfront SEPA Work: Legislation is needed to allow local governments to fully recover SEPA review costs for infill development and planned actions via a latecomer’s agreement or other mechanisms.

Support for the Public Works Trust Fund: The PWTF has served as a recurring and integral source of funding infrastructure for cities. Funding for the Public Works Trust Fund has been systematically diverted by the state to fill their budget shortfalls. The diminished pool’s funding process and project ranking criteria set by the PWTF Committee should be used to set the project list for funding rather than an executive or legislative list.
Attachment A

Support for the Marketplace Fairness Act: Extend Sales Tax Sourcing Methodology nationally ensuring tax collection on goods coming into the state and protection for Washington based businesses from competitors using tax free pricing.

Support Hi-Tech Industry through the “Washington Tech Cities Coalition” (WTC2): The Washington Tech Cities Coalition supports initiatives that enhance competitiveness and invest in education and infrastructure to support hi-tech. The WTC² supports renewal of Research and Development (R&D) tax incentives and legislation to provide Business and Occupational (B&O) tax incentives to tech sector start-up companies.

Support for Issaquah’s Urban Center Designation and Related Improvements to the Sammamish to I-90 Corridor: Issaquah is currently seeking Urban Center designation from the GMPC, King County and PRSC. Sammamish citizens will benefit from improved infrastructure that is part of the Central Issaquah Plan and Urban Center designation.

Reduce Unfunded Mandates: As an example, the costs to ratepayers and taxpayers to comply with NPDES requirements are substantial. Additionally, the city supports efforts to restore funding cuts previously made to Growth Management Act (GMA) planning grants.

Affordable Housing Efforts

Support Funding of State’s Housing Trust Fund: Also allow projects to be selected based on operative and effective criteria rather than on a Legislative List of Projects to be funded: The State Housing Trust Fund has been a consistent funding source for East King County projects. The combination of reduced funding for the HTF and a project list set by the legislature resulted in a significant reduction of the ability to fund affordable housing projects in this geographic area.

Allow Housing Bonds to be sold using a portion of the Lodging Tax: A portion of the Lodging Tax has been designated for affordable housing beginning in 2021. If King County is allowed to bond against this future revenue stream, the bonding capacity could be used to support affordable workforce housing in coordination with transit investments. Several transit related projects are being funded in our geographic area and the affordable housing component is being delayed or jeopardized. This funding source could be used at the time it is needed.

Support through the State Budget Process an application for a Regional Mobility Grant (RMG) amounting to $2.5 million for the Regional Equitable Development Initiative (REDI): The REDI fund is a structured revolving loan fund under development to enable the acquisition of land and buildings adjacent to high capacity transit service for use as affordable housing and community facilities utilizing a combination of public and private contributions. If received, this grant will provide half of the $5 million public portion of the $25 million REDI fund and leverage additional contributions from the ARCH Trust Fund.

Other

Binding Arbitration: Change binding arbitration to take into consideration pertinent factors and use the final and best offer from either labor or management thus ensuring more realistic positions from the parties rather than allowing the arbitrator to write the labor contract.
Attachment A

Annexation of Areas having Park Districts: *There is no mechanism in state law allowing unincorporated properties annexed into a city to be removed from park district taxation, even though the municipality is then responsible to provide parks services. This results in double taxation to the homeowner. Ideally this should be treated as annexations from a Fire District to a City. Operating Property tax levy should shift to the city and any UTGO debt should remain with the property until extinguished.*
CITY OF SEATAC
2016 LEGISLATIVE PRIORITIES

- **Fund SR 509 Extension to I-5:** SeaTac will continue to monitor funding allocations and progress toward completion of SR 509. The city will support legislative efforts ensuring the full funding and timely completion of the project.

- **Foreclosed Homes:** SeaTac supports legislation that increases communication between the city and the property owner (usually a bank) regarding the maintenance of foreclosed homes.

- **Nuisance Abatement Cost Recovery:** SeaTac supports legislation that allows cities to better recover the costs of completing nuisance abatements. In particular, the city supports legislation that allows cities to put a first priority lien on properties where nuisance abatement is conducted. Counties already have this authority.

- **Infrastructure Funding:** SeaTac supports funding for the Community Economic Revitalization Board (CERB), Transportation Improvement Board (TIB), Freight Mobility Strategic Investment Board (FMSIB), and the Model Toxics Control Account (MTCA). The City also supports efforts to develop a local infrastructure funding program to replace the Public Works Assistance Account (PWAA).

- **Affordable Housing:** The lack of affordable housing is an increasing problem throughout King County and the greater Puget Sound. SeaTac supports new local option tools to promote affordable housing within the SeaTac community and region.

- **Funding for Public Defense:** SeaTac supports additional state funding for the provision of public defense services in order to meet the requirements of the Court-adopted public defense standards and caseload limits.

- **Unfunded Mandates:** SeaTac recognizes that jurisdictions have limited fiscal capacity and opposes unfunded and under-funded mandates.

- **Product Stewardship:** Support product stewardship proposals including legislation creating a privately-funded pharmaceutical disposal program and a paint stewardship program.

*The City of SeaTac supports the legislative agenda of the Association of Washington Cities.*
2016 Shoreline Legislative Priorities

1. Support Local Government Financial Sustainability and Flexibility:
   a. Revise 1% Property Tax Limitation
   b. Increase flexibility on existing revenues

2. Restore funding infrastructure funding programs that support basic local infrastructure.

3. Revise Public Records Act to address changing technology, reduce frivolous requests, and allow for cities to charge a reasonable fee for electronic or commercial requests.

4. Support increasing state revenue from non-regressive revenue sources to support education funding, the human services safety net, and general state and local governments to maintain existing levels of services.

   Legislative Issues the City Supports:

   1. If the state is going to utilize a ‘levy swap’ to fund basic education, it cannot come at the expense of the social safety net or by offloading state responsibilities to local government.

   2. Advocate for city tools, such as funding and regulatory authority, to support Transit Communities.


   4. Support a local option preservation property tax exemption.

   5. Clarify the Washington State Transportation Commission's role in approving tolls imposed by a local Transportation Benefit District.
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, ADOPTING A LEGISLATIVE AGENDA FOR USE DURING THE 2015 WASHINGTON STATE LEGISLATIVE SESSION.

WHEREAS, the City Council has agreed to pursue certain legislative issues for 2015; and

WHEREAS, the City Council recognizes this agenda is not all encompassing, in that certain additional items may arise during the legislative session that require support or opposition; and

WHEREAS, a legislative agenda outlines the priority issues that elected officials may discuss when speaking to members of the Washington State Legislature; and

WHEREAS, the City Council agreed to these priorities at the Regular City Council Meeting on February 2, 2015;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

The Tukwila City Council has identified priorities for the 2015 Washington State Legislative Session that are integral to serving the Tukwila community in the manner in which the residents and businesses have come to expect. The City of Tukwila 2015 Legislative Agenda is hereby incorporated by reference as Attachment A.

PASSED BY THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, at a Regular Meeting thereof this 2nd day of February, 2015.

ATTEST/AUTHENTICATED:

Christy O'Flaherty, MMC, City Clerk

Kate Kruller, Council President

APPROVED AS TO FORM BY:

Rachel B. Turpin, City Attorney

Filed with the City Clerk: 1-28-15
Passed by the City Council: 2-2-15
Resolution Number: 1855
City of Tukwila 2015 Legislative Agenda

Transportation and 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.

- A robust public transportation system is critical to Tukwila’s residents, guests and business community and the City continues to seek investments to increase access to transit; the State Legislature should provide additional revenue options that would provide Sound Transit the opportunity to propose a new package of investments to the voters.

Shared Revenue

- The State must continue its role as a partner with cities.

- Part of this partnership is maintaining existing programs such as Streamlined Sales Tax Mitigation Payments, which provide Tukwila over $1.1 million annually.

- In addition, the state must restore 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 continues 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.

Marijuana

- The state must coordinate medical marijuana and Initiative 502.

- The legal quagmire between the two allows for significant threats to public safety and direct and damaging impacts in our cities’ neighborhoods.

- It is time to reconcile the two systems and provide local jurisdictions with a portion of the taxes to address marijuana impacts within cities.

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.
### PROTECT FULL STREAMLINED SALES TAX MITIGATION PAYMENTS

In 2007, the State Legislature enacted the Streamlined Sales and Use Tax (SST) Agreement. That law changed how sales tax revenues are distributed to local agencies. The State promised negatively impacted cities, like Woodinville, that they’d be held whole through Mitigation Payments from the State to cover the sales tax revenue losses caused by the legislation.

Woodinville receives about $530,000 per year in SST Mitigation Payments. If this program was discontinued and the City had to make up for the loss, it would represent a reduction in the City General Fund Operating Budget of more than 7.4%. Woodinville requests that full SST Mitigation Payments be provided as promised.

