



SCA Public Issues Committee

AGENDA

January 14, 2015 – 7:00 PM

Renton City Hall

1. **Welcome and Roll Call** – Mayor Bernie Talmas, Woodinville, Chair 2 minutes
2. **Public Comment** – Mayor Bernie Talmas, Woodinville, Chair 10 minutes
3. **Approval of minutes – December 10, 2014 meeting** 2 minutes
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4. **Chair’s Report** – Mayor Bernie Talmas, Woodinville, Chair 5 minutes
5. **Executive Director’s Report** – Deanna Dawson, SCA Executive Director 10 minutes
6. **Welcome New PIC Members and Introduction to PIC** 20 minutes
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Mayor Bernie Talmas, Woodinville, Chair and Deanna Dawson, SCA Executive Director
(2 minute update, 18 minute discussion)
7. **2015 PIC Meeting Schedule** 10 minutes
ACTION ITEM
Page 36
Deanna Dawson, Executive Director
(2 minute update, 8 minute discussion)
8. **EMAC and KCD Advisory Committee Appointments** 5 minutes
ACTION ITEM
Page 38
Hank Margeson, PIC Nominating Committee Chair
(5 minutes)
9. **Support for Flexibility in Investment of Hotel/Motel Taxes for Affordable Housing** 15 minutes
POTENTIAL FUTURE ACTION ITEM
Page 40
Doreen Booth, Policy Analyst
(5 minute update, 10 minute discussion)

10. Sub-Regional Transportation Funding Draft Principles

DISCUSSION ITEM

15 minutes

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Lyset Cadena, Senior Policy Analyst
(5 minute update, 10 minute discussion)

11. Property Tax Cap Update

DISCUSSION ITEM

10 minutes

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Lyset Cadena, Senior Policy Analyst
(5 minute update, 5 minute discussion)

12. Informational Items

a. Future Levies and Ballot Measures in King County

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b. Regional Policy Committee Update

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13. Upcoming Events

- a. SCA Appointee Orientation – Wednesday, January 28, 2015 – 6:00 PM – SeaTac City Hall
- b. SCA Caucus Chair Training – Wednesday, February 4, 2015 – 6:00 PM – Renton City Hall
- c. SCA Public Issues Committee Meeting – Wednesday, February 11, 2015 – 7:00 PM – Renton City Hall
- d. AWC City Action Days – February 18 – 19, 2015 – Olympia
- e. SCA Networking Dinner – Wednesday, February 25, 2015 – 5:30 PM – Renton Pavilion Event Center
- f. SCA Networking Dinner – Wednesday, April 1, 2015 – 5:30 PM – Renton Pavilion Event Center

14. For the Good of the Order

15. Adjourn

Did You Know?

Did you know that SCA is conducting a 2014 Membership Survey?

Our mission at SCA is 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. Our vision for the future is to be the most influential advocate for cities, effectively collaborating to create regional solutions. We are continually working to improve as an organization, and to provide excellent value to our member cities.

To that end, we hope that you will give us feedback by taking a few minutes to participate in our 2014 Membership Survey:

https://www.surveymonkey.com/s/2014_SCA_membershipsurvey

The results of this survey will help our Board and staff learn what our member cities value most, and how we can improve in the future.

Sound Cities Association

Mission

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

Vision

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

Values

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

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



SCA Public Issues Committee DRAFT MINUTES

December 10, 2014 – 7:00 PM

Renton City Hall

1055 S Grady Way, Renton WA 98057

1. Welcome and Roll Call

PIC Chair Mayor Bernie Talmas, Woodinville, called the meeting to order at 7:05 PM. 26 cities had representation ([Attachment A](#)). Guests present included Dawn Dofelmire, Algona Council; Bill Peloza, Auburn Council; John Stilin, Redmond Council; Mary Jane Goss, Lake Forest Park Mayor; Diane Carlson, King County Executive's Office.

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 October 8, 2014 Minutes

Mayor Dave Hill, Algona, moved, seconded by Councilmember Kate Kruller, Tukwila, to approve the November 12, 2014 meeting minutes.

There was no discussion. The motion passed unanimously.

4. Chair's Report

Chair Talmas reported that the SCA Caucus to the Regional Policy Committee (RPC) will present a report to the PIC at the January meeting. Chair Talmas stated that SCA is having an impact on regional policy. Council President Hank Margeson, Redmond, added that two topics on which SCA had a large impact were brought up at the December 10, 2014 RPC meeting: solid waste transfer stations and public safety answering points (PSAPs). Margeson continued that the King County Council listened to SCA and portions of the Council's budget align with SCA positions brought forward to the RPC from the PIC. Chair Talmas reported that the Puget Sound Emergency Radio Network (PSERN) radio replacement is going to be another issue where SCA will be seeking financial transparency.

5. Executive Director's Report

Deanna Dawson, SCA Executive Director, reported that on December 2, 2014, the King County Transportation, Economy and Environment (TrEE) Committee received a briefing on Councilmember Rod Dembowski and Councilmember Jane Hague's proposed ordinance to make the position of King County Transit Division Director subject to Executive appointment through a competitive hiring process and County Council confirmation. Dawson continued that the proposed ordinance also requires a report on the costs, financial and county code changes, operational issues, and a timeline of Council decisions needed to designate the Transit Division as an Executive department by January 1, 2017. King County Councilmembers expressed

concerns about whether the ordinance would foster change or increase transparency in the transit division. Dawson stated that the committee would continue to deal with this issue at the next TrEE meeting in January 2015.

Dawson reported that on December 8, 2014, the King County Council unanimously adopted its 2015 State Legislative Agenda and the County's legislative agenda is included in [item 13a](#).

Dawson commended members of the PIC on the 2014 policy positions ([Attachment B](#)). Dawson continued that many were in attendance at the SCA Annual Meeting last week, where SCA President John Marchione, Mayor of Redmond, provided a list of accomplishments, most of which are attributed to the hard work of the PIC. Dawson highlighted that the perspective from the PIC regarding the King County budget was addressed by a meeting with Dwight Dively, King County, who provided an in depth discussion on SCA's concerns. Dawson continued that the County Council listened and demonstrated it by limiting transit cuts, finding collaborative ways to keep public health clinics open, and not raising fees at farmer's markets. Members responded with applause.

Dawson reported that at the SCA Annual Meeting, the membership approved the rate increase for membership dues, which will allow for SCA to hire another policy analyst, which will in turn provide better staffing to SCA members.

Dawson reported that the SCA regional caucus meetings are scheduled for next week. At these meetings, Dawson explained that members are elected to open seats on the SCA Board of Directors. She asked that members notify staff if they are interested in running for election to the Board. Dawson stated that at this meeting members review the work in 2014 and establish issues that they want to tackle in 2015.

Dawson reported that a SCA membership survey is being finalized and will provide staff with feedback on what should change or stay the same; trainings that members would like to have offered; and where staff can improve. Dawson noted that it is important to receive input from PIC members.

Dawson extended thanks to PIC members, chair, vice chair, and staff.

Councilmember Kate Kruller, Tukwila, complimented SCA on an outstanding dinner event on December 3, 2014. Kruller thanked the work of the SCA Events Committee for bringing entertainment to the event. Dawson thanked Events Committee Chair David Baker.

Chair Talmas thanked Dawson for her outstanding work over the past year.

6. 2015 SCA Committee and Board Recommendations

Redmond Council President Hank Margeson, PIC Nominating Committee Chair, thanked the members of the PIC Nominating Committee: Mayor Leanne Guier, Pacific; Councilmember Ross Loudenback, North Bend; and Councilmember Ed Prince, Renton. Chair Margeson also thanked SCA staff. Chair Margeson reported that there were a few recent vacancies and a committee that did not receive any nominations initially. A call for nominations for openings on the King

County Flood Control District Advisory Committee (KCFCDAC), South Central Action Area Caucus Group (SCAACG), and Mental Illness and Drug Dependency (MIDD) Oversight Committee was recently circulated and the PIC Nominating Committee will add these recommendations to the list that appears in the PIC meeting material packet. Chair Margeson reported that the PIC Nominating Committee recommends that Councilmember Byron Shutz, Redmond, be recommended as an alternate to fill the remaining portion of an unexpired term on the KCFCDAC. Chair Margeson continued that the PIC Nominating Committee recommends that Councilmember Nancy Tosta, Burien, and Councilmember Andy Rheaume, Bothell, be recommended as members to the SCAACG. Chair Margeson reported that the PIC Nominating Committee recommends that Councilmember Martin Moore, Federal Way, be recommended as an alternate to fill the remaining portion of an unexpired term on the MIDD.

Council President Hank Margeson, Redmond, moved, seconded by Mayor David Baker, Kenmore, to recommend to the SCA Board of Directors the slate of appointments including the additions to the KCFCDAC, SCAACG, and MIDD. ([Attachment C](#))

Deanna Dawson, SCA Executive Director, thanked the PIC Nominating Committee members and all SCA members for contributing to this process. Dawson reported that there was a 10% increase in applicants this year and there were 11 new applicants that were not previously appointed by SCA.

Councilmember Toby Nixon, Kirkland, inquired on the date of the SCA Board meeting where this recommendation will be considered. Dawson replied next Wednesday, December 17, 2014.

Councilmember Chris Roberts, Shoreline, inquired on the imbalance of north versus south appointees to the Puget Sound Regional Council (PSRC) Growth Management Policy Board (GMPB) and if that was related to applicants or another reason. Chair Margeson confirmed that there were a large number of applicants from the north and a dearth of applicants from the south.

Mayor Dave Hill, Algona, stated that, as a whole, the appointments are balanced. Hill commended the work of the PIC Nominating Committee. He also stated that the increased participation may be tied to the balancing of appointments. Hill commented that one may not get exactly what one applied for, but one will get others.

Councilmember Barry Ladenburg inquired on the reason why there are different numbers of alternates for each committee and if there can be more alternates attending the meetings. Chair Margeson replied that the list as presented is the number of seats allowed. Dawson continued that SCA has requested and received additional seats on multiple committees.

Chair Margeson reported that all appointees for 2015 are members of SCA. He continued that in the past SCA appointed individuals from non-member cities. This has been a topic of discussion for several years at the committee. This year the Board adopted a policy giving preference to member cities. Margeson and Dawson noted that concerns about non-member cities serving have been raised by numerous member cities. One concern is that committee

appointees are expected to carry out the policies adopted by PIC, and non-member cities do not participate in decision making at PIC.

Mayor Matt Larson, Snoqualmie, commented that he and Dawson would be meeting with Councilmember John Stokes of Bellevue in the near future to discuss collaboration between SCA and Bellevue.

Ladenburg commented that the 2014 policy positions adopted by PIC should be provided to non-member cities to demonstrate the value of participation at PIC and in SCA.

The motion passed unanimously.

7. Election of 2015 PIC Chair and Vice Chair

Redmond Council President Hank Margeson, PIC Nominating Committee Chair, reported that the nominating committee had met and recommended reappointment of the current chair and vice chair.

Council President Hank Margeson, Redmond, moved, seconded by Mayor David Baker, Kenmore, to re-elect Mayor Bernie Talmas, Woodinville, and Councilmember Marlla Mhoon, Covington, to serve second one-year terms as Chair and Vice Chair, respectively.

Chair Margeson reported that the PIC Nominating Committee discussed this topic at length and reviewed the history of the PIC chair, which has typically been a two-year rotation. He suggested that members think about rotating the chair each year so that instead of interested individuals waiting four years to be elected to leadership, they are only waiting two years. Chair Margeson noted that in the past there has been a balanced rotation between north and south cities. He reported that while the PIC Nominating Committee is recommending a second year for the current chair and vice chair, there is a possibility to change leadership each year to provide more variety. Chair Margeson reported that the chair of the PIC is also a member of the Board of Directors and if there is already a member from a council on the Board, it precludes another elected official from board member cities from the PIC chair position. He suggested taking a look at recommending an amendment to the policy related to board membership and the PIC chair.

Deanna Dawson, SCA Executive Director, noted that staff and the Nominating Committee would welcome feedback on the recommendation.

Councilmember Henry Sladek, Skykomish, stated that continuity is important.

Councilmember Barry Ladenburg, SeaTac, suggested that the Bylaws could be changed so that the PIC chair is not a member of the SCA Board of Directors.

Chair Margeson commented that in 2012, the idea that the PIC chair be an ex-officio member of the Board was suggested and that way if there was another member from the same city on the Board, there would not be two votes from one city. Chair Margeson continued that this issue is being brought up again to set up discussions for next year.

