



SCA Public Issues Committee AGENDA

January 8, 2014 – 7:00 PM
Renton City Hall
Council Chambers, 7th Floor
1055 S. Grady Way - Renton, WA 98057

Pre - PIC Workshop 6:00 PM
**PIC 101: Everything You Wanted to Know About
the Public Issues Committee (But Were Afraid to Ask)**

1. **Welcome and Roll Call** – Mayor Bernie Talmas, Woodinville, Chair
2. **Public Comment** – Mayor Bernie Talmas, Woodinville
3. **Introduction of Members** – Mayor Bernie Talmas, Woodinville, Chair 10 minutes
4. **Approval of minutes – December 11, 2013 meeting**
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5. **Chair’s Report** – Mayor Bernie Talmas, Woodinville, Chair 5 minutes
6. **Executive Director’s Report** – Deanna Dawson, SCA Executive Director 10 minutes
7. **PIC Nominating Committee Recommendation**
ACTION ITEM 10 minutes
Redmond Councilmember Hank Margeson, Chair of the PIC Nominating Committee
Page 16
(3 minute update, 7 minute discussion)
8. **2014 PIC Meeting Schedule**
ACTION ITEM 10 minutes
Deanna Dawson, SCA Executive Director
Page 18
(2 minute update, 8 minute discussion)
9. **Transportation Funding**
POTENTIAL FUTURE ACTION ITEM 25 minutes
Deanna Dawson, SCA Executive Director
Page 19
(5 minute update, 20 minute discussion)

10. Review of SCA Policy Positions – 2005-2013

DISCUSSION ITEM

20 minutes

Deanna Dawson, SCA Executive Director
Page 45
(5 minute update, 15 minute discussion)

11. Future Training Opportunities for SCA Members

DISCUSSION ITEM

10 minutes

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Mayor Bernie Talmas, Woodinville, Chair
(2 minute update, 8 minute discussion)

12. Upcoming Events

- a) SCA Board Meeting – Wednesday, January 15, 2014 – 10:00 AM, Renton City Hall
- b) Newly Elected Officials Workshop – Wednesday, January 15, 2014 – 4:00 PM, SeaTac City Hall
- c) 2014 Board and Committee Orientation – Wednesday, January 15, 2014 – 6:00 PM Dinner, 6:30 Orientation, SeaTac City Hall
- d) SCA Woman’s Leadership Breakfast – Thursday, January 16, 2014 – 7:30 AM Puget Sound Skills Center – Burien
- e) SCA Board Retreat – Friday, January 31, 2014 - Exact Time and Location TBD
- f) SCA Pre-PIC Workshop with Ann Macfarlane, Jurassic Parliament Wednesday, February 12, 2014 – 6:00 PM Renton City Hall
- g) SCA Public Issues Committee Meeting – Wednesday, February 12, 2014 – 7:00 PM Renton City Hall
- h) SCA Networking Dinner – Wednesday, February 19, 2014 – 5:30 PM Renton Pavilion Events Center –Seattle Mayor Ed Murray, Keynote Speaker

13. For the Good of the Order

14. Adjourn

Did You Know?

The Sound Cities Association is now 36 member cities strong! We are pleased to welcome the City of Medina as an SCA member in 2014. Medina was incorporated in 1955. It has a population of 2,970, and a Council/Manager form of government. The history of Medina’s name, according to the City’s website, is as follows:

In 1891, Mr. T.L. Dabney built the first landing in Medina on what later became known as Dabney Point. The landing was directly across from the Leschi Park landing and it became the main crossing point for settlers to enter “the Points Country.” As the community around the landing began to grow, local residents wanted to give it a distinct name. A community meeting was held and three women were appointed to select a name for the community. Mrs. Flora Belote’s choice was the name selected. She had decided on the name “Medeena,” after a popular Arabian city. Dabney was offended, he wanted it named “Floridine.” Mr. Dabney built a large sign that said “Floridine” and placed it in the water beside his landing. The next evening

when he came home from working in Seattle, he found his sign had been replaced by a “Medeena” sign. He promptly took it down and put his sign back up. This feud continued for several days, with Dabney replacing the “Medeena” sign each evening when he would return from work. The ladies prevailed. Dabney eventually tired and left the “Medeena” sign up.

You can learn more about Medina and its colorful history at <http://www.medina-wa.gov/>.

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 11, 2013 – 7:00 PM
Renton City Hall, Council Chambers
1055 S Grady Way, Renton, WA 98057**

1. Welcome and Roll Call

PIC Chair Deputy Mayor Mia Gregerson, SeaTac called the meeting to order at 7:01 p.m. 28 cities had representation ([Attachment A](#)). Guests present included: Bob Keller, Sammamish City Councilmember-elect; John Stilin, Redmond City Council; Nancy Backus, Auburn City Council/Mayor-elect; Bill Pelosa, Auburn City Council; Diane Carlson, King County Executive's Office.

Chair Gregerson suggested revising the meeting agenda to add Item 6a - Recommendations from the PIC Nominating Committee for appointments to the King County Flood Control District Advisory Committee and the Regional Transit Committee. Members supported the revision by a consensus vote.

2. Public Comment

Chair Gregerson asked if any member of the public had any public comment. Seeing none, Gregerson closed the public comment portion of the meeting.

3. Approval of the November 13, 2013 Minutes

Councilmember Hank Margeson, Redmond, moved, seconded by Councilmember Ross Loudenback, North Bend, to approve the November 13, 2013 meeting minutes.

Mayor Bernie Talmas, Woodinville, moved, seconded by Deputy Mayor Catherine Stanford, Lake Forest Park, two amendments to the November 13, 2013 meeting minutes: First, in the paragraph of Item 7, Talmas stated that language should be added to reflect that there was a separate comment letter from Woodinville in addition to the joint letter with the other North End cities. Second, Talmas noted in the paragraph in Item 7, stating his comments on behalf of Woodinville, the second sentence should read "There was general consensus of the SCA RPC caucus to move forward with a Factoria station."

There was no discussion. The amendment passed unanimously.

Chair Gregerson called for the vote on the main motion, there was no discussion. The motion passed unanimously.

4. Chair's Report

Chair Gregerson thanked the members of the PIC for another great year and requested that attendees gather together for a group photo.

5. Executive Director's Report

Deanna Dawson, SCA Executive Director, thanked members for another successful year. Dawson thanked retiring member Mayor Pete Lewis, Auburn for his many years of service. Lewis reflected on the first meeting of the Public Issues Committee. He spoke about the value of having a 'one city one vote' policy. Lewis also reflected on how much more effective the organization has become over the years.

ED Dawson presented Chair Gregerson with flowers, thanking her for her service as chair the past two years. Dawson complimented Gregerson on her ability to make the Public Issues Committee more transparent and inclusive.

ED Dawson provided an update from North and Snoqualmie Valley Caucus meeting. For the North caucus: Shoreline Deputy Mayor Chris Eggen, Redmond Mayor John Marchione, and Sammamish Councilmember Don Gerend were all reelected to Board. There was a good discussion regarding items for the upcoming year which included: transportation funding and geographic equity in potential transit cuts; solid waste planning and transfer station siting; and economic development and the importance of Boeing to our regional economy. There was also considerable discussion about how to build public awareness about SCA, and its value to our cities, and the region.