### PROTECT STATE SHARED REVENUES TO CITIES

The State has a long and mutually beneficial history of sharing certain State-assessed revenues with cities, including but not limited to liquor tax/profits, gas tax, and certain criminal justice funds.

The rationale for sharing these revenues is in part based upon the recognition that cities incur direct costs serving the groups or activities from which these revenues are generated. Reducing or eliminating these shared revenues would force cities to absorb all of the costs with no offsetting revenues.

Woodinville requests that State Shared Revenues with Cities be protected and continued at full funding levels.

### SITING OF ESSENTIAL PUBLIC FACILITY

Woodinville is a small jurisdiction who has already received the Brightwater Wastewater Treatment plant on its city border and the large Waste Management Cascade Recycling Center facility within its city limits. It should be exempted from having another large, prominent facility, such as a refuse transfer station, located within its boundaries or in close proximity.

Contact Information:

City of Woodinville • 17301 133rd Avenue NE • Woodinville, WA 98072 • 425-489-2700
### 2016 LEGISLATIVE REQUESTS
#### CAPITAL BUDGET ISSUES

<table>
<thead>
<tr>
<th>Request Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PURCHASE OF WELLINGTON HILLS GOLF COURSE – OF UP TO $10M</strong></td>
<td>Snohomish County purchased Wellington Hills Golf Course for $9.7M in 2011 with mitigation funds from the Brightwater Wastewater Treatment plant project. The City of Woodinville would like the State to assist the City financially in acquiring this property from Snohomish County. The City desires to develop the site as an open space park which maintains the rural character of the area, consistent with the surrounding area within the City and Snohomish County properties and does not adversely impact citizens residing in the Wellington area.</td>
</tr>
<tr>
<td><strong>SAMMAMISH RIVER BRIDGE WIDENING PROJECT - $3.4M</strong></td>
<td>$7M project to widen the Sammamish River Bridge over State Route 202. Federal grant of $1.3M and TIB grant of $1.3M. The City would propose to also allocate $1M to the project, and request that the State contribute the balance of $3.4M.</td>
</tr>
<tr>
<td><strong>STREAM FISH BARRIER - $1M</strong></td>
<td>Little Bear Creek passes under 134th Avenue NE, a City street, through 3 large culverts. These culverts are an impediment for salmon to reach the majority of the Little Bear Creek Basin. The City is seeking a $1M contribution from the State through the Department of Fish and Wildlife to replace these culverts with a one-lane bridge. The City will contribute the balance of the funding necessary for the project. Little Bear Creek is considered one of the best salmon habitat spawning grounds in Snohomish County.</td>
</tr>
</tbody>
</table>

**Contact Information:**
City of Woodinville • 17301 133rd Avenue NE • Woodinville, WA 98072 • 425-489-2700
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 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

Association of Washington Cities • 1076 Franklin St SE, Olympia, WA 98501 • 1.800.562.3981 • awcnet.org
With its rural farmlands and forests, vibrant cities, and walkable neighborhoods, King County is a microcosm of Washington State. Today’s global economy increases our common need to look beyond boundaries and to move toward a more regional approach to doing business. We are united with the local and regional governments serving Washington State’s more than 7 million people in our efforts to provide the highest quality services, using the most efficient and innovative methods, and expending the appropriate level of public resources.

The King County Agenda is the result of strong partnerships that transcend political and geographic divides, with a shared objective of ensuring King County remains a thriving hub of economic development, job creation, and healthy communities benefitting all residents of our great state.

**OUR TOP INITIATIVES**

**Fiscal Cliff**
Communities need to feel safe and secure, but the state’s existing revenue formula has prevented the funding of vital programs. It’s a system rendered broken because it is not tied to local economic realities and the double-digit growth in county population. We can ensure adequate local resources by revising the outdated revenue cap to take into account inflation and population growth.

**Bridges & Roads**
Every resident of Washington State deserves the ability to get to work, school, and back home to their family safely, quickly, and affordably. We must build off the successes of last year’s transportation package and deliver maintenance plans for our aging bridges and roads.

**Public Health**
A healthy and strong economy warrants healthy and strong individuals and families. For too long, local governments have lacked the resources to fund crucial public health programs. We need dedicated and sustainable revenue sources to keep our residents healthy.
King County seeks to partner with Washington State in the following ways:

Protecting vulnerable populations

Provide access to basic health and wellness by maintaining core state support for health care, community-based mental health and substance abuse treatment, housing, food, and other safety net resources.

• Treat and prevent both mental health and substance abuse through compassionate care and policies supportive of recovery, including tailored care to people in acute substance abuse crisis by creating an integrated involuntary commitment law, new secure detoxification facilities, and expanding access to opiate overdose prevention.
• Ensure implementation of the Homeless Youth Act’s data-driven programs and services by reauthorizing minors to share their personal information with homeless providers.
• Stop human trafficking through effective public information, law enforcement and services to victims.
• Improve public safety and police accountability by facilitating the use of body cameras.
• Protect businesses and people from the risks of flooding, particularly by fully funding the Lower Russell Road project.
• Align vapor product regulations with tobacco regulations regarding youth access and tax statutes.

Delivering better, smarter government

Build on the success King County has had in controlling costs, investing in efficiencies, utilizing innovative tools and business practices, and providing high quality services to our residents.

• Create better run governments by incorporating current technology, such as the electronic filing of transit fare infractions, public records and procurement, as well as providing website address in lieu of paper, and update informal bidding rates.
• Modernize outdated local road statutes to reduce local liability and improve maintenance and operations in a more cost-effective manner. Update statutes to increase local flexibility for vacating roads, eliminate orphaned roads, and allow more work to be done in-house.
• Assist more veterans in accessing local services like housing, employment, and counselling by providing greater local flexibility in defining eligibility criteria.
• Enhance public accountability by expanding King County Library System Board of Trustees from five to seven members.
• Improve voting access and electoral processes to make government more representative of the public.
• Accelerate the transition from coal to clean renewable energy while providing certainty to ratepayers on timing and cost.

Providing all people an equal opportunity to thrive

King County supports policies and investments that will create safe and sustainable communities, accessible justice systems, and equitable opportunities for all residents.

• Meet local affordable housing needs by expanding incentives to preserve existing housing and authorizing additional revenue tools for affordable housing programs.
• Address laws that exacerbate disproportionality in our criminal justice system.
• Enable law enforcement agencies to build departments more reflective of the communities they protect by extending employment opportunities to legally permanent residents.
• Improve opportunities for rehabilitation by reducing barriers to employment and housing that stem primarily from past criminal convictions.
• Create economic opportunity and reduce inequity by funding meaningful jobs programs that open career paths for semi-skilled workers.
• Ensure paid family leave is a viable option for new families and adults with aging parents.
• Revise and extend solar energy incentives and fund programs that encourage investment in clean renewable energy.
• Update the annexation sales tax credit to save $2 million while seeking to provide the 17,000 North Highline residents with adequate infrastructure, safety, and services necessary to thrive.
2016 Statement of State Policy

**Biodiversity Conservation & Habitat Protection and Restoration**
King County encourages state resources for implementation of habitat protection and restoration projects in approved Water Resource Inventory Area based salmon recovery plans and the Puget Sound Action Agenda. We support streamlining of federal and state permitting requirements and other incentives for public and private parties to carry out projects that will restore habitat for listed endangered species as well as the consideration of multiple species and their habitats. We support the Washington Wildlife and Recreation Program's work to support high priority local parks and open space projects. We support incentives to protect working farm and forest lands and regionally significant open space and habitat. We support proposals to link state funding of infrastructure improvements and other amenities to agreements by cities to receive development rights.

**Climate Change and Energy**
We support state policies, incentives, and investments that will help King County to achieve the countywide goal of reducing greenhouse gas emissions by 80 percent by 2050. We support alignment of state transportation funding and incentives with Vision 2040 recommendations for focused growth in urban centers. We seek grant funding and continued incentives for research and development of renewable energy technology (e.g., community solar programs) as well as appropriate roles for waste-to-energy technology. We support adoption of a statewide low carbon fuel standard that gradually lowers pollution from transportation fuels. We support establishment of market price on carbon and with reinvestment a substantial share of revenues in support of local efforts to reduce greenhouse gas emissions, including support for expanded transit service.

**Economic Development**
We encourage state efforts to partner with local governments and provide them with tools needed to build strong, diverse, and sustainable economies. We support collaborative regional economic development promoting growth and economic diversification through strategic public-private partnerships such as those identified in the sector-based Central Puget Sound Regional Economic Strategy. King County also encourages increased funding for Associate Development Organizations to implement this and other economic strategies to retain existing businesses as they expand, and strategically recruit new businesses that will help diversify our economy further. We support global economic development efforts to market our entire region on the global stage to attract companies, investments, and workers to this region.