Councilmember Ladenburg commented that the PIC chair should be present so that the voice of the PIC is heard.

Mayor Dave Hill, Algona, stated that there needs to be some way to address this issue. He continued that as currently written, potentially 12 cities are eliminated from being PIC chair. Hill stated this needs to be looked at next year to figure out a solution.

Councilmember Chris Roberts, Shoreline, stated while he appreciates variety, he doesn't think that the current process necessarily needs to change. He continued that it could be stated that the vice chair could serve as the voting member or the Bylaws could be amended to allow for a third person to represent the PIC as the voting member on the Board of Directors.

Dawson clarified that any change to the Bylaws would require the approval of the membership.

The motion passed unanimously.

Members expressed congratulations to the 2015 PIC chair and vice chair.

Chair Talmas noted that there are two main responsibilities as PIC chair: the first is chairing the PIC meeting and the second is to attend the SCA Leadership meetings with the King County Executive and the Mayor of Seattle. Chair Talmas stated that he is in favor of continuity, but it is good to have variety as well. Chair Talmas suggested that it may be good to include the past PIC chair in the meetings along with the PIC chair to satisfy the benefits of continuity.

8. School Siting Guidance Policy

Chair Talmas reported that this item was voted to come back to the PIC for action from the November 12, 2014 PIC meeting. Doreen Booth, SCA Policy Analyst, provided a brief overview of the proposed policy. Booth noted that in response to concerns raised about workload related to the policy, IJT members talked to some planning directors and alleviated concerns. Booth also noted as class size initiatives move forward, additional schools may be required and continuing siting coordination will occur in some cities and districts. Booth also noted that the Growth Management Planning Council meeting scheduled for December 18 has been cancelled and the school siting policy will be considered by the GMPC in February.

Council President Hank Margeson, Redmond, moved, seconded by Councilmember Ed Prince, Renton, to recommend to the SCA Board of Directors the following policy position:

The Sound Cities Association supports the proposed Countywide Planning Policy PF-19A as follows:

Plan, through a cooperative process between jurisdictions and school districts, that public school facilities are available to meet the needs of existing and projected residential development consistent with adopted comprehensive plan policies and growth forecasts.

Cooperatively work with each school district located within the jurisdiction's boundaries to evaluate the school district's ability to site school facilities necessary to meet the school district's

identified student capacity needs. Use school district capacity and enrollment data and the growth forecasts and development data of each jurisdiction located within the school district's service boundaries. By January 2016 and every two years thereafter, determine if there is development capacity and the supporting infrastructure to site the needed school facilities. If not, cooperatively prepare a strategy to address the capacity shortfall. Potential strategies may include:

- Shared public facilities such as play fields, parking areas and access drives;*
- School acquisition or lease of appropriate public lands;*
- Regulatory changes such as allowing schools to locate in additional zones or revised development standards; and*
- School design standards that reduce land requirements (such as multi-story structures or reduced footprint) while still meeting programmatic needs.*

In 2017, and every two years thereafter, King County shall report to the GMPC on whether the goals of this policy are being met. The GMPC shall identify corrective actions as necessary to implement this policy.

Councilmember Amy Ockerlander, Duvall, noted that Duvall Council was concerned about the cost of such a policy and impacts on planning staff. Councilmember Ockerlander thought the information shared about workload might alleviate concerns but noted she already had her direction.

Mayor Dave Hill, Algona, also expressed concern that the policy would increase the workload for planning staff and was concerned for other small cities.

Councilmember Janie Edelman, Black Diamond, shared that the Enumclaw School District and Black Diamond have ongoing communications and agreements in place related to school siting. Councilmember Ed Prince, Renton, noted that Renton already works with its school districts.

Mayor Matt Larson, Snoqualmie, reminded members that nothing in this policy requires school districts to come to the table. Booth noted that the school districts' representative, Denise Stiffarm, was actively involved with Rob Odle, Redmond Planning Director, in drafting this policy. Deanna Dawson, SCA Executive Director, reminded members that school districts are not bound by GMA and hoped that this policy would lead to better collaboration between cities and districts.

The motion passed 25-1-0. The cities of Algona, Auburn, Beaux Arts Village, Black Diamond, Burien, Clyde Hill, Covington, Enumclaw, Issaquah, Kenmore, Kent, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, North Bend, Pacific, Redmond, Renton, SeaTac, Shoreline, Skykomish, Snoqualmie, Tukwila and Woodinville voted yes. The city of Duvall voted no.

9. Sustainable Public Health Funding

Doreen Booth, SCA Policy Analyst, handed out a list of existing SCA policies on sustainable public health funding.

Booth reviewed the two positions taken by SCA in the past. Booth also reviewed the proposed position and noted that the words “stable and dependable” had been added to the position at the request of PIC members at the November meeting. Booth also noted that the members have the opportunity to delete the last sentence of the position addressing taxing e-cigarette if desired.

Deanna Dawson, SCA Executive Director, urged members to talk about what other sources of funding other than e-cigarettes they would prefer if they moved forward with striking the language related to taxing e-cigarettes. Dawson noted that the e-cigarette bill is the only potential bill that is out right now for funding public health. If other funding options arise, staff can bring the policy back to talk about options. In response to a statement about a broader position encompassing any new legislative ideas by Mayor Bernie Talmas, Woodinville, Dawson noted that the policy says “may include but not limited to” and allows for other options to be supported.

Councilmember Tola Marts, Issaquah, noted he had expressed concerns about the health risks of e-cigarettes in November but noted a recent study commissioned by the Japanese Health Ministry that shows there are carcinogens associated with e-cigarettes had changed his mind. Councilmember Marts expressed Issaquah’s support for the proposal as written.

Councilmember Amy Ockerlander, Duvall, spoke in favor of the position and stated that money to fund public health had to come from somewhere and taxing e-cigarettes is a start.

Councilmember Ross Loudenback, North Bend, said that the proposed e-cigarette tax is not a stable or sufficient funding source and suggested a tax on each cup of coffee would be more stable.

Deputy Mayor Dan Grausz, Mercer Island, noted Mercer Island was supportive of the proposed position.

Deputy Mayor Catherine Stanford, Lake Forest Park, also noted city support and agreed with a need for more options.

Councilmember Tom Stowe, Beaux Arts Village, proposed eliminating the last line of the position related to taxing e-cigarettes.

Councilmember Toby Nixon, spoke in support of the proposed policy though he noted some skepticism from councilmembers about how dependable a tax on ecigs would be. He also noted every dollar raised for public health is a dollar we don’t have now.

Councilmember Barry Ladenburg, SeaTac, agreed with Councilmember Loudenback’s statement about the taxing of e-cigarettes not being a sustainable and stable funding source. He also expressed concerns related to children getting into e-cigarettes.

Mayor Matt Larson, Snoqualmie, noted Snoqualmie can accept the language but he also expressed concerns because e-cigarettes are used to help people quit smoking. Mayor Larson

suggested taxing additional products that are detrimental to public health to fund public health programs.

Council President Hank Margeson, Redmond, spoke in support of the proposed position and noted that e-cigarette legislation is the only proposal right now to fill the gap in public health funding. He also noted that some cities are using general fund money to keep public health clinics open in a stop gap measure that is unsustainable. Council President Margeson also expressed questions over regulations governing e-cigarette/vaping stores.

Mayor Nancy Backus, Auburn, stated that relying on cities to fill the gap for public health funding is not a stable and dependable funding source for public health. She noted when Auburn helped fill a gap to keep the Auburn clinic open, she committed to helping find a long term solution. Mayor Backus spoke in favor of the proposal as it offers an option for increased revenue.

Dawson also noted that AWC does not have this on their agenda and asked members to let AWC know this is a big priority, not only in King County. She noted that this is also a concern in Snohomish County. Dawson told PIC members that at a recent city managers meeting, AWC staff indicated that raising the 1% cap on property taxes could be sufficient to cover public health needs. Dawson noted that the two issues are separate.

Councilmember Barry Ladenburg, SeaTac, expressed hesitation about adopting a policy position until we know the full extent of the problem.

Mayor David Baker, Kenmore, spoke from his perspective as a Board of Health member. He noted there are serious shortages statewide in public health funding and that we need a funding source. He also stated that he doesn't want to take any options off the table.

Mayor Dave Hill, Algona, supported the policy, especially the inclusion of the stable and dependable terminology. He noted that while he was very appreciative of Auburn's efforts to keep the Auburn clinic open, continued city funding for such clinics will lead to unequal access to care across the county in the future. He stated we need good quality health clinics in all parts of King County.

Councilmember Nancy Tosta, Burien, asked for clarification related to policy language that says "dependable" as opposed to the "dedicated" language in the county policy. Dawson noted that we also address "dedicated" funding later in the policy but that in addition to the funding be dedicated to public health, members wanted a dependable funding source they could count on.

Council President Hank Margeson, Redmond, moved, seconded by Councilmember Nancy Tosta, Burien, to recommend to the SCA Board of Directors the following policy position:

The Sound Cities Association (SCA) recognizes that public health services are needed to ensure the health and safety of all of our residents. SCA supports increased stable and dependable statewide funding for public health through additional revenue streams dedicated to public

health. These sources may include but are not limited to taxes on e-cigarettes / vaping devices with funding dedicated to public health.

Chair Talmas inquired if there were any amendments to be made.

Councilmember Tom Stowe, Beaux Arts Village, moved, seconded by Councilmember Ross Loudenback, North Bend, to remove the last sentence of the proposed policy position.

Councilmember Loudenback said that the sentence isn't enforceable and that singling out a particular product narrows the scope of the position.

Councilmember Kate Kruller, Tukwila, felt that the PIC needed to help legislators by telling them that the e-cigarettes / vaping is a viable place to look for revenue to fund public health.

The amendment failed 4-22-0. The cities of Beaux Arts Village, North Bend, SeaTac and Snoqualmie voted yes. The cities of Algona, Auburn, Black Diamond, Burien, Clyde Hill, Covington, Duvall, Enumclaw, Issaquah, Kenmore, Kent, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Pacific, Redmond, Renton, Shoreline, Skykomish, Tukwila and Woodinville voted no.

Council President Hank Margeson, Redmond, called the question.

There was no further discussion. The main motion passed unanimously.

10. Property Tax Cap

Deanna Dawson, SCA Executive Director, gave background on the policy position contained in the packet.

Councilmember Amy Ockerlander, Duvall, moved, seconded by Council President Hank Margeson, Redmond, to recommend to the SCA Board of Directors to following policy position:

While cities understand and appreciate property owners' concerns about rising costs and increased property taxes, in some jurisdictions the current 1% property tax cap has created an ever widening structural gap between revenues, and the costs of providing needed services to residents and making prudent investments in infrastructure. SCA therefore supports legislation to lift the 1% property tax revenue limit.

Chair Talmas reiterated the process of a round robin to hear from members on whether they supported a broad position.

Councilmember Bill Boyce, Kent, strongly supports adjusting the 1 percent annual limit on property tax increase to better reflect the cost of providing critical services.

Council President Hank Margeson, Redmond, stated that Redmond has adopted a position to enhance and protect state-shared and other key state revenues. He supports the policy position.

Councilmember Chris Roberts, Shoreline, supports the motion and feels it is better to adopt a broad position since we do not know what will happen at the legislature. He mentioned that the more flexibility we could provide the better.

Councilmember Ed Prince, Renton, supports providing local governments with sustainable revenue options and tools to address their needs, including a fix to the law that limits annual property tax growth to 1 percent while annual costs increase at the rate of inflation.

Councilmember Tola Marts, Issaquah, stated that he personally supports the position but the majority of his council feels more evidence is needed on the impacts of lifting the property tax before they could support overturning a citizen's initiative. He mentioned Issaquah submitted alternate language for the PIC to consider and is included in the PIC packet. A majority of the Issaquah City Council strongly supports the alternative language and do not support the position as written.

Mayor Matt Larson, Snoqualmie, supports the broad position and agrees with Councilmember Roberts. Larson referenced Mayor Amy Walen's conversation with Representative Ross Hunter on not tying the property tax to population and inflation. He also mentioned that the legislature would not authorize an open-ended cap and cities would not be forced to raise property taxes; instead it would provide cities with options.

Councilmember Amy Ockerlander, Duvall, mentioned that there was robust discussion at the council meeting on this issue. Duvall has been relying on building permits to help finance the city's needs. She stated that the city needs additional revenue to keep up with CPI or the city will run out of options. Ockerlander supports a broad position as well as letting the legislature identify the cap.

Mayor David Baker, Kenmore, stated that Kenmore has not adopted a position but supports providing cities with an option.