ED Dawson thanked Councilmember John Stilin, Redmond and Deputy Mayor Catherine Stanford, Lake Forest Park for their leadership on the SCA Economic Development Subcommittee. SCA held a successful Economic Development Workshop on December 6, 2013. The workshop included examples of successful projects from the cities of Tukwila, Kenmore, and Auburn. The workshop was well attended and well received by members.

ED Dawson highlighted a number of upcoming events. On December 18, 2013 the South and South Valley Caucuses will be meeting at the Kent Senior Center. There will be four elections taking place from the South: Federal Way Councilmember Dini Duclos (incumbent) is up for reelection, and SeaTac Deputy Mayor Mia Gregerson, who has been serving by virtue of being PIC Chair, is running for a south seat. Tukwila Mayor Jim Haggerton, Maple Valley Mayor Bill Allison, and Auburn Mayor-elect Nancy Backus have also declared intention to run.

The next PIC meeting will be held on January 8, 2014 at Renton City Hall. There will be a Pre-PIC "PIC 101" Training at 6:00 PM. This workshop was first discussed at the North and Snoqualmie Valley Caucus. Members were very supportive.

SCA will be hosting a Newly Elected Training and Board and Committee Orientation in January.

ED Dawson spoke about upcoming 2014 Networking Dinners. SCA will be joined by Guest Seattle Mayor-elect Ed Murray on February 5, 2014.

The 2014 SCA Board Retreat has been scheduled for January 31, 2014. Retreat topics will include: Long range planning for the organization, as well as reevaluating the caucus and board structure.

ED Dawson gave a brief update on the possibility of a special session to address transportation funding. Dawson described the situation as cautiously optimistic. Negotiations are ongoing. Dawson reported that while it is unlikely a special session will be called before the end of the year, due to the holidays, it is still possible a special session will be called in early January.

6. Election of 2014 PIC Chair and Vice Chair

Redmond Councilmember Hank Margeson, Chair of the 2014 PIC Nominating Committee, reported that the PIC Nominating Committee met on December 6, 2013 to discuss nominees for 2014 PIC Chair and Vice Chair. Chair Margeson reported that there was only one name submitted for consideration for 2014 PIC Chair, Mayor Bernie Talmas, Woodinville, who currently serves as Vice Chair, and has done an excellent job.

Chair Hank Margeson, Redmond moved, seconded by Councilmember Amy Ockerlander, Duvall to elect Mayor Bernie Talmas, Woodinville, as the 2014 PIC Chair as recommended by the PIC Nominating Committee.

There was no discussion. The motion passed unanimously.

Chair Margeson reported that the PIC Nominating committee discussed recommendations for the 2014 PIC Vice Chair. Two names were submitted for consideration: Mayor Dave Hill, Algona, and Councilmember Marlla Mhoon, Covington. Margeson reported that this was a tough decision and that the committee extensively discussed both excellent candidates. The PIC Nominating Committee recommended that Councilmember Marlla Mhoon, Covington, be elected 2014 PIC Vice Chair.

Chair Hank Margeson, Redmond moved, seconded by Councilmember Amy Ockerlander, Duvall to elect Councilmember Marlla Mhoon, Covington, as the 2014 PIC Vice Chair as recommended by the PIC Nominating Committee.

There was no discussion. The motion passed unanimously.

6a. 2014 SCA Committee & Board Recommendations for King County Flood Control District Advisory Committee and Regional Transit Committee

Redmond Councilmember Hank Margeson, Chair of the 2014 PIC Nominating Committee, reported that during the PIC Nominating Committee teleconference held on December 6, 2013, members discussed and provided recommendations for two recent vacancies: an opening on the King County Flood Control District Advisory Committee, and an opening on the Regional Transit Committee.

Mayor Will Ibershof, Duvall, notified SCA that he would not be able to serve on the King County Flood Control District Advisory Committee due to other time commitments. Additionally, Councilmember Bill Thomas, Algona (who is a current member of the Flood Control Advisory District), recently contacted SCA staff indicating his interest in serving another term.

Chair Margeson, Redmond moved, seconded by Mayor Dave Hill, Algona, to recommend to the SCA Board of Directors that Councilmember Bill Thomas, Algona, be appointed to the King County Flood Control District Advisory Committee in place of Mayor Will Ibershof, Duvall.

There was no discussion. The motion passed unanimously.

Chair Margeson reported that Councilmember Ross Loudenback, North Bend, notified SCA that he doesn't feel he can represent SCA on the King County Regional Transit Committee. Due to the fact that the Snoqualmie Valley may be facing extensive cuts to service in 2014, the PIC Nominating Committee's preference was to fill the vacancy with another member from the Snoqualmie area. Mayor Matt Larson, Snoqualmie, volunteered to serve.

Chair Margeson, Redmond moved, seconded by Councilmember Amy Ockerlander, Duvall, to recommend to the SCA Board of Directors that Mayor Matt Larson, Snoqualmie, be appointed to the Regional Transit Committee in place of Councilmember Ross Loudenback, North Bend.

There was no discussion. The motion passed unanimously.

Chair Margeson reported that the committee also discussed an upcoming vacancy on the Solid Waste Advisory Committee (SWAC). SCA will be sending out a call for nominations to fill the vacancy. This seat should be filled by a member from the South or South Valley Caucus. The PIC Nominating Committee will likely propose a recommendation for this seat at the January 8, 2014 meeting of the PIC.

7. International Diplomacy Funds Account

Monica Whitman, SCA Senior Policy Analyst, reported that this item is being brought forward from the November 13, 2013 meeting of the PIC. SCA staff followed up with the Association of Washington Cities (AWC). At this time, to AWC's knowledge there isn't a bill sponsor or any draft legislation.

Mayor Pete Lewis, Auburn, moved, seconded by Deputy Mayor Chris Eggen, Shoreline, to recommend the following policy position to the SCA Board of Directors:

The Sound Cities Association supports legislation that would allow cities to open and maintain a bank account for which it may accept or request nonpublic gifts, grants, and donations from citizens and other private sources for use in defraying the costs of appropriate hosting of foreign dignitaries, including appropriate gift-giving and reciprocal gift-giving, and international trade hosting, international relations and international mission activities.

A number of members spoke to the motion. Councilmember Hank Margeson, Redmond recommended that a sponsor be identified prior to SCA moving forward. Councilmember Toby Nixon, Kirkland noted that Kirkland would not be supporting the motion. Nixon indicated that this type of fund would best be handled by a non-profit or association.

Mayor Pete Lewis, Auburn stated that he would support the motion if cities were looking for additional tools. He noted that while this may not be a tool that all cities would utilize, if an SCA member city was seeking support and it would not harm other member cities, other members should agree to support the position.

Margeson added that last month Redmond did not support moving the proposed position forward, arguing that there were other groups such as Chambers of Commerce or Sister City Commissions that could do this type of work rather than the city. Redmond's decision still stands. He noted that without a sponsor, this isn't an appropriate position for SCA to be spending staff resources on. Margeson suggested that if an individual city were to go to the legislature and find a sponsor, SCA could reconsider taking a position at that time.

Councilmember Kingston Wall, Snoqualmie spoke to the motion. Wall spoke about the need for an additional tool to facilitate hosting foreign delegations. Mayor Tom Odell, Sammamish cautioned that this type of fund could be a slippery slope. SCA should be cautious if this matter isn't on AWC's radar. Odell suggested that a Chamber of Commerce is a more appropriate entity. Deputy Mayor Catherine Stanford, Lake Forest Park also noted her concern. She indicated that Lake Forest Park would not be in support of the position. She would like to have legislation in place first. Stanford also suggested that cities could utilize rotary clubs for these types of functions.