In areas related and crucial to economic development success, we support continued funding of infrastructure programs and improvements that facilitate the mobility of people and freight, promote domestic and international trade and in-bound investment, and provide family wage jobs for our residents. Also, we seek state support for local, rural and regional economic development in keeping with the character, goals, and advantages of the particular areas. Further, we support funding of product commercialization, growing businesses and research and development to keep our economy growing and create employment opportunities for our residents.

King County also strongly supports education and workforce development programs for youth and adults including adequate K-12 and higher education funding, re-entry programs, and continued funding for dislocated worker retraining programs—matched to industry skill needs—at community and technical colleges. We support education funding that strengthens the in-state pipeline of skilled workers to enable our industries to thrive and expand while providing family-wage jobs for King County and Washington residents. In that vein, we support programs that will afford more residents the opportunity to obtain the education and training to open up family-wage
jobs to them. This ladder of prosperity will lift up communities, lessen income inequality, and provide a stronger stream of workers for the companies expanding here and those we attract. Specifically, we support funding of efforts supporting improvements to child development outcomes through better pre-natal and early childhood health and education. We support maintenance and construction of infrastructure that facilitates efficient, safe and cleaner movement of people, freight and goods to promote domestic and international trade. We support rural economic development policies and programs that maintain the character of rural areas and sustain rural lifestyles.

**Elections**

King County supports modifications to state election law that would provide cost savings and improved customer service. We also support consideration of policies to ensure greater efficiencies without compromising access to voting, democracy or customer service.

**Emergency Management & Flood Hazard Reduction**

We support integrated approaches to major river flood hazard reduction, including development of regional standards for levee maintenance and capital projects through the Corps of Engineers' Systemwide Improvement Framework process that both protect public safety and meet state and federal requirements for protecting listed species. We support an increased state role in providing support for major flood hazard mitigation projects, particularly those that meet multiple objectives of reducing future flood damages, protecting existing development, protecting habitat, and providing open space benefits (Floodplains by Design capital appropriation last session is an example). We support state investment in infrastructure including roads and bridges where hydraulic impacts cause flooding and other public safety risks. We support clarification of immunity and liability for flood control prevention and navigation projects. We support state development of integrated state goals, programs, and regulations for floodplain management. We support state involvement in emergency management and additional regional tools to support emergency preparedness and disaster response. We also support efforts to prevent harassment of E-911 operators and continued steps toward full implementation of E-911 programs. We support additional state and local government work to map and regulate landslide hazard areas. We seek stronger state requirements for disclosure, reporting, and emergency planning for transport of crude oil by rail and barge to the maximum extent possible under federal and state law.

**Equity and Social Justice**

King County believes that every person has the right to live, work, learn, feel safe and play free from discrimination. We support legislation that prevents discrimination in housing, employment, public accommodations and lending practices. We also support efforts to reduce and reverse disproportionate outcomes in the areas of race and social justice.

**Health Care: Investing in Prevention**

King County develops and implements creative and effective strategies and programs that prevent the leading causes of poor health, promote the integration and ensure access to appropriate and quality physical and behavioral health services, and support improved health and well-being prevention initiatives to create community conditions to reduce health inequities. Supporting and expanding this work requires stable funding at the state level for our prevention and support infrastructure related to public health, mental health, chemical dependency, and human services. Addressing health inequities in our community requires investments in resources and initiatives that will give all our residents access to affordable health care, including prescription drug coverage, alcohol and substance abuse treatment, comprehensive mental health services, and other community supports.
The County seeks support for initiatives that will protect the health of our communities and provide environmental safeguards ensuring the safety of our residents. We support steps that will encourage healthy eating and active living standards that will prevent obesity and reduce use of tobacco and new tobacco products, and that provide for local discretion over these policy and regulatory areas. We support continued state resources to facilitate full and successful implementation of federal health reform, which will expand health care and behavioral health access and preventive care to all Washingtonians.

**Homelessness & Housing**

King County is the administrative lead for the Committee to End Homelessness. Our success in making homelessness rare and brief in King County is built on existing strong collaborations between local, state and federal governments and community nonprofit providers and having the tools to measure the effectiveness of our investments. We support maintaining and expanding funding and initiatives for affordable appropriate housing at the state and local level for homeless and low income residents of King County. Housing and supportive services help county residents remain successfully housed and prevent future homelessness. A Medicaid supportive housing services benefit is needed to assist people living in supportive housing. King County also supports flexibility in administration and investment of hotel/motel revenues to increase affordable housing consistent with state law.

Complementing the housing strategy is the provision of tools to reduce homelessness for families, individuals, and youth through early support and intervention, including consideration of ways to prevent discharging youth and adults directly into homelessness from state institutions. We support modifications to the Homeless Management Information System toward its improved operation. We support robust funding for the Housing Trust Fund, which provides a powerful tool for local agencies’ creation and support of affordable and homeless housing. We support the Housing & Essential Needs program and all of its components.

**Human Services**

King County supports funding for health and human services programs that provide prevention services to help all children and youth grow and prosper socially and academically, offer paths to reduce or prevent involvement in the criminal justice, crisis mental health and emergency medical systems, and provide a safety net of services and partnerships to support our most vulnerable residents. We further support initiatives that offer opportunities for independence, self-sufficiency, and mobility for our residents of all ages.

We support programs that assist individuals with developmental disabilities, including early intervention, school transition and employment funding. We support community mobilization and prevention programs to prevent and treat substance abuse and violence. We support state resources to maintain access to mental health facilities and psychiatric beds. We support the 2-1-1 system to help link people to appropriate human services. We support the ability under current law to use a portion of Mental Illness and Drug Dependency funds to supplant general fund programs including human services, and we support the extension of that flexibility.

**Infrastructure and Transportation**

The roads system in unincorporated King County is critically important to people who live and travel in the county, but it is aged and deteriorating. Funding mechanisms supporting both roads and transit are fundamentally flawed, and the County struggles to provide basic levels of service. New state revenues and local financing tools should prioritize resources for preserving local and
regional roads and bridges and sustainable funding sources for public transportation. Substantial investments are needed to restore roads and bridges, maintain them in good condition, and meet new transportation demands. However, the county’s available funding falls far short of the need. The unincorporated-area road system owned and managed by the county includes 1,691 miles of paved roads, 51 miles of unpaved roads, 184 bridges—including several jointly owned with cities—and other related services and facilities within the 2,130 square miles of total land area in King County. As a result of annexations, county tax resources are shrinking while 50% of county roads’ traffic is made up of urban users. King County seeks state funds to support county roads projects and facilities and will continue to pursue opportunities in state revenue packages, state competitive grants, and other means that will help meet the great unmet needs of our county and regional facilities.

As the operator of one of the largest bus systems in the United States and the carrier for over 60% of all transit riders in the state, King County believes that a stable and well-funded transportation system is important to the economic prosperity and projected growth of our region. As we plan for the future it is clear that transit must play a larger role in moving people. We support efforts to provide public transit with more diverse, stable, and robust funding sources. We support the state’s plans for a strong transit component as being critical to the designs for the Alaskan Way Viaduct and SR 520 corridors. We support mechanisms that facilitate smooth operation of the transit system, including fare card data management and fare enforcement. We support better integration of land use and transportation. We support efforts to reduce vehicle miles traveled and to reduce greenhouse gas levels.

We support continued funding of the Commute Trip Reduction program and the Regional Mobility Grant program, as well as state policies that encourage innovation in carpool and vanpool programs. We encourage policy that facilitates transit’s effective operation, including policies governing rental or lease of rights-of-way as well as equitable reimbursement for Medicaid-eligible non-emergency trips. We support efforts to expand the use of tolling and congestion pricing to address our infrastructure needs and manage traffic. We support legislative efforts to improve bicycle and pedestrian safety.

King County supports a cooperative relationship with the State in providing for the ferry service needs of the residents of King County, including the effective use of toll credits and federal funds toward maximizing our county investments. We also support efforts to assure compatible land uses adjacent to airport facilities.

King County embraces the state’s commitment to reconnect the Eastside Rail Corridor (ERC) at I-405 (Wilburton) and seeks support to implement the shared multi-use vision of the regional partners for the ERC as a Corridor for the Ages.

Land Use, Growth Management and Annexation
King County supports the Growth Management Act as the primary means of planning for growth. We support the long-standing, strong state framework for comprehensive, countywide monitoring of the provision of urban services, the capacity to absorb future growth and the sufficiency of the size of the urban growth area. We support integration and streamlining of state land use and related statutes, as well as state funding to assist jurisdictions in meeting planning requirements. As unanimously recommended by the King County School Siting Task Force, we support changes in state laws, guidelines, policies and administrative procedures that would provide school districts with the incentives and tools to site schools in cities and towns. We support tools and incentives to facilitate annexations within urban growth areas and to help cities accommodate the transitional
costs of annexations. We also support changes to state subdivision laws that would eliminate illegal practices or conflicts with local zoning. We support better integration of land use, transportation, and public health.