Councilmember Ross Loudonback, North Bend, stated that North Bend has not adopted an official position and is not opposed to cities moving the position forward.

Councilmember Dan Grausz, Mercer Island, stated that Mercer Island has not adopted a position but is supportive of the position as written. He mentioned that he is unsure the legislature would be able to deal with this issue since they have so much on their plate. Grausz supports a more specific position in order to provide guidance to the legislature. It would give the legislature more cover if PIC adopted a specific position. Grausz stated he supports the main motion but encourages members to place this item on the January PIC agenda and have staff come back with alternatives.

Mayor Leanne Guier, Pacific, supports the position because it provides cities with options.

Mayor Dave Hill, Algona, stated that Algona has not adopted a position but supports providing cities with options. He mentioned that Algona is taking the 1% for the first time in 5 years and realizes that in the future it may be necessary to use more than 1%.

Councilmember Mike Sando, Enumclaw, stated that the council is not supportive of the position as written but believes the council would be supportive of the language from the City of Renton.

Mayor Nancy Backus, Auburn, stated that Auburn has not adopted an official position but that the Council has expressed support for the concept in recent meetings. She mentioned that Auburn will take the 1% this year plus banked flexibility.

Councilmember Erin Weaver, Maple Valley, noted that her city supports the position.

Councilmember Janie Edelman, Black Diamond, noted that her city supports the position.

Deputy Mayor Catherin Stanford, Lake Forest Park, mentioned that Lake Forest Park primarily relies on the property tax for revenue and councilmembers did not feel comfortable in adopting a position that lacked specificity. She stated councilmembers reviewed the options staff suggested but felt that more time was needed to provide direction. Stanford mentioned the Issaquah alternate position might be the right direction but will have to abstain from a vote. She would like to the position to be moved to January to allow cities more time to provide feedback.

Councilmember Kate Kruller, Tukwila, stated she had not received specific direction from council. She mentioned that the alternate position from Issaquah was received after the last council meeting of the year and only confused the conversation on the issue. She asked for more time to consider the issue.

Councilmember Henry Sladek, Skykomish, stated that the council had not had an opportunity to discuss the issue.

Councilmember Barre Seibert, Clyde Hill, stated that the council had extensive discussions for many years on this issue and supports the concept. He mentioned that the property tax is a major source of revenue for the city but something needs to be done to address the cost of inflation. Seibert supports the position as written.

Councilmember Tom Stowe, Beaux Arts, mentioned that several discussions took place on this issue but the council does not support changing the 1% or any other options.

Councilmember Toby Nixon, Kirkland, stated that the word "lift" could be read as "eliminate" when there is no chance of the cap being eliminated. He mentioned that the Kirkland legislative agenda specifically mentions indexing the cap to population and inflation. Nixon mentioned that the legislature might not be able to reach consensus on this issue. Nixon stated he does not support the Issaquah position but is sympathetic to their concerns. Nixon supports changing the word "lift" to "raise" or "increase".

Councilmember Barry Ladenburg, SeaTac, mentioned that this issue is on the SeaTac legislative agenda. He stated that this year SeaTac adopted a 2-year budget and a utility tax because of the 1% limit.

Councilmember Marlla Mhoon, Covington, mentioned she does not support Issaquah's alternate position but supports the position as written.

Mayor Bernie Talmas, Woodinville, stated that his city opposes the position as written and had not taken a position on Issaquah's alternate position.

Chair Talmas asked if there were amendments.

Councilmember Toby Nixon, Kirkland, moved, seconded by Councilmember Amy Ockerlander, Duvall, to amend the language by changing the word lift to raise:

While cities understand and appreciate property owners' concerns about rising costs and increased property taxes, in some jurisdictions the current 1% property tax cap has created an ever widening structural gap between revenues, and the costs of providing needed services to residents and making prudent investments in infrastructure. SCA therefore supports legislation to raise the 1% property tax revenue limit.

Councilmember Tola Marts personally supports the amendment but will not be able to support the amendment due to council direction.

Councilmember Marlla Mhoon referenced the SCA mission, vision and values statements. She recalled several statements made by members around the table on supporting this position because it provides flexibility to cities.

The amendment to the main motion passed unanimously.

Councilmember Kate Kruller, Tukwila, moved, seconded by Mayor Dave Hill, Algona, to postpone to the next meeting of the PIC and consider different language.

Councilmember Chris Roberts mentioned that if the motion passes, the issue will be before the PIC a fourth time.

Mayor David Baker asked if the motion made by Councilmember Kate Kruller was debatable. It was confirmed that the motion was debatable.

Council President Hank Margeson asked if anyone knew when the legislature convened. Lyset Cadena, SCA Senior Policy Analyst, answered that the legislature will convene on January 12, 2015.

Councilmember Chris Roberts stated that councils need to be more proactive in discussing time sensitive issues and that the PIC does not need to hear an issue four times before making a policy recommendation.

Mayor Matt Larson asked if the item was time sensitive since the legislature convenes before the next PIC meeting. He stated that PIC could amend a position after it has been adopted.

Councilmember Dan Grausz supports moving the issue forward and would like to continue the discussion. He opposes deferring the discussion.

Councilmember Mike Sando supports postponing the item to allow for discussion with council.

Councilmember Kate Kruller mentioned she had only seen this item twice and would not be able to discuss with council since they are not meeting until January.

Councilmember Barry Ladenburg asked if there was a time crunch to get the issue before the SCA board and legislature.

Council President Hank Margeson supports giving councils more time to discuss and provide input on the issue. He does not believe there would be any harm in postponing since AWC legislative action days are February 18-19. Margeson stated that if a bill comes forward, PIC would be able to craft a position.

Councilmember Amy Ockerlander opposes postponing the issue. She mentioned that by the time AWC legislative action days take place the legislature would have been in session for a month; if the legislature is going to support a position, they need to know where SCA stands. Ockerlander stated that the position is broad enough to allow for flexibility.

Councilmember Marlla Mhoon asked if an abstention would count as a no vote. Dawson answered that an abstention would count as a no vote. Mhoon asked PIC members to consider the SCA mission, vision and values statements to do no harm to other cities.

Councilmember Tola Marts stated that some members felt that the position would do harm to taxpayers- while he did not necessarily agree with this, but cities should be allowed to vote no on the item. He supports postponing discussion on this item to allow for more time to work with councilmembers to try and reach agreement.

Mayor Leanne Guier opposes postponing the discussion. She supports the broad position and mentioned that the PIC can always fine tune later. Guier stated that the position needs to be in front of legislators as soon as possible.

Councilmember Kate Kruller mentioned that Tukwila City Council would not be meeting until January.

The amendment to postpone the main motion failed 9-17-0. The cities of Beaux Arts Village, Enumclaw, Issaquah, Kent, Lake Forest Park, SeaTac, Skykomish, Tukwila and Woodinville voted yes. The cities of Algona, Auburn, Black Diamond, Burien, Clyde Hill, Covington, Duvall, Kenmore, Kirkland, Maple Valley, Mercer Island, North Bend, Pacific, Redmond, Renton, Shoreline and Snoqualmie voted no.

The amended main motion passed 21-4-1. The cities of Algona, Auburn, Black Diamond, Burien, Clyde Hill, Covington, Duvall, Kenmore, Kent, Kirkland, Maple Valley, Mercer Island, North Bend, Pacific, Redmond, Renton, SeaTac, Skykomish, Shoreline, Snoqualmie and Tukwila voted yes.

The cities of Beaux Arts Village, Enumclaw, Issaquah and Woodinville voted no. The city of Lake Forest Park abstained.

Mayor Matt Larson mentioned that the issue could be brought back in January.

Dawson stated that the board would send a letter to the legislature based on the adopted position and staff would keep members updated on what happens at the legislature.

11. Recreational Immunity

Deanna Dawson, SCA Executive Director, thanked Councilmember Dan Grausz, Mercer Island, and Mercer Island for bringing the issue forward. She asked if there were any questions in regards to the policy position in the PIC packet.

Mayor Dave Hill, Algona, moved, seconded by Councilmember Chris Roberts, Shoreline, recommend to the SCA Board of Directors the following policy position:

SCA supports legislation to clarify the scope of recreational immunity in Washington State, and clarify that potential dual purposes of land does not reduce the scope of immunity provided by RCW 4.24.210.

The Washington State Supreme Court has created a disincentive for recreational facility investments in its recent interpretation of RCW 4.24.210, the state's recreational immunity statute. The Court's interpretation of the nature and role of bicycling and bicycle paths, as applied to RCW 4.24.210, creates the type of potential liability for local government, policymakers, and private landowners that discourages any investments in bicycling or other recreational trails and facilities and encourages decisions to revoke existing access privileges. This outcome is counter to the recreational, economic, and health policies and objectives of the state that underlie RCW 4.24.210.

The motion passed unanimously.

12. "TIGER CUBS" Grants

Councilmember Amy Ockerlander, Duvall, moved, seconded by Council President Hank Margeson, Redmond, to recommend to the SCA Board of Directors the following policy position:

SCA supports reauthorization of the TIGER grant program and Congressman Rick Larsen's "TIGER CUBS" legislation with the following amendments:

- The population threshold should be modified to include cities up to 60,000; and*
- Funding for "TIGER CUBS" be in addition to "TIGER" grants funding.*

Chair Talmas mentioned that the policy position was amended after discussion at the October PIC and a motion made by Councilmember Amy Ockerlander, Duvall.

Lyset Cadena, SCA Senior Policy Analyst, mentioned she received an email from Mike Doubleday stating that it looks like there is an agreement to fund another round of TIGER at \$500 million and noted that the timing was now for cities to reach out to their Congressional delegation and advocate for the importance of TIGER funding.

Mayor David Baker, Kenmore, asked whether Congressman Larsen's legislation has been introduced and if it had move through the legislative process. Cadena answered that Congressman Larsen's legislation had been introduced in 2013 and was currently sitting in committee. She mentioned she was unsure when it would be scheduled for a hearing.

Councilmember Barry Ladenburg, SeaTac, mentioned he had brought this issue up at the National League of Cities conference in Austin and asked whether the TIGER CUBS funding was in addition to TIGER funding. Cadena answered that the legislation earmarks \$100 million of the \$500 million for TIGER CUBS.

Deanna Dawson, SCA Executive Director, clarified that the policy position before the PIC asks for TIGER CUBS funding to be in addition to TIGER funding.

The motion passed unanimously.

13. Informational Items

Chair Talmas reported that there are two informational items in the packet: 2015 legislative agendas and the report and recommendations from the Safety of Newborn Children Task Force. The Safety of Newborn Children Task Force report can be found [here](#).

14. Upcoming Events

The South and South Valley Caucus Meeting will be held on Wednesday, December 17, 2014 at 6:30 PM at the Kent Senior Center.

The North and Snoqualmie Valley Caucus Meeting will be held on Thursday, December 18, 2014 at 6:30 PM at the Redmond Senior Center.

The next Public Issues Committee Meeting will be held on Wednesday, January 14, 2015, at 7:00 PM at Renton City Hall.

The 2015 SCA Appointee Orientation will be held on Wednesday, January 28, 2015 at 6:00 PM at SeaTac City Hall.

Dawson reminded members that all 2015 appointees are required to attend the orientation.

15. For the Good of the Order

Councilmember Marlla Mhoon, Covington, announced that Wayne Snoey has given his resignation from the Covington City Council effective December 31, 2014.

Councilmember Barry Ladenburg, SeaTac, announced that the city of SeaTac has been selected by [Smart Growth America](#) to receive a free workshop in 2015. Ladenburg credited Mayor Mia Gregerson, SeaTac, for her work to secure the opportunity.

Mayor Dave Hill, Algona, stated that Councilmember Wayne Snoey, Covington, was very involved in crafting the transportation package and he put together a coalition. Hill stated that Snoey will be missed.

16. Adjourn

The meeting was adjourned at 9:00 PM.