Councilmember Mary Lou Pauly, Issaquah expressed support for an additional tool, if there isn't strong Chamber support and a city doesn't have any other options. Issaquah is in favor of the motion, if it will help smaller cities. Councilmember Kate Kruller, Tukwila encouraged cities to take advantage of the tools available to them since international relations are so critical to our economy. Kruller suggested finding a sponsor before moving forward. Councilmember Jerry Robinson, Burien reminded members that legislation would not require a city to utilize this new tool. Chair Gregerson recalled that this issue was raised by Seattle at an AWC Flexible Government Subcommittee meeting. Gregerson recognizes that Seattle would like SCA's support; however, she expressed concern that there needs to be more in place before taking a position. Members discussed the merits of postponing the position to a date certain versus postponing the position indefinitely.

Councilmember Kingston Wall, Snoqualmie, moved, seconded by Councilmember Kate Kruller, Tukwila, to postpone indefinitely.

There was no discussion. The motion passed unanimously.

8. Guiding Principles to inform King County Metro Cuts.

Monica Whitman, SCA Senior Policy Analyst, reported that this item is being brought forward from the November 13, 2013 meeting of the PIC. Whitman noted that, in response to

feedback from the November PIC, an amended position was transmitted to members on November 18, 2013. Members expressed concern regarding greater transparency and visibility regarding Metro's current financial situation, geographic equity concerns, and partnerships.

Councilmember Amy Ockerlander, Duvall, moved, seconded by Deputy Mayor Catherine Stanford, Lake Forest Park, to recommend the following policy position to the SCA Board of Directors:

SCA supports the following guiding principles to inform Metro's Transit Service Cut Proposal:

1. *Public Process Highlighted by Public Education and Engagement:*
 - a. *Clear and transparent process.*
 - b. *Public engagement, including major transit stakeholders, that seeks input on specific impacts resulting from Metro's proposed service cuts and ideas to lessen these impacts, while still reducing service hours in these areas and routes.*
 - c. *Robust public communications, including but not limited to: (1) Explanation of Metro's current financial situation and the circumstances that led thereto in a way that is clearly understandable to stakeholders, including the average commuter; (2) explaining the need for service cuts and the methodology used to develop service cuts so that the public can understand why specific cuts are being proposed, (3) reporting on public engagement, including the effect of public input on proposed service cuts and (4) the effective use of technology to inform and involve the public on the service reduction process and proposed service changes and cuts.*
 - d. *Timing that makes sense given the speed of the decision-making process.*

2. *Service Cut Proposal and Sequencing/Phasing of Service Cuts:*
 - a. *Implement the Service Guidelines to the fullest extent practicable.*
 - b. *Transmit one service cut package to the King County Council for the for the full amount of service cuts that are necessary, recognizing that service cuts may be implemented in 2014 and 2015 (during service changes in September 2014 and February, June and September 2015). The County's development, review and adoption of one service cut package will promote public awareness of the magnitude of upcoming service cuts.*
 - c. *Service Cuts should be done in a manner that is directly tied to changing revenue conditions. The amount of service hours cut should only be the amount necessary to balance revenues and costs.*
 - d. *Ensure that service cuts throughout the county are done in a fair manner, and clearly demonstrated, recognizing the Service Guidelines' direction related to geographic and social equity needs throughout the entire county. Considerations of geographic equity are of particular importance to cities.*
 - e. *Make service changes by restructuring service within and across jurisdictions, not solely by cutting existing routes. Service changes across large geographies or that cross multiple jurisdictions should provide for an interconnected transit network.*

- f. *Consider partnerships with regional organizations, tribes, local jurisdictions, and the private sector that are willing to fully or partially fund transit service to lessen the impacts of cuts, including alternatives to traditional service.*

Councilmember Kate Kruller, Tukwila, expressed support for the position, but highlighted that routes that may be considered underutilized are in fact the sole method for citizens to travel to and from destinations, such as work.

Councilmember Hank Margeson, Redmond, moved, seconded by Mayor Bernie Talmas, Woodinville, to amend sections 1c and 2d of the main motion as follows:

SCA supports the following guiding principles to inform Metro's Transit Service Cut Proposal:

1. *Public Process Highlighted by Public Education and Engagement:*
 - a. *Clear and transparent process.*
 - b. *Public engagement, including major transit stakeholders, that seeks input on specific impacts resulting from Metro's proposed service cuts and ideas to lessen these impacts, while still reducing service hours in these areas and routes.*
 - c. *Robust public communications, including but not limited to: (1) Explanation of Metro's current financial situation ~~and the circumstances that led thereto~~, including the latest revenue estimate, revenue shortfall, and the number of service hour cuts that would be required to balance updated costs and revenue, in a way that is clearly understandable to stakeholders, including the average commuter; (2) explaining the need for service cuts and the methodology used to develop service cuts so that the public can understand why specific cuts are being proposed, (3) reporting on public engagement, including the effect of public input on proposed service cuts and (4) the effective use of technology to inform and involve the public on the service reduction process and proposed service changes and cuts.*
 - d. *Timing that makes sense given the speed of the decision-making process.*
2. *Service Cut Proposal and Sequencing/Phasing of Service Cuts:*
 - a. *Implement the Service Guidelines to the fullest extent practicable.*
 - b. *Transmit one service cut package to the King County Council for the for the full amount of service cuts that are necessary, recognizing that service cuts may be implemented in 2014 and 2015 (during service changes in September 2014 and February, June and September 2015). The County's development, review and adoption of one service cut package will promote public awareness of the magnitude of upcoming service cuts.*
 - c. *Service Cuts should be done in a manner that is directly tied to changing revenue conditions. The amount of service hours cut should only be the amount necessary to balance revenues and costs.*
 - d. *Ensure that service cuts throughout the county are done in a fair manner, and clearly demonstrated, ~~recognizing the Service Guidelines' direction related to geographic and social equity needs~~ throughout the entire county. Considerations of geographic*

equity are of particular importance to cities and we request that Metro provide data on the distribution of transit service hours and proposed service hour cuts by sub-area.

- e. *Make service changes by restructuring service within and across jurisdictions, not solely by cutting existing routes. Service changes across large geographies or that cross multiple jurisdictions should provide for an interconnected transit network.*
- f. *Consider partnerships with regional organizations, tribes, local jurisdictions, and the private sector that are willing to fully or partially fund transit service to lessen the impacts of cuts, including alternatives to traditional service.*

Margeson spoke to the amendment. He reiterated that the original language was well written, the intent of the amendment is to further strengthen SCA's position. Before hours are cut, cities need current financial data. Margeson also spoke about geographic equity. King County currently has three subarea boards. These boards have not been provided with data regarding the percentage of cuts that will be taken in their area. Monica Whitman, SCA Senior Policy Analyst, clarified that members would like that data to be supplied by subarea, as defined by the existing subarea boards not the formula that been used prior to adoption of the new strategic plan and guidelines. Members agreed.

Councilmember Amy Ockerlander, Duvall expressed concern that Metro doesn't seem to know what the actual data is. The literature they produced indicated a 12% cut in Duvall; but staff has stated that the cuts would only be 5%.