**Law & Criminal Justice**
We support a fair and accessible justice system that keeps people safe in their homes and communities. We support the use of court fees that appropriately balance the need for revenue with the need to eliminate barriers to court access. We support a state/local split of state-imposed court fees that are collected at the local level. King County supports the development of statewide court case management systems and data exchange that will meet the needs of the County and the many users of its criminal justice system. We support state funding for state mandated programs, including dependency court appointed special advocates. We support tools that allow counties to work with one another in developing effective systems to share criminal justice information, including an appropriate exchange of mental health commitment and firearms information. We support distribution of state resources for parents representation, court interpreters, and extraordinary criminal justice costs. We believe the state should bear responsibility for the costs of notice publication in dependency cases. We support legislation providing for continuation of federal benefits for qualifying mentally ill adult and juvenile inmates and detainees. We are committed to ending domestic violence and sexual assault for our residents. We continue to be concerned about human trafficking and will work to combat its practice.

**Revenue, Finance, and General Government**
King County strongly supports maintaining and enhancing local taxing and fee authority and local revenue options. We support fee-based tools to preserve the provision of services by the county assessor and new technology tools to provide more efficient service. King County supports efforts to develop financing tools for spay and neuter programs that support regional animal services objectives. We also support enhanced additional page recording fees to offset local governments’ recording costs. We support giving counties the ability and discretion to accept partial payments of delinquent property taxes. We seek to preserve our ability to operate our own investment pool. We do not support unfunded mandates on the county. If state responsibilities are shifted onto local governments, we would seek new local governance authority and state financial support or new local revenue tools. Such a shift should be weighed carefully, and explored only after investigating ways to reduce state requirements as well as local governments’ ability to absorb such responsibilities and costs.

King County supports expanding the banking and financial services options available to local governments in meeting their needs. This expansion should provide local governments with the option of using local and smaller financial institutions, while maintaining a high level of safety and security for public funds. King County also supports amending RCW 39.58 to allow credit unions to accept public deposits in a manner consistent with the restrictions of banks and thrift institutions under this statute.

King County supports mechanisms or tools to streamline the public disclosure request process to ensure that is efficient and that unreasonable costs are avoided.

**Stormwater, Water Quality and Puget Sound Partnership**
We support more holistic implementation of the Clean Water Act, including evaluation and prioritization of actions at a watershed and Puget Sound scale. We support the holistic approach to updating the Human Health Criteria in the State Water Quality Standards including the focus on the toxics reduction strategy. We support optional programs that would allow state agencies to
approve local stormwater programs as qualified local programs. We also support development of state certification for wetland ecologists. We support state technical assistance and regulatory approval for a wider range of tools and approaches for stormwater treatment and management. We seek refinement of NPDES water quality monitoring requirements to focus on value-added monitoring that is coordinated across permit holders consistent with recommendations of the Stormwater Monitoring Workgroup. We support funding and implementation of the Puget Sound Partnership’s Action Agenda consistent with the 2014 Puget Sound Partnership Funding Strategy. The Funding Strategy focuses on habitat protection and restoration, stormwater, and restoration of shellfish beds, and calls for a more integrated approach to funding for water quality, habitat, flood hazard, and transportation projects. We seek continued state investment, inspection, monitoring, and repair of failing on-site septic systems as well as strengthened local authority to establish sustainable local funding to address health risks from failing on-site septic systems. We support regulatory streamlining and other incentives for public and private projects that will restore functioning shoreline and mitigate stormwater impacts.

**Waste Reduction and Recycling**

We support development of holistic product education, stewardship, recycling, and take-back programs for products for which improper disposal is likely to result in hazardous waste, water quality contamination or other solid waste impacts, including pharmaceuticals and medicines, computers and other electronics, paint, carpet, batteries, telephone books, and mercury and fluorescent lighting sources.
Item 10:
Puget Sound Emergency Radio Network (PSERN)

UPDATE

SCA Staff Contact
Ellie Wilson-Jones, SCA Policy Analyst, elli@soundcities.org, 206-433-7167

Update

The Puget Sound Emergency Radio Network (PSERN) is a $273 million voter-approved property tax levy that will replace King County’s current aging emergency radio communication system. Oversight for the project is provided by the owners of the current system, which are represented on a PSERN Joint Board as well as by the King County Council’s Law, Justice and Emergency Management Committee and the King County Auditor’s Office. The Auditor issued a report on the project in November 2015 which found issues with the project scheduling, reporting, and proposed construction contracting method and made five recommendations, which PSERN project have staff have agreed to implement. Monitoring of the project will also take place with the Regional Policy Committee, with a briefing on the PSERN implementation efforts scheduled for January 13, 2016.

Background

On April 28, 2015, King County voters approved a nine-year property tax levy, which is expected to generate a total of $273 million in revenues to fund the planning, construction, and testing of a new Puget Sound Emergency Radio Network (PSERN). The PSERN will be used to dispatch responders to incidents and allow them to communicate with each other, replacing King County’s nearly 20-year-old emergency radio communication system.

Countywide, the current radio system consists of 26 radio transmitter sites and supports more than 100 agencies and roughly 16,000 radio users, each with a portable or vehicle-installed radio. Motorola, the vendor for the current system, has said it will stop supplying replacement parts and repairing used parts for existing equipment at the end of 2018, resulting in a risk of performance degradation thereafter. In replacing this aging system, the new PSERN system will improve reliability, increasing coverage capacity from 94 percent to 97 percent, and will nearly double the number of radio transmitter sites to 42. Motorola was selected as the system vendor for the new PSERN project in 2014 and awarded the $112 million, 20-year contract, to design, develop, implement, test, and provide ongoing support, maintenance, and upgrade services for the PSERN project.

PSERN Levy Oversight

King County is responsible for leading implementation of the PSERN project on behalf of the four owners of the current emergency radio network: King County, the City of Seattle, Valley Communications Center (Valley Com), and the Eastside Public Safety Communications Agency
(EPSCA). Oversight during an expected five-year implementation period is to be provided by a Joint Board comprised of a non-voting chair (the Executive or the Executive’s designee) and one voting member from each of the four current network owners: King County, Seattle, the Valley Com cities (Auburn, Federal Way, Kent, Renton, and Tukwila), and the EPSCA cities (Bellevue, Issaquah, Kirkland, Mercer Island, and Redmond). Two additional non-voting participants, a police chief and fire chief, may be appointed by the four voting members. King County’s responsibilities and the oversight board’s makeup are set by an Interlocal Agreement between King County and the cities making up the other system owners.

The PSERN Joint Board membership is as follows:

- Bill Kehoe, King County Chief Information Officer and Director of King County Information Technology — Representing King County
- Patti DeFazio, City of Seattle Department of Information Technology Director of Financing & Contracting Services — Representing City of Seattle
- Lora Ueland, Valley Com Executive Director — Representing Valley Com
- Kurt Tripplett, Kirkland City Manager — Representing EPSCA
- Fred Jarrett, Deputy King County Executive — Non-Voting Chair Serving as the King County Executive’s Designee
- Ron Gibson, Redmond Police Chief — Non-Voting Police Representative
- Chris Elwell, Region 6 Fire Commissioner — Non-Voting Fire Representative

Following the implementation period, ownership, operation, and maintenance of the PSERN system will be vested in a new, nonprofit organization governed by a board of directors.

In addition to the PSERN Joint Board, additional oversight and monitoring during implementation is being provided by the King County Council, Regional Policy Committee, and King County Auditor’s Office. The King County Council has also established an oversight reporting schedule requiring quarterly briefings to the King County Council Law, Justice and Emergency Management Committee on the status of the PSERN project and spending in relation to project milestones, which are discussed below. The next such oversight briefing is scheduled for January 12, 2016. Additionally, the SCA members of the Regional Policy Committee (RPC) have requested that PSERN be placed on the Committee’s Work Program for 2016, and a briefing on the PSERN project is scheduled for the January 13, 2016 RPC meeting. Oversight being provided by the King County Auditor’s Office is discussed below.

**PSERN Project Milestones**

King County Council Motion 14369, passed June 1, 2015, directed the King County Executive to transmit a report identifying expected milestones for the PSERN project and to designate at which milestones oversight by the Council would be appropriate. As discussed above, the Executive and Council have agreed to a schedule of quarterly oversight briefings to the Council’s Law, Justice and Emergency Management Committee. The Executive’s report listing milestones and expected completion dates is contained here as Attachment A, Report Recommending a Process for Making Regular Updates on the Puget Sound Emergency Radio Network (PSERN) Project Implementation to the King County Council. The milestones and
expected completion dates are also excerpted in the table below. Descriptions of each milestone are provided in the Executive’s report, Attachment A, beginning on page 4.