**2014 Roll Call – Public Issues Committee Meeting
December 10, 2014**

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

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



SOUND CITIES ASSOCIATION

36 Cities. A Million People. One Voice.

2014 SCA PUBLIC POLICY POSITIONS

Transportation Benefit District

Sound Cities Association (SCA) supports the formation of a countywide Transportation Benefit District (TBD) in King County and a public vote to raise revenue for a countywide TBD to address critical transportation needs facing the County and cities throughout the County, provided that:

- 60% of the funds are distributed to Metro for transit service and 40% of the funds are directly distributed to the County and cities based on population to be used for transportation needs authorized under state law, including maintenance and preservation of roads and bridges, pedestrian and bicycle facilities, and additional transit, as determined by each jurisdiction,
- An annual Vehicle License Fee up to \$60 per vehicle and imposition of a sales tax up to 0.1% shall be the maximum amount submitted to the voters by the King County TBD, and
- Any resolution adopted by the King County TBD submitting a transportation funding ballot measure to the voters shall require that an Interlocal Agreement (ILA) shall be developed and executed by the cities, County and the King County TBD prior to the collection of any revenue, which shall address risk management and provide for 60% of the funds to be distributed for Metro transit service and 40% of the funds to be directly distributed to the County and cities based on population for transportation needs, as determined by each jurisdiction, as long as the Transportation Benefit District collects revenue from any source. (February 19, 2014)

Puget Sound Clean Air Agency Rates

Sound Cities Association (SCA) opposes the Puget Sound Clean Air Agency's (PSCAA) proposal to increase rates by \$.25 per capita. This proposed increase of 44% or more is too dramatic an increase to be borne by cities in a year, or a biennium. SCA recommends that PSCAA develop specific action items, with associated costs, for each strategy in the plan, and prioritize the strategies, so that cities can understand how the additional revenue would be used and how the work could be implemented incrementally. (May 21, 2014)

Greenhouse Gas Emission Targets

SCA supports adoption by the Growth Management Planning Council of a revised Environmental (EN) Policy 17, which should read as follows:

"Reduce countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO_{2e}) by 2020, 5 MTCO_{2e} by 2030, and 1.5 MTCO_{2e} by 2050."

SCA further recognizes that the proposed greenhouse gas reduction targets are aspirational and countywide in nature and that cities are encouraged but not required to individually adopt such targets. (June 25, 2014)

Oil Train Safety

In order to address the dramatic increase in the amount of oil being transported through our region by rail and vessel transport through our bodies of water, the potential impacts on public safety and economic disruption from a possible crude oil spill incident, the Sound Cities Association (SCA) asks the Federal Government to implement safety regulations regarding oil transport via rail and urges the Washington State Legislature to adopt legislation promoting rail safety.

SCA acknowledges there are measures in place to promote the safety of marine transportation and protect state waters from oil spills, but urges the Federal Government and Washington State Legislature to review those measures due to the increased movement of crude oil.

SCA also urges rail companies to share the following information with local communities so they may be fully informed and plan for the risks posed by the transport of oil by rail: types of petroleum being transported; transportation routes; the frequency and duration of transfers of petroleum; and efforts and actions to ensure the safe transport of such commodities.

SCA urges the King County Office of Emergency Management to review and update the county's incident response plans to address the risk from increased transport of petroleum by rail. (June 25, 2014)

Metro Transit Principles

1. Metro Transit must remain a regional transit system;
2. Reforms at Metro Transit need to be fully explored, understood, and clearly communicated;
3. Any transit tax increase adopted by any city to increase service should be sunsetted after no more than three years, in order to ensure that all cities in King County reengage on a system-wide financial plan;
4. The Regional Transit Committee (RTC) should define a minimum level of service standard for all communities in order to preserve connections and service throughout King County;
5. Metro Transit must provide consistent and transparent reporting on financial and service level data;
6. The productivity model at Metro Transit should be reviewed in order to ensure that travel between centers is evaluated fairly; and
7. We must continue to work in partnership with cities, King County, and other coalition members toward the shared goal of a statewide transportation package to address our critical transportation infrastructure needs. (June 25, 2014)

Greenhouse Gas Emissions

Sound Cities Association (SCA) supports adoption by the Growth Management Planning Council of Environmental (EN) Policy-18A:

King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and other local government buildings, on road vehicles and solid waste as least every two years. King County shall also update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. (July 16, 2014)

King Conservation District 2015 Program of Work

Sound Cities Association (SCA) supports the 2015 King Conservation District (KCD) Program of Work as recommended by the KCD Advisory Committee, and supports adoption of a budget to support the Program of Work in its entirety. (July 16, 2014)

Puget Sound Clean Air Agency Representation

Sound Cities Association (SCA) supports the Puget Sound Clean Air Agency (PSCAA) providing seats on the Advisory Council for cities in each of the four member counties. Because the largest cities in each county have seats on the PSCAA Board under RCW 70.94.100, the city seats on the Advisory Council should be held by cities other than the largest cities in each county. The appointments should be made by Sound Cities Association for King County, and by the Pierce County Cities and Towns Association and the Snohomish County Cities and Towns Association respectively in Pierce and Snohomish counties.

SCA supports amending RCW 70.94.100 in order to ensure representation for cities other than the largest cities in each county on the board of the PSCAA. (July 16, 2014)

Military Facilities as Regional Centers

SCA supports deferring the consideration of designating military facilities as regional centers to the Vision 2040 update in 2018. This would allow the region the opportunity to consider the questions around designating military facilities within a larger planning context. SCA recognizes that military facilities are regional economic drivers and that the facilities have impacts on the communities adjacent to them, however, more work needs to be done prior to considering such regional center designations, including greater public outreach efforts and the implementation of PSRC's Regional Centers Report. (November 26, 2014)

Manufacturing Industrial Centers

SCA supports maintaining the Puget Sound Regional Council's (PSRC) current Manufacturing Industrial Center designation policy, including the existing employment threshold of 10,000 jobs. SCA also supports PSRC expediting the scheduled implementation of PSRC's Regional Centers Report to determine whether updates to existing policies should be made. (November 26, 2014)

Youth Athletic Facilities

SCA supports re-establishing and increasing competitive grant funding for the "Youth Athletic Facilities" program administered by the Recreation and Conservation Office (RCO). (November 26, 2014)

Items anticipated to be adopted at December 10, 2014 PIC Meeting:

- Policy position regarding collaboration between cities and school districts
- Policy position regarding lifting 1% property tax cap
- Policy position regarding sustainable public health funding
- Policy position regarding recreational immunity
- Policy position regarding "TIGER CUBS" grants

To be recommended to the SCA Board of Directors on December 17, 2014
12/10/2014 PIC Recommendations

Sound Cities Association 2015 Committee Appointments

Board of Health (BOH)

Term		Members	City
12/31/2015	N	David Baker	Kenmore
12/31/2015	S	Largo Wales	Auburn
		Alternate	
12/31/2015	S	Susan Honda	Federal Way

Committee to End Homelessness (CEH)

Term		Members	City
12/31/2016	S	Lydia Assefa-Dawson	Federal Way
12/31/2015	N	Doreen Marchione	Kirkland

Domestic Violence Initiative (DVI) Regional Task Force

Term		Members	City
12/31/2015	S	Susan Honda	Federal Way
12/31/2015	N	Shelley Kloba	Kirkland
12/31/2015	N	Doris McConnell	Shoreline
12/31/2015	S	Debbie Ranniger	Kent
		Alternates	
12/31/2015	SV	Tamie Deady	Black Diamond
12/31/2015	SV	Dawn Dofelmire	Algona
12/31/2015	S	Denis Law	Renton
12/31/2015	S	Yolanda Trout	Auburn

Economic Development Council of Seattle & King County (EDC)

Term		Members	City
12/31/2015	S	Layne Barnes	Maple Valley
12/31/2015	S	Jeanne Burbidge	Federal Way
12/31/2015	N	Dave Carson	Redmond
12/31/2015	S	John Holman	Auburn
12/31/2015	Sno	Matt Larson	Snoqualmie
12/31/2015	S	Armondo Pavone	Renton
12/31/2015	N	Allan Van Ness	Kenmore
12/31/2015	N	Amy Walen	Kirkland

Emergency Management Advisory Committee (EMAC)

Term		Members	City
12/31/2017	S	Sean Kelly	Maple Valley
12/31/2016	S	Don Persson	Renton
12/31/2015	N	Penny Sweet	Kirkland
		Alternates	
12/31/2015	N	Mark Hagreen	Redmond
12/31/2016	S	Pam Fernald	SeaTac
12/31/2017	S	Dini Duclos	Federal Way

To be recommended to the SCA Board of Directors on December 17, 2014
12/10/2014 PIC Recommendations

Growth Management Planning Council (GMPC)

Term		Members	City
12/31/2015	S	Layne Barnes	Maple Valley
12/31/2015	N	Tola Marts	Issaquah
12/31/2015	N	Tom Odell	Sammamish
12/31/2015	S	Ed Prince	Renton
12/31/2015	N	John Stilin	Redmond
12/31/2015	S	Jeff Wagner	Covington
		Alternates	
12/31/2015	N	Debbie Bertlin	Mercer Island
12/31/2015	SV	Leanne Guier	Pacific
12/31/2015	N	Tom Stowe	Beaux Arts
12/31/2015	Sno	Jason Walker	Duvall

King Conservation District (KCD) Advisory Committee

Term		Members	City
12/31/2015	Sno	Jim Berger	Carnation
12/31/2015	N	Mary Jane Goss	Lake Forest Park
12/31/2015	S	Kate Kruller	Tukwila
		Alternates	
12/31/2015	S	Brenda Fincher	Kent
12/31/2015	N	Nina Milligan	Issaquah
12/31/2015	S	Nancy Tosta	Burien

King County Consortium Joint Recommendations Committee for CDBG (JRC)

Term		Members	City
12/31/2015	S	Pam Fernald	SeaTac
12/31/2015	Sno	Ken Hearing	North Bend
12/31/2015	S	Jerry Robison	Burien
12/31/2015	N	Paul Winterstein	Issaquah

King County Flood Control District Advisory Committee (KCFCDAC)

Term		Members	City
12/31/2015	N	Mike Cero	Mercer Island
12/31/2015	N	Mary Jane Goss	Lake Forest Park
12/31/2015	S	Susan Honda	Federal Way
12/31/2015	S	Marlla Mhoon	Covington
		Alternates	
12/31/2015	SV	Dawn Dofelmire	Algona
12/31/2015	SV	Erika Morgan	Black Diamond
12/31/2015	SV	Leanne Guier	Pacific
12/31/2015	N	Byron Shutz	Redmond

Law Enforcement Officers' and Fire Fighters' Plan 1 (LEOFF1) Disability Retirement Board

Term		Member	City
12/31/2016	S	Verna Seal	Tukwila

Local Hazardous Waste Management Coordinating Committee (LHWMP)

Term		Member	City
12/31/2015	N	David Baker	Kenmore

To be recommended to the SCA Board of Directors on December 17, 2014
12/10/2014 PIC Recommendations

Mental Illness and Drug Dependency (MIDD) Oversight Committee

Term		Member	City
12/31/2015	N	Dave Asher	Kirkland
12/31/2015	S	Martin Moore	Federal Way

Puget Sound Regional Council Economic Development District Policy Board (EDDB)

Term		Members	City
12/31/2015	N	Catherine Stanford	Lake Forest Park
12/31/2015	N	John Stilin	Redmond
		Alternates	
12/31/2015	S	Jeanne Burbidge	Federal Way
12/31/2015	S	Jim Berrios	Kent

Puget Sound Regional Council Executive Board

Term		Members	City
12/31/2015	SV	Dave Hill	Algona
12/31/2015	N	John Marchione	Redmond
12/31/2015	S	Marlla Mhoon	Covington
		Alternates	
12/31/2015	S	Nancy Backus	Auburn
12/31/2015	N	Fred Butler	Issaquah
12/31/2015	N	Don Gerend	Sammamish
		Second Alternate	
12/31/2015	N	Bruce Bassett	Mercer Island

Puget Sound Regional Council Growth Management Policy Board (GMPB)

Term		Members	City
12/31/2015	S	John Holman	Auburn
12/31/2015	N	Hank Margeson	Redmond
12/31/2015	N	Bernie Talmas	Woodinville
		Alternates	
12/31/2015	N	Jay Arnold	Kirkland
12/31/2015	N	Mary Lou Pauly	Issaquah
12/31/2015	N	Chris Roberts	Shoreline

Puget Sound Regional Council Operations Committee

Term		Member	City
12/31/2015	N	John Marchione	Redmond
		Alternate	
12/31/2015	S	Nancy Backus	Auburn

Puget Sound Regional Council Transportation Policy Board (TPB)

Term		Members	City
12/31/2015	N	Don Gerend	Sammamish
12/31/2015	S	Dana Ralph	Kent
12/31/2015	N	Amy Walen	Kirkland
		Alternates	
12/31/2015	N	Jane Brahm	Mercer Island
12/31/2015	N	Chris Eggen	Shoreline
12/31/2015	S	Rich Wagner	Auburn

To be recommended to the SCA Board of Directors on December 17, 2014
12/10/2014 PIC Recommendations