Mayor Dave Hill, Alogona expressed concern that the route 917 in Algona would be reduced to as few as two buses in the morning and two buses in the evening. Hill emphasized that geographic equity needs to be honored. Hill indicated that he has tried to have conversations with Metro to mitigate the impact on his community. He noted that for many families in Algona, the bus is the equivalent of the family car. It is critical that the needs of small cities be taken into consideration.

Mayor Tom Odell, Sammamish expressed his support for the amendment.

Deputy Mayor Chris Eggen, Shoreline spoke about the Regional Transit Task Force (RTTF), which led to the current methodology for reducing service. Eggen stated that the RTTF emphasized that geographic equity across the county be preserved. The reductions have been reduced to a formula, with results that are not geographically equitable. Shoreline is supportive of the amendment.

Councilmember Jeanne Burbidge, Federal Way spoke in support of the amendment reminding members that the devil is in the details.

Councilmember Kingston Wall, Snoqualmie also spoke in favor of the amendment, thanking the City of Redmond for bringing this forward.

The amendment passed unanimously.

Chair Gregerson called for the vote on the main motion. There was no further discussion. The amended motion passed unanimously.

Whitman requested that members share challenges they're facing regarding the proposed cuts with SCA staff. ED Dawson requested that member cities share any communications they are having with Metro on this matter with SCA to aid in communications.

10. T2040 Balancing the Financial Strategy

Monica Whitman, SCA Senior Policy Analyst, reported that this item was brought forward from the November 13, 2013 meeting of the PIC. Whitman noted that at the last meeting of the Transportation Policy Board (TPB), a vote on the policy was delayed. Whitman stated that SCA taking a position at this time would still be timely, and helpful.

Whitman reviewed the two hybrid scenarios currently being considered to balance the T2040 Financial Strategy. Scenario 1: Move lowest quartile of prioritization scorecard results from the constrained to the unprogrammed portion of the Transportation 2040 Plan. Scenario 2: WSDOT, with input from local stakeholders, will revise the highway project list to reflect recent developments regarding phasing and "right-sizing" of projects. Whitman also highlighted that there are 592 projects in the financially constrained portion of the plan. Of those projects, 18 city and county projects were retained with justifications, including a \$151 million Bus Corridor project in Seattle, a high priority for the City of Seattle. 9 state routes are under consideration. WSDOT has requested the ability to "right-size" their projects. Whitman noted that a "right-sizing" approach allows the Washington State Department of Transportation (WSDOT) to examine their planned network of improvements collectively as a system.

Mayor Dave Hill, Algona, moved, seconded by Councilmember Kate Kruller, Tukwila, to recommend the following policy position to the SCA Board of Directors:

In order to balance the PSRC T2040 financial strategy, SCA supports adopting a hybrid approach rather than basing decisions solely on the PSRC prioritization scorecard. While this scorecard is a valuable source of information, it was not designed for or intended to be used as the sole tool for evaluating projects.

Deputy Mayor Chris Eggen, Shoreline expressed concern that prioritization is a relatively new tool; the prioritization process is still ongoing. As the prioritization scorecard was being created, cities were continually assured that it would not be the sole tool used. He therefore supported the position.

Mayor Dave Hill, Algona stated he support for the position, echoing Eggen's comments.

The motion passed unanimously.

11. Informational Items

Chair Gregerson noted there is one information item this month: 2014 SCA Appointments. ED Dawson added that SCA will send out a revised list of appointments the week of December

15, 2013 since the Board will be acting on the PIC's recommended appointments for the recent vacancies on the King County Flood Control District and the Regional Transit Committee. ED Dawson asked that members please share the revised list with their councils.

12. Upcoming Events

- a) SCA South & South Valley Regional Caucus Meeting – Wednesday, December 18, 2013
6:30 PM – Kent Senior Center, room 9.
- b) Next SCA Public Issues Committee Meeting – Wednesday, January 8, 2014 7 PM –
Renton City Hall, Council Chambers
- c) Next SCA Woman's Leadership Breakfast – Thursday, January 16, 2014 7:30 AM – Puget
Sound Skills Center - Burien

13. For the Good of the Order

Mayor Pete Lewis, Auburn, distributed a list of priorities and potential mandatory referrals of legislation for 2014 ([Attachment B](#)) developed by the SCA Regional Policy Committee Caucus. Lewis encouraged cities to share this with their councils.

Mayor Lewis referenced that in past years, a subcommittee or task force has been formed to address issues raised at PIC to reduce SCA staff time. Lewis reminded cities that every city has an opportunity to bring issues forward and encouraged members to support those positions, if they do not harm individual cities.

Mayor David Baker, Kenmore as SCA's representative on the Public Safety Answering Points (PSAP) Recommendations Committee, urged members to share any concerns they have. Baker reiterated that the process is moving quickly.

Councilmember Andy Rheaume, Bothell, provided an update on a recent meeting of the PIC Watershed Investment District (WID) subcommittee. Rheaume notified the committee that the results of a study regarding watershed investment authorities is not on the state legislative agenda for 2014. Rheaume spoke about a lack of salmon recovery implementation and the need to fund projects that have multiple benefits including stormwater and salmon recovery. Councilmember Toby Nixon, Kirkland stated that Kirkland added support for Watershed Investment Authorities to their legislative agenda. Nixon also spoke about a potential model similar to ARCH that cities could implement to fund projects within the Watershed Resource Investment Areas (WRIA's) through an Interlocal Agreement. Councilmember Marla Mhoon, Covington pointed out the success that WRIA 9 has had implementing multi-benefit projects. Mayor Tom Odell, Sammamish spoke about the success of the Kokanee workgroup in restoring the salmon population within Lake Sammamish.

Councilmember Hank Margeson, Redmond, thanked Chair Gregerson for her service to the PIC in 2013 and 2014. Members showed appreciation by applause.

14. Adjourn

The meeting was adjourned at 8:17 p.m.

**2013 Roll Call – Public Issues Committee Meeting
December 11, 2013**

City	Representative	Alternate	Other	Staff
Algona	Dave Hill	Lynda Osborn		
Auburn	Pete Lewis	Nancy Backus	Bill Peloza	
Beaux Arts	Richard Leider	Tom Stowe		
Black Diamond	Rebecca Olness			
Bothell	Andy Rheäume	Tom Agnew		
Burien	Jerry Robison	Bob Edgar		
Carnation	Jim Berger			
Clyde Hill	Barre Seibert	George Martin		
Covington	Marilla Mhoon	Margaret Harto		
Des Moines	Matt Pina	Melissa Musser		
Duvall	Amy Ockerlander	Will Ibershof		
Enumclaw	Mike Sando	Liz Reynolds		
Federal Way	Jeanne Burbidge	Dini Duclos		
Hunts Point	Fred McConkey			
Issaquah	Tola Marts	Paul Winterstein	Mary Lou Pauly	
Kenmore	David Baker			
Kent	Bill Boyce	Dennis Higgins		
Kirkland	Toby Nixon	Amy Walen		
Lake Forest Park	Catherine Stanford	Tom French		
Maple Valley	Layne Barnes	Erin Weaver		
Mercer Island	Tana Senn	Bruce Bassett		
Milton	Jim Manley	Debra Perry		
Newcastle	Lisa Jensen	Rich Crispo		
Normandy Park	Shawn McEvoy	Susan West		
North Bend	Ross Loudenback	Ken Hearing		
Pacific	Leanne Guier	John Jones		
Redmond	Hank Margeson	John Stilin		
Renton	Rich Zwicker	Ed Prince		
Sammamish	Tom Odell	Ramiro Valderrama		
SeaTac	Mia Gregerson	Barry Ladenburg		
Shoreline	Chris Roberts	Chris Eggen		
Skykomish	Henry Sladek			
Snoqualmie	Kingston Wall	Matt Larson		
Tukwila	Jim Haggerton	Kate Kruller		
Woodinville	Bernie Talmas	Susan Boundy-Sanders		
SCA				Deanna Dawson Monica Whitman Kristy Burwell