**Future PSERN Implementation Milestones and Expected Completion Dates**

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
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<tbody>
<tr>
<td>Group 1 Site Leasing and Final Site Design</td>
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<td>September 2021</td>
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</table>

One project milestone has already been completed: Motorola, the system vendor, was issued notice to proceed on July 1, 2015. The next project milestone, Group 1 Site Leasing and Final Site Design, consists of obtaining a right-of-entry and long-term leases or other use agreements for 55-60 of the approximately 71 equipment locations necessary for the project, including radio tower sites. This project milestone is expected to be complete by March 2016. Leasing for the remaining sites is projected to take longer, stretching to August 2017, because the locations are owned by government agencies and extended processing times for site surveying, permitting, and lease approval are necessary.

**King County Audit**

The King County Auditor’s Office issued a report in November 2015 evaluating the PSERN project to date, Attachment B, Puget Sound Emergency Radio Network: Project Schedule and Cost Risks. The Auditor’s report focuses on the county-managed effort to lease and construct improvements at the 42 radio tower sites needed for the new project. This work must be finished before Motorola—which is to identify useable tower locations and furnish, install, and test the new emergency radio system and equipment under the $112 million system vendor contract—can commence installation and testing work. That work is contractually scheduled to start in July 2017. The Auditor’s Office will also provide ongoing oversight, evaluating other elements of the project implementation, as work progresses.

In the November report, the Auditor’s Office identified three areas where attention is needed, the middle of three potential levels of concern (lowest/green: no current concerns; middle/yellow: attention needed; highest/red: corrective action needed). A summary of the Auditor’s assessment and the accompanying recommendations, excerpted from Attachment B, are as follows:
• **Schedule Risks:** Motorola, under its system vendor contract, is responsible for identifying usable tower locations. While this work was scheduled to be complete by mid-May, 38 sites identified by Motorola as of mid-October were found to be unusable and, as of the Auditor’s Report, only 22 sites had been confirmed. The Auditor questions whether the project team is adequately prepared to manage schedule risks and has highlighted that the challenges with site identification and delays in developing a standard form lease agreement are putting pressure on the July 2017 site readiness date included in the county’s contract with Motorola.

  o **Recommendation 1:** The Puget Sound Emergency Radio Network project team should revise the project schedule and communicate it to stakeholders before the end of 2015 to include reasonable time to accomplish the remaining tasks necessary to finish tower site construction. The schedule should be based on progress to date and identify the impact on the remainder of the project schedule.

• **Project Accountability:** The Auditor cautions that cost and accountability risks are increased by the PSERN project team’s construction contracting strategy. The project team is relying on preliminary, planning-level cost estimates made two years ago for tower construction, which increases the risk costs will be higher than currently estimated.

  o **Recommendation 2:** The Puget Sound Emergency Radio Network project team should improve reporting to clearly demonstrate to stakeholders the progress on leasing and constructing radio tower sites. Reporting should show how current cost and schedule forecasts compare to the assumptions used in the preliminary project estimate.

  o **Recommendation 3:** The Puget Sound Emergency Radio Network project team should establish and document a project baseline prior to signing any construction contract. The baseline should use the certainties from the Motorola contract, best available information for tower site costs and schedule, and refined estimates of other costs.

• **Work Order Contracting:** The PSERN project team intends to use work order contracting for tower site construction to provide greater flexibility and allow for expedited development, but the Auditor warns that this approach increases the risk of paying more for construction compared to other contracting methods. With work order contracting, PSERN would competitively bid an overall contract before leasing, permitting, and design work is complete and then would initiate construction incrementally as that work is finished for each site.

  o **Recommendation 4:** The Finance and Business Operations Division should provide ongoing technical assistance to the Puget Sound Emergency Radio
Network project team to help manage the cost risks of any construction work order contracts for this project.

- **Recommendation 5**: Before seeking bids on a work order construction contract for the radio tower sites, the Puget Sound Emergency Radio Network project team and Finance and Business Operations Division should evaluate the relative benefits, costs, and risks specific to each site of inclusion in a work order contract or a traditional design-bid-build contract. This evaluation should be documented and result in a recommended approach for each individual site for consideration and approval by the project sponsor.

PSERN Project Manager David Mendel has stated that the PSERN project staff agrees with and will be instituting the recommendations of the Auditor’s Office to correct the issues identified by the Auditor.

**Attachments**

A. [Report Recommending a Process for Making Regular Updates on the Puget Sound Emergency Radio Network (PSERN) Project Implementation to the King County Council (Executive’s Report)]

B. [Puget Sound Emergency Radio Network: Project Schedule and Cost Risks (PSERN Audit)]
REPORT RECOMMENDING A PROCESS FOR MAKING REGULAR UPDATES ON THE PUGET SOUND EMERGENCY RADIO NETWORK (PSERN) PROJECT IMPLEMENTATION TO THE KING COUNTY COUNCIL

July 2015
MOTION 14369

The Metropolitan King County Council passed Motion 14369 on June 1, 2015. A key part of the motion reads as follows:

A. The executive shall develop and transmit to the council a report that identifies expected milestones throughout the Puget Sound Emergency Radio Network ("PSERN") implementation process and designate which at which milestones oversight by the council would be appropriate. At a minimum, the report shall include:

1. A description of the anticipated PSERN implementation milestones throughout the PSERN implementation process, including, but not limited to, system vendor-related milestones, architecture and engineering milestones and system testing milestones; and

2. A timeline for transmittal of an oversight report to the council that corresponds with each milestone identified under subsection A.1. of this motion.

This report is submitted in response to Motion 14369.

INTRODUCTION

On April 28, 2015, the voters approved a $273 million levy lid lift to pay for the planning, construction and testing of a new Puget Sound Emergency Radio Network (PSERN). PSERN will be used to dispatch responders to incidents and to allow responders to communicate with each other at those incidents. The County Council later approved the first phased appropriation for that work.

The County Council also authorized the County Executive to sign “an interlocal agreement, under chapter 39.34 RCW, with the cities of Auburn, Bellevue, Federal Way, Issaquah, Kent, Kirkland, Mercer Island, Redmond, Renton, Seattle and Tukwila, relating to the Puget Sound emergency radio network project.” The interlocal agreement (ILA) established a joint board. The ILA also provides that “the County act as the lead agency for planning, procurement, financing and implementation of the PSERN System” with the assistance of the joint board.

Motion 14369 noted that this project “will be complex with multiple tasks.” There are over 1,700 tasks in the system vendor’s detailed schedule, for example.

As the lead agency, King County government will also play an important role in the project’s oversight. It will do this in multiple ways including periodic reports to the County Council, meetings of the Project Review Board, involvement by the County Auditor, and quality assurance of project management by an outside consulting firm.

The project issued the system vendor Notice to Proceed (NTP) on July 1, 2015. This is one of the project’s key milestones. The remaining key milestones are listed below and
described in more detail later in this report. The project estimates it will close out in September 2021.

As discussed in more detail below, the project propose to brief the appropriate Council committee each quarter focusing on the project’s actual work and spending in comparison to project’s plans.

**KEY IMPLEMENTATION MILESTONES AND COMPLETION DATES**

The following is a list of key project milestones and the projected completion date for each:

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
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<tbody>
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<td>September 2019 (begins formation)</td>
</tr>
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<td>March 2020</td>
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<td>Full System Acceptance</td>
<td>September 2020</td>
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<td>Project Closeout</td>
<td>September 2021</td>
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</tbody>
</table>
# Description of Key Implementation Milestones

<table>
<thead>
<tr>
<th>Group 1 Site Leasing and “Final” Site Design</th>
<th>March 2016</th>
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</table>

The project will have approximately 71 equipment locations, depending on the final system design. During this period the project will need to obtain a right-of-entry and at least one long-term lease or other use agreement for each of these locations. Multiple leases would be needed if one group owns the tower on the site while a second group owns the equipment shelter.

Most (55-60) of these leases/agreements (“Group 1”) will be approved and signed by March 2016. A smaller number (15-20) are included in a second group because the government agencies owning these locations have extended processing times for site surveying, permitting and approving leases.

Obtaining the lease/agreement is a step on the project’s critical path. Most landlords will not allow the project to begin making improvements on their property (e.g. reinforcing a tower so it can hold an increased load, installing a generator for back-up power, etc.) until a fully executed lease is in place. It is important to get site leases finalized as soon as possible so that improvements can be completed on schedule.

The project has retained an outside firm, Odelia Pacific Corporation (Odelia), as the Architectural and Engineering (A/E) consultant. Odelia will examine each site and draft the design/construction documents for the site’s improvements. These documents will have multiple purposes including: informing the landlord what the project intends to do at the site and where the project intends to do it; assisting in the project planning purposes; serving as part of the applications for permits and approvals; comprising exhibits for the lease/agreement document; and guiding the construction of improvements.