Regional Law, Safety & Justice (RLSJ) Committee

Term		Members	City
12/31/2015	N	Dave Carson	Redmond
12/31/2015	S	Joseph Cimaomo Jr.	Covington
12/31/2015	S	Claude DaCorsi	Auburn
12/31/2015	S	Kate Kruller	Tukwila
12/31/2015	N	Tola Marts	Issaquah
12/31/2015	N	Toby Nixon	Kirkland
12/31/2015	S	Dana Ralph	Kent
12/31/2015	N	Jesse Salomon	Shoreline

Regional Policy Committee (RPC)

Term		Members	City
12/31/2015	N	Hank Margeson	Redmond
12/31/2015	S	Bill Peloza	Auburn
12/31/2015	N	Bernie Talmas	Woodinville
12/31/2015	N	Amy Walen	Kirkland
		Alternates	
12/31/2015	S	Suzette Cooke	Kent
12/31/2015	SV	Dave Hill	Algona

Regional Transit Committee (RTC)

Term		Members	City
12/31/2015	N	Kim Allen	Redmond
12/31/2015	N	Dave Asher	Kirkland
12/31/2015	N	Bruce Bassett	Mercer Island
12/31/2015	S	Dennis Higgins	Kent
12/31/2015	SV	Dave Hill	Algona
12/31/2015	S	Kathy Hougardy	Tukwila
12/31/2015	S	Wayne Osborne	Auburn
12/31/2015	N	John Wright	Lake Forest Park
		Alternates	
12/31/2015	S	Bill Allison	Maple Valley
12/31/2015	N	Kathy Huckabay	Sammamish
12/31/2015	Sno	Matt Larson	Snoqualmie
12/31/2015	S	Ed Prince	Renton

Regional Water Quality Committee (RWQC)

Term		Members	City
12/31/2015	N	Doris McConnell	Shoreline
12/31/2015	S	Wayne Osborne	Auburn
12/31/2015	S	Ed Prince	Renton
12/31/2015	N	John Wright	Lake Forest Park
		Alternates	
12/31/2015	N	Penny Sweet	Kirkland
12/31/2015	N	Benson Wong	Mercer Island

Solid Waste Advisory Committee (SWAC)

Term		Members	City
9/30/2017	S	Stacia Jenkins	Normandy Park
9/30/2017	N	Chris Eggen	Shoreline

To be recommended to the SCA Board of Directors on December 17, 2014
12/10/2014 PIC Recommendations

South Central Area Action Caucus Group (SCAACG)

Term		Members	City
12/31/2015	N	Andy Rheume	Bothell
12/31/2015	S	Nancy Tosta	Burien

STAFF APPOINTMENTS

Interagency Advisory Council (IAC) to the Committee to End Homelessness (CEH)

Term		Members	City
12/31/2015	S	Michael Hursh	Auburn
12/31/2016	S	Jennifer Henning	Renton
12/31/2017	N	Colleen Kelly	Redmond

Recent Appointments:

Approved by SCA in November 2014:

Area Agency on Aging for Seattle and King County's Advisory Council (AAA)

Term		Member	City
12/31/2015	N	David Baker	Kenmore

Puget Sound Clean Air Agency Advisory Council

Term		Member	City
12/31/2015	N	Dan Grausz	Mercer Island

Key:

Un-highlighted:	Re-appointed for 2015, returning member
Yellow:	New to this committee
Green:	Moving from alternate to member
Gray:	Unexpired term



January 14, 2015
SCA PIC Meeting

Item 6:

Welcome New PIC Members and Introduction to PIC

SCA Staff Contact

Deanna Dawson, Executive Director, office 206-433-7170, deanna@soundcities.org

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 2015.

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:

AAA	Area Agency on Aging for King County and Seattle Advisory Council
AFIS	Regional Automated Fingerprint Identification System Advisory Committee
BOH	Board of Health
CEH	Committee to End Homelessness in King County Governing Board
DVI	Domestic Violence Initiative Regional Task Force
EDC	Economic Development Council of Seattle & King County
EDDB	PSRC Economic Development District Board
EMAC	Emergency Management Advisory Committee
EMS	Emergency Medical Services Task Force
ETP	Eastside Transportation Partnership
GMPB	PSRC Growth Management Policy Board
GMPC	Growth Management Planning Council
IAC	Interagency Advisory Council to the Committee to End Homelessness
JRC	Joint Recommendations Committee for Community Development Block Grants (CDBG)
KCD	King Conservation District Advisory Committee
KCFCDAC	King County Flood Control District Advisory Committee
LEOFF 1	Law Enforcement Officers and Fire Fighters Plan 1 Disability Board
LHWMP	Local Hazardous Waste Management Program
MIDD	Mental Illness and Drug Dependency Oversight Committee
MSWAC	Metropolitan Solid Waste Management Advisory Committee

PIC	Public Issues Committee
PSAP	Public Safety Answering Points
PSCAA	Puget Sound Clean Air Agency Advisory Council
PSERN	Puget Sound Emergency Radio Network
PSRC	Puget Sound Regional Council
REPC	Radio Executive Policy Committee
RLSJ	Regional Law Safety and Justice Committee
RPC	Regional Policy Committee
RPEC	PSRC Regional Project Evaluation Committee
RTC	Regional Transit Committee
RTTF	Regional Transit Task Force
RWQC	Regional Water Quality Committee
SCA	Sound Cities Association
SCAACG	South Central Action Area Caucus Group
SCATBd	South County Area Transportation Board
SeaShore	Seashore Transportation Forum
SWAC	Solid Waste Advisory Committee
TPB	PSRC Transportation Policy Board

Attachment:

- A. [PIC Operating Policies](#)



SCA Public Issues Committee Operating Policies

*Approved by the Public Issues Committee January 19, 2005, February 21, 2007,
January 14, 2009, September 14, 2011, December 12, 2012.*

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:

- 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;
- 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

9. Process for 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. 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.



January 14, 2015
SCA PIC Meeting

Item 7:
2015 PIC Meeting Schedule
Action Item

SCA Staff Contact

Deanna Dawson, Executive Director, office 206-433-7170, deanna@soundcities.org

Potential Action:

Approval of Resolution 2015-1, Setting the Public Issues Committee's 2015 Meeting Calendar

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 holds a pre-PIC workshop at 6 PM in advance of those meetings.

There are three issues that the PIC may wish to consider in adopting these meeting dates and times:

First, the National League of Cities (NLC) Congressional City Conference is scheduled for March 7-11 in Washington DC. The PIC meeting is scheduled for March 11. At the January 14, 2015 meeting, we will be polling members as to their availability on the March 11, 2015 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 4, 2015.

Second, Veteran's Day is on November 11 and PIC is scheduled for November 11. PIC may wish to reschedule the November meeting to November 12, 2015 or November 4, 2015. A November 4 PIC meeting will conflict with the NLC Congress of Cities and Exposition scheduled for November 4-7 in Nashville.

Third, members are asked to give feedback to the PIC on preference for meeting locations in 2015. The PIC held one meeting in 2014 at Kirkland City Hall. PIC members will be asked to decide whether to (a) meet in Renton for all 2015 meetings, (b) rotate meetings between two

locations, or (c) meet at Renton City Hall on a regular basis, with one or more alternate location in 2015.

A handout of the draft resolution will be provided to members at the January 14, 2015 meeting, and amended as directed by the PIC.



January 14, 2015
SCA PIC Meeting

Item 8:

Recommendation from the PIC Nominating Committee Regarding Vacancies on the Emergency Management Advisory Committee (EMAC) and King Conservation District (KCD) Advisory Committee

Action Item

Staff Contact

Deanna Dawson, Executive Director, office 206-433-7170, deanna@soundcities.org

SCA PIC Nominating Committee Representatives

Chair Hank Margeson, Redmond Council President; Ed Prince, Renton Council President; Leanne Guier, Mayor of Pacific; Ross Loudanback, North Bend City Councilmember.

Potential Action:

To recommend to the SCA Board of Directors the appointment to the following committees:

- 1) Emergency Management Advisory Committee
- 2) King Conservation District Advisory Committee

Background

The PIC Nominating Committee will meet on January 14, 2015 prior to PIC, in order to consider and recommend applicants.

EMAC:

SCA has one vacancy on the Emergency Management Advisory Committee (EMAC) for a three-year term.

SCA has three member seats and three alternate seats on the Emergency Management Advisory Committee (EMAC). Current SCA members on the EMAC include: Sean Kelly, Maple Valley; Don Persson, Renton; Penny Sweet, Kirkland; and alternates include: Mark Hagreen, Redmond; Pam Fernald SeaTac. In addition to these SCA appointments, the city of Kent has a representative. The typical practice is to move a current alternate up to fill the primary member vacancy.

The Emergency Management Advisory Committee (EMAC) and its subcommittees advise, assist, review, and comment on emergency management and homeland security issues, regional planning and policies. EMAC is an advisory body to the King County Executive, the King County Council, and the Office of Emergency Management on emergency management issues in order to facilitate coordination of regional emergency planning in King County.

KCD Advisory Committee:

SCA has one vacancy on the King Conservation District (KCD) Advisory Committee for a one-year term.

SCA has appointing authority for three representatives and three alternates. Current members include: Jim Berger, Carnation; Mary Jane Goss, Lake Forest Park; and current alternates include: Brenda Fincher, Kent; Nina Milligan, Issaquah; Nancy Tosta, Burien. Only cities that are members of the KCD are eligible for appointment. Enumclaw, Federal Way, Milton, Pacific, and Skykomish are not members of the KCD. The typical practice is to move a current alternate up to fill the primary member vacancy.

The King Conservation District (KCD) was established in 1949 by the Washington Conservation Commission to provide landowners with assistance to protect and enhance natural resources. KCD serves 35 jurisdictions (34 cities and King County) with a combined population of 1.8 million. The District's mission is "to promote the sustainable uses of natural resources through responsible stewardship."



January 14, 2015
SCA PIC Meeting

Item 9:

Support for Flexibility in Investment of Hotel/Motel Taxes for Affordable Housing
Joint Recommendations Committee (JRC)

Committee to End Homelessness (CEH)

POTENTIAL FUTURE ACTION ITEM

SCA Staff Contact

Doreen Booth, Policy Analyst, doreen@soundcities.org, 206-433-7147

JRC SCA Members:

Mayor Ken Hearing, North Bend, (caucus chair); Councilmember Pam Fernald, SeaTac; Council President Paul Winterstein, Issaquah; Councilmember Jerry Robison, Burien

CEH SCA Members:

Councilmember Doreen Marchione, Redmond; Councilmember Lydia Assefa-Dawson (appointed January 2015)

Potential Future Action Item:

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

The Sound Cities Association supports legislation to allow King County to bond against future hotel/motel tax revenue reserved for housing beginning in 2021. To accomplish this, RCW 67.28.180 (3)(i) will need to be amended with a technical fix that specifically authorizes bonding for affordable housing. Such legislation would allow King County to bond against future revenue and allow up to \$45 million in new housing funds to be released over the next six years to create and preserve affordable workforce housing in coordination with transit investments.

JRC and CEH Support

The Joint Recommendations Committee for CDBG (JRC) has as a high priority on its 2015 legislative agenda support for legislation in Olympia to give King County the authority to bond against future hotel/motel tax revenues in order to create and preserve affordable workforce housing over the next six years. The Committee to End Homelessness (CEH) Governing Board has adopted this issue as part of its legislative agenda.

Background

In 1997, Washington State voters approved a referendum to finance a new stadium, then known as the Seahawks stadium and now known as CenturyLink stadium. The 1997 public funding package for the Seahawks stadium included among many other items an eight-year extension of the 2% hotel/motel tax in King County.

In 2011, rental car tax and other taxes used to fund the Seahawks stadium construction were expiring. The legislature had to make a decision on the funding streams used to pay off bond debt on the Seahawks stadium and the future uses of those funding streams as bonds were paid off. One of the outcomes was the dedication of a portion of hotel/motel tax to affordable housing after the stadium debt is retired in 2021.

In 2011, with the passage of SB 5834, the Washington State legislature amended the state's lodging (hotel/motel) tax regulations ([RCW 67.28.180](#)) to allow 37.5% of King County's local lodging taxes to be used for affordable workforce housing. An additional 37.5% is allocated to arts and heritage, with the remaining 25% going to promote tourism or tourism-related facilities. A provision was added to SB 5843 that made the amended lodging tax regulations applicable only to King County. The hotel/motel tax money for affordable workforce housing is not accessible to King County until the debt on Seahawks stadium is retired in 2021.