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

SOUND CITIES PRELIMINARY RECOMMENDATIONS FOR SUBJECT MATTERS IN 2014 -- 12/11/13

Priorities and potential mandatory referrals of legislation:

Solid Waste Transfer and Management Plan Update

Solid Waste Comprehensive Management Plan

Emergency Radio Replacement

NPDES Stormwater Planning

Jails

Public Safe Answering Points (PSAP) Plan and possible consolidation

Reports from Ad-hoc Committees and Task Forces such as KCD

Ten Year Plan to End Homelessness

Homeless Youth ages 18 – 24 – Countywide Strategy

King Conservation District

Flood Control District

MIDD

Briefings:

Siting of Marijuana Growing/Processing Operations

Overlapping Taxing Districts -- possible consolidations, levy suppression issues

Animal Control

Water Quality Projects, including CSOs

Growth Management -- Comprehensive Plan Updates (data), GM Boundaries

Gang Intervention Work

Tourism

Countywide Economic Development -- strategies, what's being worked on



January 8, 2014
SCA PIC Meeting

Item 7:

Recommendation for the PIC Nominating Committee Regarding Board and Committee Vacancies on the Solid Waste Advisory Committee (SWAC) 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 City Councilmember; Jim Haggerton, Mayor of Tukwila; Leanne Guier, Mayor of Pacific; Ross Loudanback, North Bend City Councilmember.

Potential Action:

To recommend to the SCA Board of Directors the appointment of Stacia Jenkins, Normandy Park Councilmember, to the Solid Waste Advisory Committee (SWAC), the appointment of and Chris Eggen, Shoreline Councilmember; Kate Kruller, Tukwila Councilmember; and Jim Berger, Carnation Mayor, to the King Conservation District (KCD) Advisory Committee.

Background

The PIC Nominating Committee met on January 3, 2014.

SCA has one new vacancy on the Solid Waste Advisory Committee (SWAC). This vacancy is caused by the fact that one of the current SCA representatives on SWAC was not reelected in 2013. SCA held a call for nominations, and received applications from four members to fill the vacancy:

- Chris Eggen, Shoreline Councilmember
- Dave Hill, Algona Mayor
- Stacia Jenkins, Normandy Park Councilmember
- Dana Ralph, Kent Councilmember

The Nominating Committee recommends that Stacia Jenkins of Normandy Park be appointed to fill the unexpired term. Stacia has been very involved on this issue, and has been attending the many workshops regarding solid waste over the past year. In addition, Normandy Park is not currently represented on any SCA Board and Committees. The Nominating Committee is pleased that Councilmember Jenkins is willing to serve on this committee, and recommends her appointment to the PIC and Board.

The King Conservation District (KCD) recently created a new Advisory Committee, to which SCA will appoint three representatives. SCA participated in a lengthy process regarding the structure

and policies of the KCD in 2013 via two groups: a Task Force comprised of staff members, and a Conservation Panel comprised of elected officials. The three SCA members on the Conservation Panel were: Chris Eggen, Shoreline Councilmember; Kate Kruller, Tukwila Councilmember; and Jim Berger, Carnation Mayor. One of the outcomes of this process was the creation of this new Advisory Committee. The three SCA representatives on the Conservation Panel have expressed interest in continuing their representation on behalf of SCA on the Advisory Committee.

The Nominating Committee recommends that the members of the Conservation Panel continue their service and be appointed to serve on the KCD Advisory Committee for 2014. The Nominating Committee also recommended that SCA staff inquire about the possibility of alternates being appointed to this committee. If that request is granted, a Call for Nominations for alternates will go out to the membership. In the future, this new committee will be added to the Call for Nominations that goes out to the membership each fall.



January 8, 2014
SCA PIC Meeting

Item 8:
2014 PIC Meeting Schedule
Action Item

Staff Contact

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

Potential Action:

Approval of Resolution 2014-1, Setting the Public Issues Committee's 2014 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 two 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 8-12 in Washington DC. The PIC meeting is scheduled for March 12. At the January 8, 2014 meeting, we will be polling members as to their availability on the March 12, 2014 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 5, 2014.

Second, members are asked to give feedback to the PIC on preference for meeting locations in 2014. The PIC held one meeting in 2014 at Kirkland City Hall. SCA staff will have information for the PIC about availability of that location in 2014. PIC members will be asked to decide whether to (a) meet in Renton for all 2014 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 2014.

A handout of the draft resolution will be provided to members at the January 8, 2014 meeting, and amended as directed by the PIC.



January 8, 2014
SCA PIC Meeting

Item 9:

Transportation Funding

Potential Future Action Item

SCA Staff Contact

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

Monica Whitman, Senior Policy Analyst, office 206-433-7169, monica@soundcities.org

Potential future action:

To bring the following policy position back for adoption at the next PIC meeting:

In order to address the critical transportation needs facing King County and cities throughout the County, the Sound Cities Association supports the formation of a countywide Transportation Benefit District (TBD), with 60% of the funds going to Metro for transit funding and 40% being distributed to the County and cities based on population for other transportation needs including local roads, sidewalks, bike paths, additional transit, and other transportation purposes as determined by the particular needs of the local jurisdiction. In order to ensure that dollars can be used as effectively and efficiently as possible to address the pressing transportation needs of each individual jurisdiction and to avoid the creation of additional burdensome bureaucracies, the funding raised should be provided to local jurisdictions through a direct distribution.

Background

On June 19, 2013 the Sound Cities Association Board unanimously adopted a position of support for passage of a statewide transportation package in order to address our state's critical transportation infrastructure needs. The Board also adopted a position of support for additional local options to address the transportation needs of counties and cities. Specifically, SCA urged the legislature to give local jurisdictions an additional funding mechanism in the form of authority to enact an up to 1.5% Motor Vehicle Excise Tax. SCA also supported the legislature designate that in King County, 60% of revenues raised by this funding mechanism be allocated to transit, with 40% allocated to cities and the county (distributed based on population) for local transportation needs.

Despite numerous negotiating sessions, the legislature was unable to come to agreement on a package in 2013. ([See attachment A, Joint Statement from the Governor and bipartisan House and Senate transportation negotiators on transportation revenue package negotiations.](#))

Meanwhile, our cities and King County face significant transportation needs. While sales tax projections and labor negotiations with Amalgamated Transit Union (ATU) Local 587 have been encouraging, King County still faces the need for significant cuts to service at Metro Transit without additional funding sources. These cuts would be particularly devastating to residents of SCA member cities. As noted in past discussions, the bus is the family car for many residents in our cities. Substantial cuts to bus service would make it difficult or impossible for residents to get to their jobs, and needed community services.