Odelia will also negotiate rights-of-entry and leases. The project has convened a weekly meeting of staff from the Facilities Management Division, Risk Management, Real Estate Services, Prosecuting Attorney’s Office, outside legal counsel, the Busch Law Firm (Busch), Odelia, and the project to guide these negotiations. There will then be a final internal County review process before the lease is sent to the County Council. After Council approval, the Director of the Facilities Management Division will sign each lease.

There will also be a final site design completed during this period. The site design consists of final civil site construction documents which will be used by the project’s construction vendor to build new sites or modify existing sites. Each site will have a specific set of construction documents, which will then be issued to the construction vendor via a work order process. Odelia will be responsible for drawing up these documents as their final deliverable under the A/E consultant contract.
Construction Permitting

The project must obtain a building permit from the local jurisdiction prior to beginning improvements and equipment installations at a site. Additional permits and approvals, such as grading permits or State Environmental Policy Act (SEPA) approvals, may also be required. Obtaining the required permits and approvals allows the project to begin construction at a site, and is another step on the project’s critical path.

Odelia will be responsible for working with site owners and permitting authorities to obtain construction permits and approvals. The project is scheduled to have all required permits and related approvals for Group 1 sites by August 2016.

Site Construction Mid-Point

The amount of construction needed to ready a site for the installation of electronic equipment varies considerably from site to site. Most sites already have some communication facilities. Even so, most will need some work, such as the reinforcement of the tower, the installation of a generator and fuel storage facilities, or the extension of a power line. Approximately 14 sites for which the project is responsible are “greenfield” sites: bare ground needing both a new tower and shelter.

Most of the sites are accessible year around so construction work can be done at any time of the year. However, 19 sites are located 2,000 feet or more above sea level. Access to some of these sites can be limited by snowfall, restricting construction to summer months.

While there is no specific milestone here, September 2016 represents the chronological half way point for civil site development.

King County is in the process of procuring a contractor to build the site improvements as well as a construction management consultant. The project has hired experienced staff to manage and oversee these contractors.

Group 2 Site Leasing

As noted above, a small number of leases (15-20) will not be finalized by March 2016. These leases are for sites owned by certain government agencies that have a history of taking an extended period of time to approve siting and leases, even in the face of agreement on the underlying use. The project has begun working with these sites’ owners.

Factory Acceptance Testing

Prior to the deployment of electronic equipment in the PSERN system, the system vendor will manufacture and set up the network infrastructure at its factories. It will then
test this infrastructure to measure system performance and determine whether all
services ordered work properly. The system vendor contract prohibits it from installing
this equipment in our system until it has passed this testing.

Technical staff from the project and system managers from our partner organizations
will travel to the manufacturer’s factories to witness the network’s configuration and to
oversee the system vendor’s testing.

After the system is tested, it will be packed and shipped to the County so installation
can begin.

<table>
<thead>
<tr>
<th>Site Construction Complete (all sites)</th>
<th>October 2017</th>
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The project must secure all of the site leases and approvals and complete civil site
improvements, such as the reinforcement of towers, the installation of generators and
fuel storage facilities, and the extension of power lines, no later than October 2017.
Sites must be ready for the system vendor to begin installing equipment and software.

<table>
<thead>
<tr>
<th>Backhaul System Implementation</th>
<th>November 2017</th>
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The first subsystem the system vendor will install is the backhaul subsystem. This
subsystem routes communications among sites, as opposed to transmitting
communications between radios and sites.

There are two parts to this subsystem: the microwave radio/fiber links and the
Multiprotocol Label Switching (MPLS) equipment and software. The microwave
subsystem transmits data from one site to another throughout the network. The MPLS
subsystem acts as a “network router” and determines the most efficient route between
sites when there are multiple possibilities.

The backhaul subsystem consists primarily of microwave links, point-to-point
connections that depend upon direct, unimpeded line of site paths. A few sites will also
have optical fiber connections for redundancy (reliability).

The system vendor will test the backhaul subsystem after installation. Project staff will
oversee the installation and testing of the backhaul subsystem.

<table>
<thead>
<tr>
<th>Land Mobile Radio System Implementation</th>
<th>September 2018</th>
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The system vendor will install the land mobile radio (LMR) subsystem after the backhaul
subsystem. The LMR subsystem enables the communication between a tower and a
radio or console. While the backhaul microwave links are point-to-point, each set of
LMR equipment covers a geographic area.
The LMR implementation includes all electronic base station, central core, and dispatch center equipment installation, as well as back-up battery power, interoperability gateway equipment, and factory maintenance training for technicians. As each radio site or dispatch center has its equipment installed, it will be thoroughly tested and witnessed by project staff.

### System Optimization and Testing  
May 2019

Once all consoles and other system infrastructure have been installed the system vendor will adjust the infrastructure so it is running correctly and at peak efficiency. The optimization will ensure each piece of the overall system is operating according to specific design parameters that radio tower coverage is adequate, and that end users can communicate throughout the designed coverage areas. The system vendor will test the system infrastructure with oversight by project staff as well as the project’s technical consultant.

### PSERN Non-profit Operator Formation  
September 2019

One year before the anticipated date of full system acceptance, the joint board will establish the PSERN non-profit as agreed to in the interlocal agreement. Establishing the PSERN non-profit will require the filing of incorporation documents with the Washington Secretary of State, the designation of board members by the parties to the ILA, and agreement on and filing of other documents such as by-laws.

Once it is established and staffed, the non-profit will take over PSERN including operations, ownership, and governance functions from the project, County, and joint board. The board must hire an executive director to run the PSERN organization’s day-to-day business, including hiring staff to operate, maintain, monitor, repair, update, and upgrade the PSERN system. The Board will also convene an operations board. The goal is to have the non-profit ready to assume these functions upon full system acceptance.

### Transition End Users to PSERN System  
March 2020

Once the LMR subsystem is installed and tested, the system vendor will begin providing end user radios. There are currently 17,000 radios used actively on the County system. The project has committed to replace all working radios on our system, owned by local King County government agencies, on a one-for-one basis.

The project will replace existing radios on the network with “standard” radios. The project has worked with a task force consisting of a range of user groups to define standard radios and consoles for their particular discipline, and lists of optional features (microphone A, B, or C, for example) available at no added cost. User agencies may also purchase additional features at their expense.
Each user agency will decide which options to choose, which additional features to buy, and which talkgroups to have in each of its devices. The system vendor will then manufacture, program and install (as necessary) the devices. Project staff will test a selection of devices to see that they work properly and are correctly programmed.

Approximately one-third of the radios the project orders will be mobile radios, radios needing to be installed in police cars, fire trucks, and ambulances, on motorcycles, or in or on other vehicles. Vehicles will be out of service while their device is installed. The project expects to have approximately 35 vehicle installations completed each week during the transition period.

The system vendor will do this installation work with oversight from project staff.

The first users transitioned on to the new system on a test basis. These testers will be non-life critical users, so normal difficulties can be corrected without endangering lives.

<table>
<thead>
<tr>
<th>Full System Acceptance (FSA)</th>
<th>September 2020</th>
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<tr>
<td>After the infrastructure has been installed and tested and the radios and consoles programmed, installed, and tested, there will be a final full system test/performance period. The full system must operate without major service interruption or degradation continuously for a two-month period. If there is any service interruption or degradation, the system vendor must fix the system. For major failures the clock begins again according to the system vendor contract.</td>
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<tr>
<td>After the full system test/performance period the system vendor must complete punch-list items and deliver the required system documents to the project. The system vendor will then receive its final phase payment and also the retainage funds held throughout the term of the contract. Once all punch list items have been completed and all deliverables have been accepted, the project will issue FSA.</td>
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<tr>
<td>The system vendor contract also includes a two-year warranty that begins with issuance of FSA.</td>
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<th>Project Closeout</th>
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<td>Once the system is up and running properly and turned over to the new non-profit, the project will closeout. Closeout will include removal and sale/disposal of equipment from the old system, the completion of project documentation, involvement in an anticipated audit, and other tasks. Once these tasks are complete, the project will end.</td>
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PROPOSED COUNCIL UPDATE PLAN

The County Executive proposes staff brief the County Council's Law, Justice and Emergency Management Committee, or its successor, quarterly as scheduled by the committee through the life of the project. The first briefing is proposed for October 2015. This briefing would focus on the overall project schedule and methodology, descriptions of key milestones, progress to date, and any other information requested by the committee.