The proposed legislation during the 2015 session would amend state law to extend King County's authority to bond against a portion of county lodging tax revenue to build affordable housing near transit in the years 2015-2020. This would allow \$45 million in anticipated bonds to be used to leverage \$180 million in private affordable housing investment. The proposed legislation is revenue neutral: it is asking for authority to bond against future revenue, not asking for additional funding. The benefit of accessing the funds now instead of waiting until 2021 is to capitalize on lower land and construction costs and to purchase land near transit while such land is still available.

The ability to bond against future lodging tax revenues dedicated to affordable housing will not impact future funding for tourism. The proposed legislation limits debt service to 50% of future revenue. King County's projections show that even with bonding for \$45 million, annual additional revenues for affordable workforce housing will be \$8-10 million / year beginning in 2021 and increasing up to \$21 million in 2046.

Proposed legislation for bond authority in past years was for bonding access to both future tourism funds and affordable housing funds. Due to the inability for stakeholders for tourism (mainly the Seattle Convention and Visitors Bureau) and King County to create a method of fund distribution for tourism funds, the legislation proposed for 2015 will be limited to affordable housing. Housing has a well-established method of fund distribution and in past years, there has been no opposing testimony to the housing portion of the legislation.

A one page summary of the benefits of the proposed legislation, prepared by the [Housing Development Consortium](#) jointly with King County is included as [Attachment A](#).

Other Support for Flexibility in Investment of Hotel/Motel Taxes for Affordable Housing

The King County Council unanimously approved a [State Legislative Agenda](#) on December 8, 2014 that included a request for flexibility in administration and investment of hotel/motel revenues. Other supporters of legislation giving King County the authority to bond against future hotel/motel tax revenues are a wide coalition of businesses, non-profits and governments including: the cities of Tukwila and Shoreline, Renton Housing Authority, HopeLink, Imagine Housing, Multi-Service Center, Seattle Housing Authority, SMR Architects, Low Income Housing Institute, SRI, Seattle Human Services Coalition, the Pacific Northwest Regional Council of Carpenters, Building Changes, Seattle/King County Coalition on Homelessness, Puget Sound Sage, Transportation Choices, Washington State Housing Finance Commission, El Centro de la Raza, King County Housing Authority, Housing for All, Mercy Housing, Homestead Community Land Trust, Local 8 Hospitality Union, Bellwether Housing, Washington Low Income Housing Alliance, Plymouth Housing Group, King County Alliance for Human Services, Smart Growth Seattle, The Jewish Federation of Greater Seattle, Child Care Resources, On America, State of Washington Affordable Housing Advisory Board, and Futurewise.

Attachment:

- A. [Making Housing Bonds Effective Now – 1 page summary](#)

SUPPORT WORKING FAMILIES BY AUTHORIZING KING COUNTY BONDING TO FUND WORKFORCE HOUSING

LOCAL OPTION = STATE & LOCAL BENEFITS

- This bill will clarify King County’s authority to bond against a portion of county lodging tax revenue to build affordable workforce homes near transit NOW.
- This bill is **revenue neutral**—no cost to the state.
- This bill provides a **local option**, to use local funds to fill a local need.
- The King County Council supports this legislation and will be responsible for exercising this option.
- Legislation has no impact on City Lodging Taxes

LOSING TIME = LOSING MONEY. THE COST OF WAITING IS \$64 MILLION

- \$35 Million: projected **inflation cost of land prices** over five years.
- \$29 Million: projected **increased construction costs** over five years.
- Land near transit that can connect our workforce to job centers is disappearing quickly. This **land will no longer be available at any price.**

EARLIER ACCESS = MAXIMUM RETURN

- Homes created with these funds will generate more than **1,000 new jobs** NOW.
- Will generate over **\$7 Million in local and state sales tax revenue.**
- \$45 Million anticipated bonds will **leverage \$180 Million in private investment** NOW.

HOUSING KIDS = MAXIMIZING EDUCATIONAL BENEFITS

- As the state devotes billions into our education system, ensuring stable, affordable housing will maximize student outcomes, resulting in:
 - **Better educational outcomes for children.** A recent study shows that quality affordable housing has a positive impact on cognitive achievement scores in reading and math.
 - **Lower classroom turnover.** Kids forced to relocate due to housing instability affects the entire class’ ability to learn.
 - **Better performing students = Better performing schools.**

GIVE THE COUNTY THE AUTHORITY TO SUPPORT WORKFORCE HOUSING NOW



For more information, contact: Kelly Rider, Policy Director, Housing Development Consortium Seattle-King County
(26) 682-9541 | kelly@housingconsortium.org | www.housingconsortium.org



January 14, 2015
SCA PIC Meeting

Item 10:

Sub-Regional Transportation Funding Draft Principles
Transportation Policy Board (TPB)

Discussion Item

SCA Staff Contact

Lyset Cadena, Senior Policy Analyst, lyset@soundcities.org, 206-433-7169

Transportation Policy Board (TPB) SCA Members:

Councilmember Don Gerend, Sammamish; Council President Dana Ralph, Kent; Mayor Amy Walen, Kirkland; Councilmember Jane Brahm, Mercer Island (alternate); Deputy Mayor Chris Eggen, Shoreline (alternate); Councilmember Rich Wagner, Auburn (alternate).

PSRC Executive Board SCA Members:

Mayor Dave Hill, Algona; Mayor John Marchione, Redmond; Councilmember Marlla Mhoon, Covington; Mayor Nancy Backus, Auburn (alternate); Mayor Fred Butler, Issaquah (alternate); Councilmember Don Gerend, Sammamish (alternate); Mayor Bruce Bassett, Mercer Island (alternate).

Recommended Action:

Provide feedback to the Puget Sound Regional Council (PSRC) Transportation Policy Board (TPB) members on the sub-regional funding draft principles prior to adoption by the TPB and PSRC Executive Board.

Background (*Information taken from PSRC staff report to the TPB dated December 2014*):

Each year, the Puget Sound Regional Council adopts recommendations to the Legislature. These recommendations, adopted by the PSRC Executive Board, provide guidance for staff and members in communicating on the PSRC position as legislation is discussed in Olympia.

In October and November, the Transportation Policy Board (TPB) reviewed the 2014 recommendations, and provided guidance to PSRC staff on drafting a set of recommendations for the 2015 legislature ([Attachment A](#)).

While TPB members made it clear that a comprehensive statewide package was their top priority, they also discussed crafting a “sub-regional alternative” if the legislature and Governor do not pass a statewide package during the 2015 session. A subcommittee was created to work on developing a set of principles for a “sub-regional alternative”.

Sub-regional Funding Alternatives Working Group:

The sub-regional working group met on December 11, 2014 and discussed whether a sub-regional funding alternative would be possible, peer metro region funding models and regional principles.

A memo prepared by Rodney L. Brown, Jr. from the Cascadia Law Group answered three questions posed by PSRC staff: (1) Can the region proceed with a sub-state transportation funding package; (2) How can a sub-state region raise transportation revenue; and (3) Are there limitations to sub-state funding approaches.

The memo ([Attachment B](#)) states that “yes” the region can proceed with a sub-state funding package “but only if the region has state authority through legislation. The region can raise whatever revenues are authorized by state law and then approved by the relevant local or regional process.” In regards to limitations to sub-state funding, the memo states “this depends on what is authorized by state law and what is chosen by the regional district.”

Sub-regional Alternative Draft Principles:

The draft principles recommended by the subcommittee on a “sub-regional alternative” are as follows ([Attachment C](#)):

- Adequate state, regional and local funding is necessary to provide an effective and sustainable transportation system.
- New local, state or regional funding mechanisms are required to support growing communities.
- New state or regional funds should be available for and a full range of transportation facilities and operations to support economic development, growth strategies and a healthy environment – determined within each region.
- Regions should be provided with flexibility in structuring regional taxing districts, defining district boundaries and rates and used of regional funding.
- Any new regional structure should be efficient, with clear lines of accountability and no increase in bureaucracy.
- Regions should be guaranteed a reasonable return on existing or new state funds.
- Any funds raised within regions should not replace any existing or new state funds.
- Any new revenue options for the state or region should complement and support existing and new state, local and regional transit funding authority, be capable of gaining broad public support and enable bonding.
- Any new financing structures should maximize the return on public investment in the transportation system through sound financial practices.

Next Steps:

The Transportation Policy Board is scheduled to discuss the draft principles on January 8 and the Executive Board will take them up on January 22.

Attachments:

- A. [PSRC Transportation Recommendations to State Leaders for the 2015 Legislative Session](#)
- B. [Cascadia Law Group Memorandum](#)
- C. [Sub-Regional Draft Principles](#)

Draft – Includes Transportation Policy Board edits December 11, 2014

PSRC Transportation Recommendations to State Leaders for the 2015 Legislative Session

PSRC continues to support a comprehensive and fair statewide transportation package for action by the 2015 Legislature and the Governor. The need is urgent: the economy of the Puget Sound region cannot wait for critical transportation investments to address growing congestion, aging infrastructure, and improved safety. While the region prefers a statewide approach to transportation funding, if the Legislature cannot pass such a measure, PSRC requests that the region be given the tools and mechanisms to proceed with a regional approach to transportation funding in order to keep the state and regional economy moving.

A statewide package should:

- equitably address the broad range of transportation investments, including city and county roadways, transit, non-motorized options, ferries, and state highways;
- meet state and regional growth, transportation, economic and environmental objectives, including addressing climate change;
- emphasize the basic maintenance, preservation and operation of the current system; and
- grow transportation systems and options appropriately to meet the current and future needs of a growing region and a strong economy, including completing major state transportation investments already begun in past transportation packages.

PSRC supports short-term and long-term actions by the Legislature to address the following critical transportation needs:

- **Preserve and Improve Local Roadways.** The city and county roadway systems serve a critical state need in connecting interstates and other state highways to job centers, freight distribution hubs, and communities across the state. Cities and counties have growing needs to preserve local arterials and ensure they are adequate to serve current and planned growth. The region supports new state transportation revenues to be distributed directly to cities and counties to provide adequate resources to maintain and improve local roadways, including non-motorized facilities, augmented state programs, like restoring the Public Works Trust Fund, and practical local options to allow local governments to raise revenues to improve the condition of local transportation infrastructure.
- **Sustain and Grow Transit Service throughout the Region.** Throughout the region, public transit service is not keeping pace with growing travel demand and increasing traffic congestion. Transit needs a sustainable revenue source to meet current needs and prepare for the future. The region supports immediate action to provide alternative, more stable and reliable funding sources for transit, to address the growing demand, as well as a longer-term solution to put transit agencies on the path toward service growth and capital investment needed to meet the state's long-term interest in public transportation and regional objectives.

- **Provide Authority for Sound Transit 3.** The region's voters have demonstrated their strong support for expanding the high capacity transit system that connects the region's job and growth centers along with providing access to them. To maintain momentum in building this system, Sound Transit needs additional revenue authority to prepare a system plan for the region's voters in 2016. PSRC supports providing this additional authority by the 2015 Legislature.
- **Sustain the Operations of Washington State Ferries.** While the Legislature addressed some capital investment needs during the 2014 session, the Washington State Ferries has inadequate revenue to sustain long-term capital replacement needs and operations of the current fleet and route structure, despite a substantial contribution towards operating expenses by ferry riders through fares (about 70% farebox recovery). Washington State Ferries requires a source of funding to ensure stable operations into the future that is affordable to ferry users and is adequate to fund the WSF long-range plan for vessel replacement and terminal upgrades, including replacing the deteriorating Colman Dock and completing the Mukilteo Multimodal Terminal. Passenger ferry terminal facilities, now being integrated into the redesign of Colman Dock, should continue to be an integral part of that terminal replacement project.
- **Make significant progress in controlling storm water runoff from state and local roadways.** A healthy Puget Sound is critical to the future of the state and region. Transportation is a major source of storm water pollutants which affect the health of streams, rivers and the entire Puget Sound. The State should include separate investments in capital and non-capital storm water control mechanisms needed to control storm water runoff from roadways in a statewide transportation package.
- **Improve the region's economy by funding priority investments on state highways and local roadways.** PSRC, through its regional transportation plan, Transportation 2040, has identified regional high priority investments needed to provide a state of good repair, improve operations and safety, and support the state's economy. We urge the Legislature to complete investments already begun, and to fund locally identified transportation priorities across the state.
- **Transportation uses of alternative funding sources.** If alternative funding sources with a nexus directly related to transportation are enacted by the Legislature, such as a carbon tax, such revenues should be dedicated to transportation.