The need for additional transportation funding for local roads and other local transportation infrastructure is similarly critical. Cities in King County maintain five thousand five hundred miles of streets plus bridges, sidewalks, drainage systems, traffic signals, bicycle and pedestrian facilities and trails. Revenue sources currently available to cities are not keeping pace with the costs of replacement and expansion to meet growth. King County cities have experienced a substantial downturn in revenues in the past decade. Many cities in King County have been forced to supplement their road funds with general fund dollars, which have themselves not been keeping pace with inflation. Using general fund dollars to maintain roads and other transportation infrastructure means that there are fewer dollars available to fund public safety, parks, human services, and other critical city services.

A lack of dedicated funding for transportation projects has made it increasingly difficult for King County cities to raise matching funds to compete for State and Federal transportation grant dollars, and State and Federal transportation grant opportunities have dwindled. King County cities are beset by failing roads and bridges, congested corridors and bottlenecked interchanges, which undermine the mobility of vehicles, buses and freight carriers to transport people and goods.

Cities in King County have over \$1.3 billion in maintenance and preservation needs alone over the next six years, and have identified a need of over \$3 billion for mobility projects over the next six years. Cities in King County are responsible for the repair and replacement of 22 bridges in King County with a sufficiency rating of fifty or less, equating to more than \$775 million in bridge repair/replacement costs over the next six years. The lack of adequate transportation funding for Cities is a public safety crisis in King County.

In 2013, the State Legislature balanced its operating budget in part by transferring all available funds from the Public Works Trust Fund, and directed most of the future tax revenues for the Public Works Trust Fund into K-12 education for the next six years. The Public Works Trust Fund provided grants and low-interest loans to local governments for the repair and maintenance of infrastructure. This action by the Legislature has resulted in a substantial reduction of funds available for King County cities, and has been a particular blow to smaller cities in King County.

Without an additional source of revenue, many transportation infrastructure projects planned by cities will not be able to move forward.

Many member cities have indicated that they cannot afford to wait for additional funding to maintain their transportation infrastructure.

Due to these needs, the King County Council is looking at moving forward with a ballot measure in 2014 to provide additional funding for transit, roads, and other transportation infrastructure. Existing State law would enable the King County Council to create a Transportation Benefit District (TBD), and (with voter approval) to raise revenues through funding sources including a sales tax, and a vehicle license fee. The County Council and Executive have proposed bringing this forward to the voters as a ballot measure as early as April 2014. Prior to going on recess in 2013, the County Council introduced two ordinances which would (if approved) establish a countywide TBD ([see attachments B and C](#)). The language is very similar in both ordinances. The second ordinance, attachment C, includes a resolution ([see attachment D](#)) authorizing the TBD to impose a sales tax and vehicle license fee with voter approval.

Existing State law enables a County to form a TBD and to enact (with voter approval) a sales tax of up to .2% and a vehicle license fee of up to \$100. Many cities in King County have formed their own TBD and enacted a vehicle license fee of \$20. A vehicle license fee of \$80 or less would not interfere with these already enacted TBDs, or cities that may wish to create a TBD within their cities in the future.

A .1% sales tax would raise approximately \$50 million annually, and a \$60 vehicle license fee would raise approximately \$80 million annually. Combined, these sources would raise over \$130 million, which is similar in scope to the approximately \$140 million that would have been raised by the local option sought by SCA from the legislature in 2013. (According to recent estimates, the total allocation to King County cities based on this funding source and the 60/40 revenue sharing proposal would amount to over \$53,000,000 in 2015.)

The proposal before the PIC is to bring forward a public policy position similar to that approved by SCA in 2013, and to support formation of a countywide TBD, with 60% of the funds going to Metro for transit funding and 40% being distributed to the County and cities based on population for other transportation needs. These would include local roads, but may also include sidewalks, bike paths, additional transit, or other transportation purposes, as determined by the particular needs of the local jurisdiction. In order to ensure that dollars can be used as effectively and efficiently as possible to address the pressing transportation needs of each individual jurisdiction and to avoid the creation of additional burdensome bureaucracies, it is proposed that the funding raised be provided to local jurisdictions through a direct distribution.

The proposal supported by SCA in 2013 was born of much collaboration and compromise between SCA's member cities, the City of Seattle, and King County, who worked together to come up with a package that could serve the needs of citizens and jurisdictions throughout our county. It is a balanced package that ensures that transportation needs are addressed holistically, with a healthy mix of funding for transit, rural roads, city streets, and other transportation needs in cities. We recognize that we cannot view our infrastructure needs in isolation, and that we need to partner together to make strategic investments now as a region in order to keep our economy growing.

The proposal has been supported by a broad coalition of local leaders, and SCA has been working in close partnership with a countywide coalition of regional community, business and labor leaders, and environmental, transit, education, social services, and social justice advocates known as Move King County Now. Due to the fact that the legislature did not pass a statewide transportation package or give local jurisdictions new tools to address their transportation needs in 2013, this coalition is now focused on moving forward with using existing tools to solve the transportation funding crisis in King County.

The County Council is on recess until January 13, 2014, and may move quickly upon returning if an April ballot date is chosen. PIC Chair Bernie Talmas, SCA Vice President John Marchione, and SCA Executive Director Deanna Dawson will keep SCA members informed of ongoing developments and need for possible action between the January 8, 2014 PIC meeting date and our next regularly scheduled PIC meeting on February 12, 2014.

Attachments

- A. [Joint Statement from the Governor and bipartisan House and Senate transportation negotiators on transportation revenue package negotiations](#)
- B. [TBD Ordinance 2013-0527](#)
- C. [TBD Ordinance 2013-0526](#)
- D. [Resolution authorizing sales tax and vehicle license fee](#)

JAY INSLEE
Governor



Dec. 18, 2013

Contacts:

David Postman, Governor Inslee’s Communications Office | 360-902-4136,
david.postman@gov.wa.gov

Joint Statement issued tonight from Governor Jay Inslee and the bipartisan House and Senate transportation negotiators on the next phase of transportation revenue package negotiations

“Through 12 negotiating sessions we made progress on finding a compromise package of statewide transportation improvements. But today it has become clear this phase of the process has run its course and we have not reached an agreement.

“We agree that transportation infrastructure is important to our state and we remain committed to finding a solution in the regular legislative session that works for everyone.

“The next step in this process will be to continue this dialogue in the legislative process.”

###

www.governor.wa.gov | [@GovInslee](https://twitter.com/GovInslee) | [@WaStateGov](https://www.facebook.com/WaStateGov) | www.facebook.com/WaStateGov

Date Created:	12-16-13
Drafted by:	jr
Sponsors:	Rod Dembowski, Kathy Lambert, Larry Phillips
Attachments:	

1 ..title

2 AN ORDINANCE creating a countywide transportation
3 benefit district as authorized by chapter 36.73 RCW.

4 ..body

5 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

6 **SECTION 1. Findings:**

7 A. The 2008 recession had a deep and enduring impact to the economy in King
8 County, causing property and sales tax revenues that fund government transportation
9 services to drop unexpectedly.

10 B. As the largest labor market in the state, failure of the transportation system in
11 King County will have far reaching economic impacts across Washington.

12 C. The King County transit division ("Metro") is vital to the region's economic
13 health. Metro provided over one hundred fifteen million passenger trips in 2012 with
14 ridership expected to grow, more than one thousand five hundred companies provide
15 transit passes to their employees, over half of Metro's passengers are commuters and
16 current service levels keep approximately one hundred seventy-five thousand cars off our
17 roads every weekday.