The executive also proposes the project submit a short written status report to the chair of the committee at least one week in advance of the scheduled briefing. The report would focus on the project's status and budget vis-à-vis its projected schedule and budget together with the reasons for significant differences, if any. This report would form the foundation for the briefing.
Executive Summary

Puget Sound Emergency Radio Network: Project Schedule and Cost Risks

Work to replace the aging Puget Sound Emergency Radio Network (PSERN) is falling behind on an ambitious schedule. The County must finish its work constructing radio towers before the vendor can install new equipment to meet modern standards and expand coverage. The project team plans to expedite construction by using a contract method that carries some increased cost risk. We recommend risk mitigation activities and improved scheduling and reporting to get the project back on track and strengthen accountability.

Thomas Wood
Tina Rogers

November 10, 2015
King County Auditor’s Office

To Advance Performance and Accountability

**Mission:** Promote improved performance, accountability, and transparency in King County government through objective and independent audits and studies.

**Values:** Independence ~ Credibility ~ Impact

The King County Auditor’s Office was created by charter in 1969 as an independent agency within the legislative branch of county government. The office conducts oversight of county government through independent audits, capital projects oversight, and other studies. The results of this work are presented to the Metropolitan King County Council and are communicated to the King County Executive and the public. This study is a non-audit service of the King County Auditor’s Office and conforms to the office standards for independence, objectivity, and quality.
Puget Sound Emergency Radio Network: Project Schedule and Cost Risks

November 10, 2015

Project Status
We have identified schedule and cost risks to King County’s $273 million levy funded Puget Sound Emergency Radio Network (PSERN) project. The purpose of this voter approved effort is to upgrade King County’s emergency radio network to meet modern technology standards, expand coverage, and replace existing equipment. The current network vendor (Motorola) has stated it will stop supplying replacement parts and repairing used parts for equipment at the end of 2018, resulting in a risk of performance degradation thereafter. The PSERN project team has contracted with Motorola to identify radio tower sites and furnish, install, and test a new emergency radio system and equipment at a cost of $112 million, with final acceptance scheduled for September 2020.

This report focuses on the county-managed effort to lease and construct improvements at 42 radio tower sites needed for the new system. This work must be finished before Motorola can commence their installation and testing work, which is contractually scheduled to start in July 2017.

Scope
The construction portion of the project scope is uncertain, with locations for six radio tower sites to be determined and further evaluation needed to confirm the usability of 14 other sites.

Schedule
Over half of the sites identified by Motorola have not been usable, delaying the county’s leasing, design, and construction work since replacement sites had to be located before these tasks could start.

Budget
The current project budget for designing, leasing, and constructing radio tower sites is based on planning-level estimates prepared in 2013. It has not been revised to reflect what PSERN has learned through early lease negotiations and design activities on usable sites.

Recommendations
We make recommendations to update the project schedule, improve reporting, establish a project baseline, and mitigate risks associated with a construction contracting method the County has chosen.

= No Current Concerns  ▼ = Attention Needed  ▶ = Corrective Action Needed
The Puget Sound Emergency Radio Network (PSERN) project has fallen behind on an ambitious schedule to develop tower sites, and it is uncertain if the project team is adequately prepared to manage schedule risks. It is taking longer than planned to locate usable radio tower sites, putting pressure on the July 2017 site readiness date included in the county’s contract with Motorola. It is also taking longer than planned to establish a standard form lease agreement intended to streamline lease approval.

It is taking longer than planned to identify usable locations for the 42 radio tower sites needed for the county’s emergency radio network, which could potentially delay project completion. This puts pressure on the July 27, 2017 site readiness date included in the county’s contract with Motorola since locating usable sites is the first step in a tower development process also involving leasing, design, and construction.

Under the terms of its contract with the County, Motorola is responsible for identifying usable tower locations. The project schedule shows this work planned to be completed by mid-May. However, through mid-October, 38 of the locations Motorola identified were found by the County to have unacceptable flaws, such as leasing issues, radio signal problems, and permitting or construction obstacles. At this time, 22 radio tower site locations have been confirmed, 14 locations may be deemed usable after resolving minor issues, and the County is waiting for Motorola to identify replacement sites for six radio tower sites.

Exhibit: Tower construction is dependent on identification of usable sites.

Source: Auditor’s Office Analysis of PSERN documents

The PSERN project team reports that the County has notified Motorola about concerns with its performance and that the difficulties experienced with the candidate sites they identified for the county has caused schedule delays.
The PSERN project team intends to continue working with Motorola to resolve the site identification issues.

The PSERN project schedule is not detailed enough to assess whether it is still reasonable to accomplish the remaining tasks and achieve the tower site readiness date included in the contract given the progress to date. While the PSERN project team has identified actions it could take to potentially mitigate some of these schedule risks, it is unclear when it intends to take action, and whether the actions will be enough to recover the schedule delay. It is also unclear what impact a delay in radio tower construction would have on the rest of the project schedule.

The PSERN project team is also behind schedule in its goal to establish a standard form lease for the tower sites to streamline legal review and County Council approval. The standard form lease was expected to be available for the PSERN project team’s use in tower site lease negotiation by June 2015. However, review of the standard form lease is still in process. The PSERN team indicates that developing the standard language has taken longer than expected, involving coordination with numerous county entities and outside consultants, including the Facilities Management Division, Risk Management, the PSERN project staff, the Prosecuting Attorney’s Office, outside legal consultants, and council staff. Once the standard lease language is available, the project team should plan time for additional legal review of unique lease language in the event that some property owners require revisions to the standard form lease.

The PSERN project team expects to seek County Council approval for the first batch of tower site leases in February-March 2016 and is actively working with council staff to schedule consideration of leases for approval.

**Recommendation 1**

The Puget Sound Emergency Radio Network project team should revise the project schedule and communicate it to stakeholders before the end of 2015 to include reasonable time to accomplish the remaining tasks necessary to finish tower site construction. The schedule should be based on progress to date and identify the impact on the remainder of the project schedule.
Cost and accountability risks are increased by the PSERN project team’s decision to move forward with a construction contract despite having only preliminary cost estimates and before baselining the project. The project team is relying on preliminary, planning-level cost estimates made two years ago for tower construction, which increases the risk costs will be higher than currently estimated. Given this and other decisions, the PSERN project team should establish a project baseline and improve project documentation to provide the county and its stakeholders with the information necessary to measure the scope, schedule, and budget performance of the project.

The PSERN project reporting does not provide the County and its stakeholders with up-to-date status information in a format facilitating decision-making and oversight. Up-to-date status information is especially important given the fast pace of the project and level of uncertainty surrounding the scope and cost of the radio tower construction. For instance, the current cost estimate for tower construction is based on planning-level estimates prepared in 2013 and does not reflect what the project has learned from the site selection process, preliminary lease negotiation, and preliminary design work. Planning-level cost estimates have a high level of uncertainty, increasing the risk that tower construction costs could exceed the current cost estimates.¹

The current schedule and cost reporting that the PSERN project team uses to communicate with project stakeholders and oversight entities does not provide clear and verifiable status updates useful for formulating decisions about certain project elements that are still being worked out. Stakeholder access to clear reporting would also facilitate independent oversight verification that reporting is consistent with more detailed project documentation. This issue has also been identified by the quality assurance consultant retained by the project sponsor. The PSERN project team intends to improve its reporting.

Well organized and verifiable progress reporting would clearly document where actual costs and/or schedules differ from the project plan, show trends, and highlight variances that warrant further attention. Status reporting is especially important given the fast track delivery approach to tower site construction planned for this project and the potential that delays or cost

¹ Planning-level estimates are generally assumed to be uncertain, with actual costs expected in a range from -50 percent to +100 percent of the estimate.
overruns in the early part of the project could impact the overall project outcome.

**Recommendation 2**

The Puget Sound Emergency Radio Network project team should improve reporting to clearly demonstrate to stakeholders the progress on leasing and constructing radio tower sites. Reporting should show how current cost and schedule forecasts compare to the assumptions used in the preliminary project estimate.

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**The project team has not established a baseline**

The **PSERN project team has not yet established a project baseline, creating an accountability risk since no clear basis for evaluating scope, schedule, and budget performance is available.** Establishing a baseline for the project scope, schedule, and budget will enhance accountability by providing a performance benchmark that stakeholders and oversight entities can use to evaluate project performance. A baseline is required by county code for capital projects when 30 to 40 percent of the design work is finished.

The Project Review Board, an oversight body for IT projects, does not plan to require the PSERN project team to establish a baseline at this time, because the incremental approach to the design of the individual tower sites makes determining the 30 to 40 percent milestone for this portion of the project work difficult. However, the timing and cost of the Motorola work is now certain and contractually agreed to. The $112 million contract represents 59 percent of the capital expenditure budget for the project.² The PSERN project team has also contracted for design and construction management consulting services, providing greater cost certainty in those areas. With the information gained from implementation of recommendations 1 and 2 above and the certainty from the Motorola and other contracts, the PSERN project team should soon have adequate information to establish a baseline.