MEMORANDUM

To: Josh Brown (PSRC)

File No.: 25076-4

From: Rodney L. Brown, Jr.

Date: December 5, 2014

Subject: Regional Funding Memo

This memo provides brief answers to the questions you asked about regional funding options. I am happy to provide more detail if you need it.

1. Can the region proceed with a sub-state transportation funding package?

Answer: Yes, but only if the region has state authority through legislation. There is already some legislative authority for regional transportation funding, and new authority can come via a bill in the legislature or an initiative adopted by the people (or through a referendum where either the people or the legislature refer a bill to the people).

For example, Sound Transit was formed pursuant to state legislation adopted in 1992 with the express purpose of giving the Central Puget Sound region the legal authority to create a Regional Transit Authority. See Chapter 81.112 RCW.

A similar state law adopted in 2002 gave King, Pierce, and Snohomish Counties the authority to create a Regional Transportation Improvement District ("RTID") to raise revenues for highways in the region. See Chapter 36.120 RCW.

And a state law passed in 1987 and expanded since then allows cities and counties across the state to create Transportation Benefit Districts ("TBDs") to raise revenues for a broad range of road and transit projects. See Chapter 36.72 RCW. The state law expressly authorizes cities and counties to use this authority to create a multi-jurisdiction District by negotiating an interlocal agreement. (Note that the Interlocal Cooperation Act, Chapter 39.34 RCW, allows the use of interlocal agreements more broadly, not just for TBDs.)

Finally, new state legislation could authorize the creation of any kind of regional district and funding structure, subject only to the limits of the state and federal

constitutions (such as the “one person, one vote” requirement).

2. How can a sub-state region raise transportation revenue?

Answer: The region can raise whatever revenues are authorized by the state law and then approved by the relevant local or regional process.

For example, the state law on Transportation Benefit Districts would allow a region formed by interlocal agreement to levy an additional sales tax of up to 0.2%. The region could choose to levy less than this.

State law provides many other funding sources beyond this example. I have attached some information from the Municipal Research & Services Center that explains the other sources available to TBDs (see Attachment A) and to an RTID (see Attachment B).

It is important to note that revenues can only be raised by a governmental entity, either an existing municipal government or a newly created district.

It is also important to note that a regional district must give credit for any taxes or fees already being charged by TBDs within the boundaries of the regional TBD. In other words, the regional TBD cannot make a taxpayer pay more than the statutory limits just because the taxpayer lives in a place covered by two TBDs.

3. Are there limitations to sub-state funding approaches? (Such as bonding authority, mechanisms to collect taxes, gas tax, etc.)

Answer: Again, this depends on what is authorized by state law and what is chosen by the regional district. For example, a Transportation Benefit District may issue bonds based on multi-year property tax levies. But neither a TBD nor an RTID can set its own tolls; state law reserves that authority to the Transportation Commission.

ATTACHMENT "A"

JURISDICTION: Transportation Benefit Districts (TBD)

RCW: 36.73

BACKGROUND

- Cities and counties may establish TBDs to fund capital improvements and operation of city streets, county roads and state highways, high capacity transportation systems, public transportation, and other transportation programs of regional or statewide significance including transportation demand management.
- In addition to individual city/county TBDs, counties or cities may create a multi-jurisdiction TBD through interlocal agreement. The areas may include multiple jurisdictions, including all or portions of cities, counties, transit districts, or port districts, with the approval of those agencies.
- Creation of the district requires a public hearing and a finding of public interest for formation.
- The governing body of a TBD is the legislative authority of the city or county creating the district, acting in an ex-officio and independent capacity. A multi-jurisdiction district must have at least a five member governing body, with at least one member from each participating jurisdiction. Alternatively, under certain circumstances, a multi-jurisdiction district may be governed by the metropolitan planning organization serving the district.
- Ownership of the facilities revert to appropriate jurisdictions after improvements are made.

FUNDING

- Single-year, voter-approved excess property tax levies
- Multi-year, voter-approved excess property tax levies for bond redemption
- General obligation bonds and revenue bonds
- A voter-approved sales tax of up to 0.2%, which may not exceed a ten-year period without voter reauthorization (unless the revenues are dedicated to the repayment of debt, such as general obligation bonds, in which case the sales tax may exceed a ten-year period)
- A *voter-approved annual motor vehicle fee of up to \$100 (*except for passenger- only ferry transportation improvements, up to \$20 may be imposed without voter approval if imposed in a jurisdiction-wide TBD)
- With voter approval, vehicle tolling; however, tolls on state routes must be administered by WSDOT. All tolls potentially impacting state facilities must be approved by the state Transportation Commission.
- Local Improvement District formation

- Border area motor fuel/special fuel excise tax (only for a district that has an international border crossing within its boundaries)
- Commercial and industrial development fees related to transportation projects
- Acceptance of gifts, grants, and donations

REVENUE SOURCE

Local Option Taxes: Transportation Benefit Districts

RCW

Chapter 36.73 RCW (Authorized in 1987)

WHO'S ELIGIBLE

Transportation Benefit Districts which can be established city-wide up to multi-county. Since December 1, 2007, TBDs may be established in all counties.

WHERE ESTABLISHED

Twenty-four cities have established TBDs with local vehicle registration fees. Eight cities have established TBDs with sales tax rate authority. One city, Ridgefield, has repealed its TBD sales tax authority beginning October 1, 2012.

Transportation Benefit Districts

Effective SalesTax/Fee Rate

TBD With Local Vehicle Registration Fees

City of Edmonds
September 1, 2009
\$20

City of Des Moines
September 1, 2009
\$20

City of Lake Forest Park
September 1, 2009
\$20

City of Olympia
October 1, 2009
\$20

City of Edmonds

September 1, 2009
\$20

City of Prosser
November 1, 2009
\$20

City of Shoreline
February 1, 2010
\$20

City of Burien No. 1
February 1, 2011
\$10

City of Snoqualmie
March 1, 2011
\$20

City of Seattle
May 1, 2011
\$20

City of Lynnwood
July 1, 2011
\$20

City of Spokane
September 1, 2011
\$20

City of Mabton
December 1, 2011
\$20

City of Grandview
February 1, 2012
\$20

City of Bremerton
July 1, 2012
\$20

City of Zillah
July 1, 2012
\$20

City of Wenatchee
August 1, 2012
\$20

City of Mountlake Terrace
August 1, 2012
\$20

City of Royal City
November 1, 2012
\$20

City of Toppenish
December 1, 2012
\$20

City of Kittitas
December 1, 2012
\$20

City of Eatonville
March 1, 2013
\$20

City of Wapato
April 1, 2013
\$20

City of Orting
2/1/2013 thru 1/31/2015
\$20
TBD With Sales Tax Rates

City of Ridgefield
April 1, 2009
0.2% (effective 4-1-2009 and repealed 10/1/2012)

City of Sequim
April 1, 2010
0.2%

City of Bellingham
April 1, 2011
0.2%

City of Leavenworth
April 1, 2011
0.2%

City of Snohomish
January 1, 2012
0.2%

City of North Bend
April 1, 2012
0.2%

City of Walla Walla
July 1, 2012
0.2%

City of Ferndale
July 1, 2012
0.2%

City of Waitsburg
October 1, 2012
0.1%

PURPOSE

To finance construction of, and operate, improvements to roadways, high capacity transportation systems, public transit systems, and other transportation management programs.

FINANCE PROVISIONS (Ch 36.73 RCW and RCW 36.73.040)

Sales and Use Tax (RCW 82.14.0455)

- Up to 0.2%, with voter approval
- Tax may not be in effect longer than 10 years unless reauthorized by voters

Motor Vehicle License Renewal Fee (RCW 82.80.140)

- Up to \$20 per vehicle fee without voter approval
- Up to \$100 annual renewal fee, with voter approval
- Vehicles of 6000 pounds or less
- Certain vehicles are exempt: farm vehicles, campers, personal and commercial trailers, off-road vehicles, government and private school vehicles

Excess Property Tax Levies (RCW 36.73.060)

- One year, voter approved
- Multi-year for GO bonds

Tolls (RCW 36.73.040(2)(d))

- Tolls on facilities including state routes and local roads
- Tolls on state routes must be administered by WSDOT
- All tolls must be approved by Transportation Commission

Other Revenue Sources

- Border Area Motor Fuel and Special Fuel Tax (RCW RCW 82.47.020)
(Restricted to TBDs with an international border crossing with its boundaries)
- Late-comer fees (RCW 36.73.140)
- Development fees (RCW 36.73.040(2)(c) and RCW 36.73.120)
- LID formation (RCW 36.73.080)

Source: Municipal Research & Services Center

ATTACHMENT "B"

JURISDICTION: Regional Transportation Investment District (RTID)

RCW: Chapter 36.120 RCW

BACKGROUND

- The King, Pierce and Snohomish county area, or each county individually, may form a special district to plan and finance certain highway improvements.
- The RTID would be a separate legal entity.
- The district is formed by vote of county councils of multiple contiguous counties, or by a single county, which then must be approved by voters living within the affected area.
- Authorized in King, Pierce, and Snohomish counties only, and may include multiple contiguous counties, or a single county. The district is encouraged to include at least the portion of each member county located within a regional transit authority serving that county.

FORMATION

- Planning Committee formation required by the county councils proposing a RTID. The committee membership is comprised of county council members of each county proposing a RTID. Decisions are made by 60% majority vote based on proportional representation. Secretary of Transportation serves as non-voting member. Seven-member executive board. Planning Committee may dissolve with two-thirds weighted vote of the total Planning Committee membership.
- Planning Committee develops plan for improvements and submits plan to county councils. If a county opts not to participate in the district, but two contiguous counties do proceed, plan is redefined and submitted back to participating counties. If counties adopt plan, plan is submitted to voters.
- If RTID approved by voters, the governing board is comprised of county council members of member counties.
- In 2007, the plan developed by the then-existing Planning Committee was required to go on the November 2007 General Election ballot, along with a Sound Transit Phase II proposal, as a single ballot question. The voters rejected this joint proposal, therefore the proposed RTID was not formed.

ELIGIBLE PROJECTS

- Capital improvements to highway of statewide significance (HSS) that adds a lane or new lanes, or repairs or replaces a lane or lanes damaged by the 2001 earthquake;

- Capital improvements to all or portions of a HSS including an extension, and may include certain multi-modal capital improvements including approaches, HOV lanes, flyover ramps, park and ride lots, bus pullouts, vanpool vans, buses, and transportation system management improvements;
- Up to 10% of funds may be for capital improvements to all or portions of a city street, county road or existing highway or new highway that intersects with an HSS if: (1) the project is included in a plan that adds capacity to a HSS; (2) the DOT Secretary finds that the project would better relieve congestion than the same expenditure on the HSS; (3) 15% of the cost is paid by the local jurisdiction; (4) the RTID contribution does not exceed \$1 Billion; and (5) the improvements are included in the plan submitted to voters.
- No funds may be used for operation, preservation or maintenance of the facility except for toll facilities where tolls have been pledged to finance facilities and for traffic mitigation during construction for projects in the investment plan.

REVENUE SOURCE

Local Option Taxes: Regional Transportation Investment Districts (RTIDs)

RCW

Chapter 36.120 RCW (Authorized in 2002)

WHO'S ELIGIBLE

Regional Transportation Investment Districts can be established in King, Pierce and Snohomish counties. Prior to December 1, 2007, an RTID must include at least two adjacent counties. After December 1, 2007, an RTID can include one or two or more contiguous counties. See Resource Manual Section: Agencies and Jurisdictions—Local/Regional for RTID discussion, page 416.

WHERE ESTABLISHED

On November 6, 2007, the voters of Snohomish, King and Pierce Counties voted on Proposition 1, which included RTID Blueprint for Progress and Sound Transit Phase 2 plans. The measure was defeated.

PURPOSE

Principally to finance capital construction of highways of statewide significance in the district.

FINANCE PROVISIONS (RCW 36.120.050) (All voter approved)

Sales and Use Tax (36.120.050(1)(a) and 82.14.430)

- Up to 0.1%

Vehicle License Fee (36.120.050(1)(b) and 82.80.100)

- Up to \$100 annual fee

Motor Vehicle Excise Tax (36.120.050(1)(d) and 81.100.060)

- Up to 0.8%,
- Must use new state defined depreciation schedule (82.44.035)

Parking Tax (36.120.050(1)(c) and 82.80.030)

- On commercial businesses

Tolls (36.120.050(1)(g))

- Routes to be tolled must be identified in investment plan.
- Tolls administered by WSDOT unless otherwise provided for in law.
- Tolls must be approved by Transportation Commission and the Commission is the tolling authority.