18 D. Sales tax currently provides for sixty percent of Metro's operating fund, and
19 reductions in property tax revenue and the lack of growth in gas tax revenue will limit
20 key funding sources for city and unincorporated King County transportation projects.

21 E. The twenty-dollar congestion reduction charge authorized in 2011 was a
22 temporary measure while sustainable funding solutions were developed. The authority
23 for this implemented funding source expires at the end of May 2014.

24 F. In 2011, the King County council adopted the landmark King County Metro
25 Transit Strategic Plan for Public Transportation and Service Guidelines that established a
26 new course that prioritizes productivity, social equity and geographic value in the
27 ongoing development of the Metro system.

28 G. To respond to decreased revenues during the recession, Metro undertook a
29 number of measures to preserve service. Metro implemented system-wide reforms,
30 including restructuring the transit system to improve productivity and effectiveness and
31 discontinuing the Ride Free Area in downtown Seattle, saving nearly eight hundred
32 million dollars over five years. Metro has also increased revenue for transit through
33 property tax changes, through the implementation of the temporary congestion reduction
34 charge and through multiple fare increases raising fares by eighty percent since 2008.

35 H. Metro still faces an ongoing annual revenue shortfall up to seventy-five
36 million dollars to maintain existing service levels. Without new revenue, Metro will face
37 up to a seventeen-percent cut in service, or approximately six hundred thousand annual
38 hours of service cuts beginning in fall 2014.

39 I. The King County road services division ("road services") is responsible for an
40 unincorporated area road system that supports more than one million trips per day. The
41 system consists of about one thousand five hundred miles of county roads and one
42 hundred eighty bridges, plus numerous sidewalks and pathways, traffic signs and signals,
43 drainage pipes and culverts and other critical transportation infrastructure.

44 J. Road services' funding for maintenance of roads and bridges has declined by
45 more than one-third since 2009 due to annexations, declining property values, less state
46 and federal grant support and lower gas tax revenue. At the same time, the volume of
47 county road miles has not dropped proportionally while transportation safety,
48 preservation and other needs are increasing due to aging infrastructure, population
49 growth, development and changing travel patterns.

50 K. Property tax is road services's primary funding source, and property values in
51 unincorporated King County have declined significantly since the start of the recession.
52 The ability of property tax revenue to recover from its depressed levels is impeded by
53 statutory constraints limiting growth in tax collections to one percent per year, lower than
54 the rate of inflation.

55 L. Gas tax revenues, another major source of funding for road services, will not
56 increase with the rate of inflation as gasoline consumption stagnates due to more fuel
57 efficient cars and fewer vehicle miles travelled and because the tax rate per gallon is
58 fixed and does not adjust with inflation.

59 M. Future grant funding for capital projects is also uncertain as federal and state
60 decision-makers choose between competing interests for limited dollars.

61 N. The Strategic Plan for Road Services was approved by the council in 2010 to
62 provide key guidance to the agency about work priorities, including infrastructure service
63 and investment decisions. The plan gives top priority to basic goals: comply with legal
64 requirements; meet critical safety needs; and maintain and preserve the existing road
65 network.

66 O. Road services is reducing costs through reductions in management and
67 administrative costs, space consolidation and reductions to fleet equipment, and has
68 already reduced division staff by forty percent and implemented changes to service
69 priorities.

70 P. It is the county's responsibility to maintain, preserve and operate the
71 unincorporated area road system, and without dedicated funding to stabilize the declining
72 road system, roads services expects to close thirty-five bridges before they become
73 unsafe, restrict access to seventy-two miles of failing roadways and reduce storm service
74 on snowy and icy roads.

75 Q. Cities in King County maintain five thousand five hundred miles of streets
76 plus bridges, sidewalks, drainage systems, traffic signals, bicycle and pedestrian facilities
77 and trails. Existing facilities are aging.

78 R. King County cities have experienced a substantial downturn in revenues in the
79 past decade. Many cities in King County have been forced to supplement roads funds
80 with general fund dollars, which have themselves not been keeping pace with inflation.
81 Using general fund dollars to maintain roads and other transportation infrastructure
82 means that there are fewer dollars available to fund public safety, parks, human services,
83 and other critical city services.

84 S. A lack of dedicated funding for transportation projects has made it
85 increasingly difficult for King County and King County cities to raise matching funds to
86 compete for State and Federal transportation grant dollars, and State and Federal
87 transportation grant opportunities have dwindled.

88 T. King County cities are beset by failing roads and bridges, congested corridors
89 and bottlenecked interchanges, which undermine the mobility of vehicles, buses and
90 freight carriers to transport people and goods.

91 U. Cities in King County have over \$1.3 billion in maintenance and preservation
92 needs alone over the next six years, and have identified a need of over \$3 billion for
93 mobility projects over the next six years. Cities in King County are responsible for the
94 repair and replacement of 22 bridges in King County with a sufficiency rating of fifty or
95 less, equating to more than \$775 million in bridge repair/replacement costs over the next
96 six years. The lack of adequate transportation funding for Cities is a public safety crisis in
97 King County.

98 V. In 2013, action by the State Legislature related to the Public Works Trust
99 Fund resulted in a substantial reduction of funds available for King County cities,
100 including a greater relative impact on smaller cities in King County. Without an
101 additional source of revenue, many transportation infrastructure projects planned by cities
102 will not be able to move forward.

103 W. With new funding for transportation investments throughout King County,
104 there is an opportunity to catalyze construction jobs, enhance freight mobility for our
105 ports and create a pathway for retaining and growing new jobs for key industry sectors.

106 X. It is in the best interest of the citizens of the county to establish a
107 transportation benefit district to work together and regionally fund, acquire, construct,
108 operate, maintain and preserve roadway, public transportation or other mobility facilities,
109 services and programs, and any other project or program contained in the transportation
110 plan of the state, a regional transportation planning organization, a city or a county, and

111 to exercise any other functions or fund any other transportation improvements authorized
112 by chapter 36.73 RCW. Such a transportation benefit district should focus its
113 investments in local mobility and connecting within the district.

114 SECTION 2. There is created a transportation benefit district, to be known as the
115 King County transportation district, with geographical boundaries comprised of the limits
116 of the county, which shall have the authority to exercise the statutory powers in chapter
117 36.73 RCW.

118 SECTION 3.

119 A. The governing board of the transportation district shall be the King County
120 council acting in an ex officio and independent capacity, which shall have the authority to
121 exercise the statutory powers in chapter 36.73 RCW.

122 B. The King County treasurer shall be the treasurer of the transportation district.

123 C. The board shall develop and implement a material change policy for projects
124 that the district is implementing. The material change policy shall address major plan
125 changes that affect project delivery or the ability to finance the plan, in accordance with
126 RCW 36.73.160(1).

127 D. The board shall issue an annual report, in accordance with chapter 36.73 RCW.

128 SECTION 4. The district shall be dissolved in accordance with RCW 36.73.050.

129 SECTION 5. The district shall fund, acquire, construct, operate, maintain and
130 preserve public transportation facilities, services and programs, roads and any other
131 project contained in the transportation plan of the state, a regional transportation planning
132 organization, a city or the county, and exercise any other functions or fund any other
133 transportation improvement authorized by chapter 36.73 RCW. When authorized by

134 statute or by the voters in accordance with chapter 36.73 RCW, the board may impose any
135 one of or a combination of taxes, fees, charges and tolls, for purposes consistent with
136 chapter 36.73 RCW.