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**Recommendation 3**

The Puget Sound Emergency Radio Network project team should establish and document a project baseline prior to signing any construction contract. The baseline should use the certainties from the Motorola contract, best available information for tower site costs and schedule, and refined estimates of other costs.

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² The $273 million PSERN project budget includes $189 million for capital expenditures, $19 million for non-capital expenditures, $38 million for contingency, and $27 million for debt financing.
The PSERN project team intends to use a fast track approach known as work order contracting for tower site construction which, while providing greater flexibility, also increases the risk of paying more for construction compared to other contracting methods. The PSERN project team plans to use work order contracting to expedite tower site development by contracting in advance then initiating construction incrementally as leasing, permitting, and design work are finished for each site. This contracting method increases cost risk, especially for the PSERN project, since the estimated construction cost is large, the work complex, and the project team has limited experience using it. For sites on federal land, the process to obtain leases is anticipated to take approximately one year, providing sufficient time to finalize designs before bidding.

Prior work by our office has shown that while a useful tool, the work order contracting approach the PSERN project team plans to use increases the county’s risk of paying more for construction than when using other methods. We published a performance audit on work order contracting on July 7, 2015 and determined this contract type increases the county’s cost risk while offering flexibility and schedule advantages. We found that using work order contracts did not always result in the lowest construction cost. It is especially important that the cost risks of work order contracting are considered and mitigated on the radio tower construction for two reasons. First, if done under a single contract for an estimated construction cost of approximately $20 million, this would be the largest work order contract ever used by the County, with the next largest one being $3.5 million. Secondly, the PSERN project team has limited prior experience using this contracting approach, increasing the cost risk.

The Finance and Business Operations Division (FBOD) approves use of this method and provides technical assistance during procurement. Ongoing assistance with contract management is not usually provided, unless requested by the project manager. FBOD participated in the PSERN project team’s decision to use work order contracting for this project. Based on FBOD’s involvement with work order contract use across county agencies, it is also in a position to help the PSERN project team manage cost risks. This assistance will be especially important given the scale and complexity of the

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3 Work order contracting entails competitively bidding and executing an overall contract using scope and schedule assumptions. Then when designs are finished and permits are in hand, negotiating a price for each individual work order, such as a tower site, based on pricing information from the bid, where applicable.
tower construction effort and the PSERN project team’s limited experience with this contracting method.

**Recommendation 4**

The Finance and Business Operations Division should provide ongoing technical assistance to the Puget Sound Emergency Radio Network project team to help manage the cost risks of any construction work order contracts for this project.

**The project team should consider design-bid-build for select sites**

The PSERN project could lower cost risk by using traditional design-bid-build contracting on sites with extensive and complex construction or long lead times to obtain leases. For example, at least four of the tower sites are in remote locations that could involve construction of access roads or using helicopters to deliver equipment and materials. At least one site has an estimated construction cost over $1 million. Costlier or more complex construction work introduces greater cost risk and may require more extensive contractor qualifications than the lower cost or simpler tower sites. Including complex or high cost sites in a work order contract with lower cost and more routine sites could result in increased costs for all of the tower sites in the contract.

Additionally, obtaining leases for sites on federal land is anticipated to take approximately one year. Therefore, the PSERN project team would have ample time to finalize the designs for these sites and procure a construction contractor through a traditional design-bid-build process, avoiding the cost risks of work order contracting without schedule implications.

The benefits and risks of using work order contracting rather than a traditional design first, then bid approach varies for each of the tower sites. The PSERN project team is gaining an understanding of the work needed at each site and FBOD procurement staff has extensive experience with the use of both contracting approaches. This collective knowledge equips them for assessing contracting choices for each disparate site.

**Recommendation 5**

Before seeking bids on a work order construction contract for the radio tower sites, the Puget Sound Emergency Radio Network project team and Finance and Business Operations Division should evaluate the relative benefits, costs, and risks specific to each site of inclusion in a work order contract or a traditional design-bid-build contract. This evaluation should be documented and result in a recommended approach for each individual site for consideration and approval by the project sponsor.
Conclusion

This report focuses on one critical element of the PSERN project and is intended to provide timely recommendations as the project moves forward on construction procurement in the next few months. Our future reports will cover our oversight on the full scope of the PSERN project, including progress on installation and delivery of the radio equipment by Motorola.
Item 11:
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
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

<table>
<thead>
<tr>
<th>Year</th>
<th>Month</th>
<th>Jurisdiction</th>
<th>Measure</th>
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<tbody>
<tr>
<td>2016</td>
<td>April</td>
<td>Maple Valley</td>
<td>General Obligation Parks Bond</td>
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<tr>
<td>2016</td>
<td>November</td>
<td>Duvall</td>
<td>Fireworks Referendum</td>
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<tr>
<td>2016</td>
<td>November</td>
<td>Shoreline</td>
<td>Property Tax Levy (renewal)</td>
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<tr>
<td>2016</td>
<td></td>
<td>Bothell</td>
<td>Fireworks Ballot Measure</td>
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Potential Future Ballot Measures – Other Cities

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<tr>
<th>Year</th>
<th>Month</th>
<th>Jurisdiction</th>
<th>Measure</th>
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</thead>
<tbody>
<tr>
<td>2016</td>
<td>November</td>
<td>Seattle</td>
<td>Low-income Housing Levy (renewal)</td>
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<tr>
<td>2018</td>
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<td>Seattle</td>
<td>Families and Education Levy (renewal)</td>
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Potential Future Ballot Measures -- Countywide

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<tr>
<th>Year</th>
<th>Month</th>
<th>Jurisdiction</th>
<th>Measure</th>
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<tbody>
<tr>
<td>2016</td>
<td>November</td>
<td>Sound Transit</td>
<td>Sound Transit 3 (ST3)</td>
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<tr>
<td>2017</td>
<td></td>
<td>King County</td>
<td>Veterans and Human Services Levy (renewal)</td>
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<tr>
<td>~2017</td>
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<td>King County</td>
<td>Cultural Access/Affordable Housing/Mental Health</td>
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<td>2018</td>
<td></td>
<td>King County</td>
<td>AFIS Levy (renewal)</td>
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<td>2019</td>
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<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>
</table>
| 2016 | February | Tukwila School District  
- Prop 1, Programs and Operations Levy (renewal)  
- Prop 2, General Obligation School Bond  
- Prop 3, Technology Levy (renewal) |
| 2016 | February | Renton School District  
- Prop 1, Educational Programs, Maintenance and Operations Levy (replacement)  
- Prop 2, Capital Levy for School Facilities |
| 2016 | February | Seattle School District  
- Prop 1, Operations Levy  
- Prop 2, Capital Levy (renewal) |
| 2016 | February | Auburn School District – Educational Program and Operations Replacement Levy |
| 2016 | February | Fife School District – Capital Projects Technology Levy |
| 2016 | February | Federal Way School District – Capital Projects Levy |
| 2016 | February | Mercer Island School District  
- Prop 1, Capital Projects Levy  
- Prop 2, School Transportation Levy |
| 2016 | April | Issaquah School District – School Construction and Maintenance Bond |
| 2016 | April | Kent Fire Department Regional Fire Authority – Fire Benefit Charge |
| 2016 | April | Tukwila Regional Fire Authority |
| 2016 | April | Renton Regional Fire Authority |
| 2016 | | Kent School District Bond |
| 2018 | | Shoreline School District Operations Levy |
| 2018 | | Shoreline School District Capital Levy |

### 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.
Item 12: Potential Upcoming SCA Issues

UPDATE

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

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 which will likely be scheduled for February of 2016

- Sound Transit 3
  - Background materials and candidate project templates were presented at the December 4, 2015 Board Workshop and located on the ST3 website
  - Jurisdictions requested to send comments on candidate project information by January 21, 2016

- Metro Long Range Plan
  - An update on this topic will be featured at the 2016 Board and Committee Orientation on February 3, 2016
  - SCA staff is monitoring and serves as a member of the Technical Advisory Committee (TAC)
  - Staff will keep members apprised as the Long Range Plan is finalized in 2016

- Body Cameras
  - SCA staff and board have been working with AWC, King County Sheriff, King County Prosecuting Attorney on this issue

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

- City Human Services Funding
  - SCA staff will be collecting data from cities in January 2016 and will then bring back to PIC for discussion
• Fireworks bans
  o Identified at November 2015 PIC
  o Staff will work to identify the appropriate forum to address this issue and will report back to the PIC
  o Association of Washington Cities 2016 Legislative City Priorities includes “authority to ban fireworks sales and use during dangerous conditions”

• Regional response to increase in property crime rates
  o Identified at November 2015 PIC meeting and December 17, 2015 North and Snoqualmie Valley Caucus meeting
  o Staff will work to identify the appropriate forum to address this issue and will report back to the PIC

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