Local Option Fuel Tax (36.120.050(1)(e) and 82.80.120)

- Equal to 10% of statewide fuel tax (3.4 cents per gallons based on 34 cent statewide gas tax).
- County may levy tax used for district or a district may levy the tax.
- Districts can only levy tax if boundaries are coextensive with member county boundaries.
- Restricted to 18th amendment purposes.
- Tax may not be levied by both a county and an RTID

Source: Municipal Research & Services Center

DRAFT PRINCIPLES FOR MEETING REGIONAL TRANSPORTATION NEEDS

- Adequate state, regional and local funding is necessary to provide an effective and sustainable transportation system.
- New local, state or regional funding mechanisms are required to support growing communities.
- New state or regional funds should be available for and a full range of transportation facilities and operations to support economic development, growth strategies and a healthy environment – determined within each region.
- Regions should be provided with flexibility in structuring regional taxing districts, defining district boundaries and rates and uses of regional funding.
- Any new regional structure should be efficient, with clear lines of accountability and no increase in bureaucracy.
- Regions should be guaranteed a reasonable return on existing state transportation taxes prior to establishing new regional districts.
- Any funds raised within regions should not replace any existing or new state funds.
- Any new revenue options for the state or the region should complement and support existing and new state, local and regional transit funding authority, be capable of gaining broad public support and enable bonding.
- Any new financing structures should maximize the return on public investment in the transportation system through sound financial practices.



January 14, 2015
SCA PIC Meeting

Item 11:
Property Tax Cap Update
DISCUSSION ITEM

SCA Staff Contact

Lyset Cadena, Senior Policy Analyst, lyset@soundcities.org, 206-433-7169

Recommended Action:

Provide an update on adopted city positions on raising the 1% property tax revenue limit.

At the December 10, 2014 Public Issues Committee meeting (PIC), members had a discussion about raising the 1% property tax cap. The staff report from the December meeting can be found beginning on page 43 of the [December 10 PIC packet](#). The PIC adopted a policy position to “support legislation to raise the 1% property tax revenue limit” by a vote of 21 to 4 with 1 abstention.

At the time of the December vote, some councils had not had time to discuss the issue fully. PIC members therefore asked that this matter be brought back in January, to see if additional councils had adopted positions of support or opposition. Additionally, there was some discussion as to whether SCA may wish to adopt a more specific policy position at a future PIC meeting, although there was no consensus around the table on this point.

At the January 14, 2015 PIC meeting, PIC members can update the group as to any new developments from their councils since the December 10, 2014 PIC meeting. Members may also wish to discuss next steps, if any, to take on this item.



January 14, 2015
SCA PIC Meeting

Item 12a:

Future Levies and Ballot Measures in King County

Informational Item

SCA Staff Contact

Lyset Cadena, Senior Policy Analyst, lyset@soundcities.org, 206-433-7169

SCA Regional Policy Committee Representatives

Council President Hank Margeson, Redmond; Councilmember Bill Peloza, Auburn; Mayor Bernie Talmas, Woodinville; Mayor Amy Walen, Kirkland; Mayor Suzette Cooke, Kent (alternate); Mayor Dave Hill, Algona (alternate).

Background Information:

The purpose of this informational item is to provide information for SCA member cities on upcoming ballot measures. At the December meeting of the Regional Policy Committee, King County legislative staff prepared a summary of the anticipated ‘major’ ballot measures for levy renewals and new property tax levies in King County over the next four years. Member cities were recently polled to determine levy and/or bond measures that are anticipated for cities, school districts, or fire districts. Timeframe for ballot measures is assumed based on existing measures and have not been authorized. This information will change over time.

Potential Future Ballot Measures as reported by SCA Cities

Year	Measure
2015	South King Fire and Rescue (February) – fire equipment replacement
2015	Highline School District Capital Bond (February)
2015	Highline School District Operations Levy (February)
2015	City of Redmond Levy (August) – pending Council action
2016	Kent Fire Department Regional Fire Authority (spring) – Fire Benefit Charge
2018	Shoreline School District Operations Levy (Timeframe – TBD)
2018	Shoreline School District Capital Levy (Timeframe – TBD)

Potential Future Ballot Measures as reported by King County ([Attachment A](#))

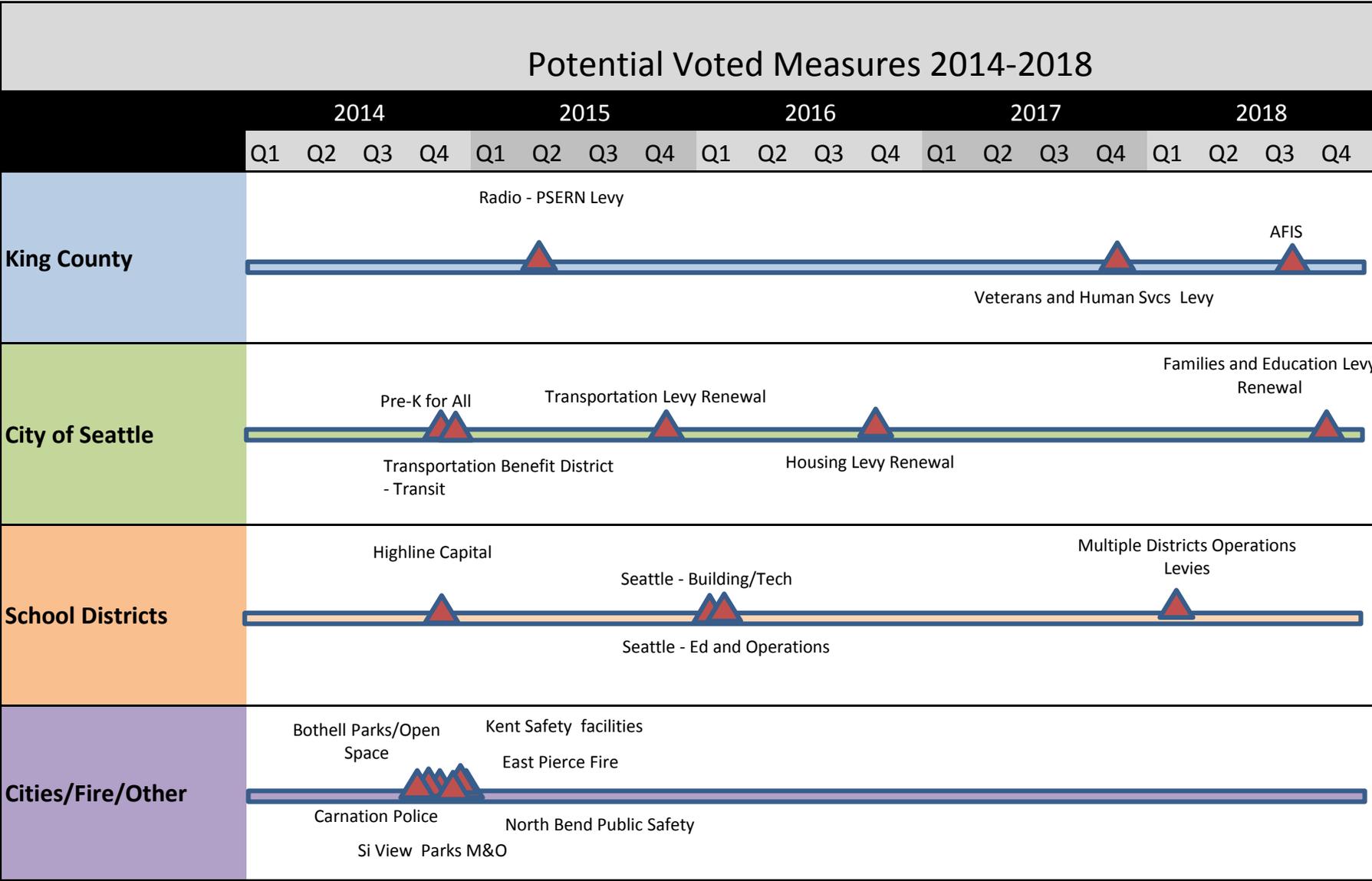
Year	Jurisdiction	Measure
2015	King County	Radio Replacement (for police, fire & other responders)
2015	King County	Executive’s announced “Best Start” Initiative (infants and youth)
2015	Seattle	Bridging the Gap transportation levy (renewal)
2016	Seattle Schools	District operations and capital levies (renewal)
2016	Seattle	Low-income housing (renewal)
2017	King County	Veterans and Human Services Levy (renewal)
2018	King County	AFIS Levy (renewal)
2018	Seattle	Families and Education Levy (renewal)

Next Steps

SCA staff is committed to continuing to update this document as more information becomes available. Please share this information with your city and provide additional feedback to Lyset Cadena at lyset@soundcities.org.

Attachment:

- A. [King County Future Ballot Measures Chart](#)



Note: Except for 2014, these are assumed based on existing measures and have not been authorized. This information will change over time.



January 14, 2015
SCA PIC Meeting

Item 12b:

Regional Policy Committee

Update on 2014 Activities

Informational Item

SCA Staff Contact

Lyset Cadena, Senior Policy Analyst, lyset@soundcities.org, 206-433-7169

SCA Regional Policy Committee Representatives:

Council President Hank Margeson, Redmond; Councilmember Bill Peloza, Auburn; Mayor Bernie Talmas, Woodinville; Mayor Amy Walen, Kirkland; Mayor Suzette Cooke, Kent (alternate); Mayor Dave Hill, Algona (alternate).

About the Regional Policy Committee

The Regional Policy Committee (RPC) is responsible for addressing countywide issues including human services, public health, housing, open space, solid waste management, regional services financial policies, criminal justice, jails and district court services, and the siting of regional facilities. The RPC reviews and recommends regional policies and plans (other than transit and water quality) for consideration by the King County Council.

Recent Accomplishments

Enhanced 911 System and Public Safety Answering Points (PSAPs)

The King County Office of Emergency Management (OEM) is working on transitioning to Next Generation 911, which is intended to modernize existing, land line-based 911 technology and upgrade systems to better work with wireless and voice-over-internet technologies. OEM is also working on consolidating some of the county's Public Safety Answering Points (PSAPs). Many questions have been raised about the oversight of the PSAP consolidation process and the E911 fund balance. In response to these questions, the King County Council included two provisos as part of the 2015-2016 budget.

The first proviso requires the Executive to transmit an ordinance creating a new regional PSAP oversight committee that will recommend a strategic plan for the Next Generation 911 and make recommendations concerning the proposed governance structure of E911 in the county. The second proviso requires the County Auditor to perform a financial and technical review of the county's E911 and Next Generation 911 programs. This information will be used by the new PSAP oversight committee in developing a county strategic Next Generation 911 plan.

Puget Sound Emergency Radio Network (PSERN)

King County is preparing to replace its emergency management radio system. The current system is more than 20 years old and is owned and operated by four partners: King County, the City of Seattle, the Eastside Public Safety Communications Agency (EPSCA), and the Valley Communications Agency (ValleyCom). The RPC received a briefing on the cost, financing options, and proposed governance of the PSERN project. During the briefing, SCA RPC members raised questions about the reported cost of between \$251.4 million to \$277.7 million for the project, the April ballot timeline, and possible impacts to junior taxing districts.

At the December RPC briefing, members were informed that the total PSERN project cost would be around \$237 million and the Executive is working with junior taxing districts to develop plans to offset any potential negative impacts. It was also noted that while the Executive may recommend the placement of the ballot measure with the April election, the County Council may choose that date for the measure or any other election date in 2015.

Solid Waste Transfer Station Planning

The RPC received two briefings on the King County Solid Waste Division budget for 2015-2016 and the Transfer Plan Review/Demand Management study and workshops being conducted by the Solid Waste Division. During the first briefing in October 2014 on the Solid Waste Division budget, SCA RPC caucus members raised questions and concerns about the cost to implement the resource recovery initiative and the best practices initiatives. Members were also concerned about the counties recycling rate for self-haulers and multi-family units and the inclusion of the Northeast Transfer Station in planning documents.

As a result of the issues and concerns raised by SCA RPC members, the King County Council included a proviso in the King County 2015-2016 budget requiring the Solid Waste division to report on ways to offset the cost of the resource recovery initiative including an option to require a surcharge for self-haulers who choose not to sort loads delivered to transfer stations. The King County budget did not include funding for the Northeast Recycling and Transfer Station, but included a provision to review the Cedar Hills Site Development Plan with a focus of extending the life of the landfill.