137 SECTION 6. For the purposes of defining a “transportation plan” under chapter
138 36.73 RCW and section 5 of this ordinance:

139 A. The transportation plan of the county includes the Transportation Element of
140 the King County Comprehensive Plan, the King County Metro Transit Strategic Plan for
141 Public Transportation, the King County Metro Transit Service Guidelines, the King
142 County Department of Transportation Strategic Plan for Road Services, the Transportation
143 Needs Report, the King County Roads Services CIP and any other plan concerning
144 transportation that is adopted by the metropolitan King County council; and

145 B. The transportation plan of the state, a regional transportation planning
146 organization or a city shall be as defined by each such entity.

147 SECTION 7. As authorized under chapter 36.73 RCW, this ordinance shall be
148 liberally construed to permit the accomplishment of its purposes.

149 SECTION 8. Severability. If any provision of this ordinance or its application to
150 any person or circumstance is held invalid, the remainder of this ordinance or the
151 application of the provision to other persons or circumstances is not affected.

Date Created:	December 13, 2013
Drafted by:	Wes Edwards, Transportation Planner, Regional Transportation Planning
Sponsors:	
Attachments:	None

1 ..title

2 AN ORDINANCE creating a countywide transportation
3 benefit district in King County, Washington, in order to
4 finance the acquisition, construction, operation,
5 maintenance and preservation of public transportation
6 facilities, services and programs, roads and any other
7 projects authorized by chapter 36.73 RCW.

8 ..body

9 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

10 **SECTION 1. Findings:**

11 A. The 2008 recession had a deep and enduring impact to the economy in King
12 County, causing property and sales tax revenues that finance government transportation
13 services to drop unexpectedly.

14 B. As the largest labor market in the state, failure of the transportation system in
15 King County will have far reaching economic impacts across Washington.

16 C. The King County transit division ("Metro") is vital to the region's economic
17 health. Metro provided over one hundred fifteen million passenger trips in 2012 with
18 ridership expected to grow; more than one thousand five hundred companies provide
19 transit passes to their employees; over half of Metro's passengers are commuters; and
20 current service levels keep approximately one hundred seventy-five thousand cars off our
21 roads every weekday.

22 D. Sales tax currently provides for sixty percent of Metro's operating budget, and
23 reductions in property tax revenue and the lack of growth in gas tax revenue will limit
24 key funding sources for city and unincorporated King County transportation projects.

25 E. The twenty-dollar congestion reduction charge authorized in Ordinance 17169
26 in 2011 was a temporary measure while sustainable funding solutions were developed.
27 King County's authority for this implemented funding source expires May 31, 2014.

28 F. In 2011, the King County council adopted the landmark King County Metro
29 Transit Strategic Plan for Public Transportation and Service Guidelines that established a
30 new course that prioritizes productivity, social equity and geographic value in the
31 ongoing development of the Metro transit system.

32 G. To respond to decreased revenues during the recession, Metro undertook a
33 number of measures to preserve service. Metro implemented system-wide reforms,
34 including restructuring the transit system to improve productivity and effectiveness and
35 discontinuing the Ride Free Area in downtown Seattle. Metro has also increased revenue
36 for transit through property tax changes, through the implementation of the temporary
37 congestion reduction charge and through multiple fare increases raising fares by eighty
38 percent since 2008. As a result, Metro realized nearly eight hundred million dollars in
39 savings and new revenues combined to support the system.

40 H. Metro still faces an ongoing annual revenue shortfall up to seventy-five
41 million dollars to maintain existing service levels. Without new revenue, Metro will face
42 up to a seventeen percent cut in service, or approximately six hundred thousand annual
43 hours of service cuts beginning in fall 2014.

44 I. The King County road services division is responsible for an unincorporated
45 area road network that supports more than one million trips per day. The system consists
46 of about one thousand five hundred miles of county roads and one hundred eighty
47 bridges, plus numerous sidewalks and pathways, traffic signs and signals, drainage pipes
48 and culverts and other critical transportation infrastructure.

49 J. The road services division's funding for maintenance of roads and bridges has
50 declined by more than one-third since 2009 due to annexations, declining property
51 values, less state and federal grant support and lower gas tax revenue. At the same time,
52 the volume of county road miles has not dropped proportionally while transportation
53 safety, preservation and other needs are increasing due to aging infrastructure, population
54 growth, development and changing travel patterns.

55 K. Property tax is the road services division's primary funding source, and
56 property values in unincorporated King County have declined significantly since the start
57 of the recession. The ability of property tax revenue to recover from its depressed levels
58 is impeded by statutory constraints limiting tax collections.

59 L. Gas tax revenues, another major source of funding for the road services
60 division, will not increase with the rate of inflation as gasoline consumption stagnates due
61 to more fuel efficient cars and to fewer vehicle miles travelled, and because the tax rate
62 per gallon is fixed and does not adjust with inflation.

63 M. Future grant funding for capital projects is also uncertain as federal and state
64 decision-makers choose between competing interests for limited dollars.

65 N. The Strategic Plan for Road Services was approved by the council in 2010 to
66 provide key guidance to the agency about work priorities, including infrastructure service

67 and investment decisions. The plan gives top priority to basic goals: meet critical safety
68 needs, comply with legal requirements, and maintain and preserve the existing road
69 network.

70 O. The road services division is reducing costs through reductions in
71 management and administrative costs, space consolidation and reductions to fleet
72 equipment, and has already reduced division staff by forty percent and implemented
73 changes to service priorities.

74 P. Without funding to stabilize the declining road system, the roads services
75 division expects to close thirty-five bridges before they become unsafe, restrict access to
76 seventy-two miles of failing roadways and reduce storm service on snowy and icy roads
77 by two-thirds during the winter season.

78 Q. Cities in King County maintain five thousand five hundred miles of streets
79 plus bridges, sidewalks, drainage systems, traffic signals, bicycle and pedestrian facilities
80 and trails. Existing facilities are aging. Revenue sources currently available to cities are
81 not keeping pace with the costs of replacement and expansion to meet growth.

82 R. King County cities also are beset by failing roads and bridges, congested
83 corridors and bottlenecked interchanges, which undermine the mobility of cars, buses and
84 freight carriers to transport people and goods.

85 S. With new funding for transportation investments throughout King County,
86 there is an opportunity to catalyze construction jobs, enhance freight mobility for our
87 ports and create a pathway for retaining and growing new jobs for key industry sectors.

88 T. It is in the best interest of the citizens of the county to establish a
89 transportation benefit district to finance any transportation improvement authorized by

90 chapter 36.73 RCW, including but not limited to, the acquisition, construction, operation,
91 maintenance and preservation of public transportation facilities, services and programs,
92 roads and any other project contained in the transportation plan of the state, a regional
93 transportation planning organization, a city or the county.

94 U. The transportation benefit district is intended solely to finance transportation
95 improvements authorized by chapter 36.73 RCW, and is not intended to directly acquire,
96 construct, operate, maintain, preserve or otherwise provide transportation improvements.
97 It is further intended that local jurisdictions receiving funding from the transportation
98 benefit district will directly acquire, construct, operate, maintain, preserve or otherwise
99 provide any transportation improvement authorized by chapter 36.73 RCW.

100 V. The King County council anticipates that, in an effort to provide an efficient
101 operation of the transportation benefit district and avoid the potential for creating
102 duplicative staffing functions, the transportation benefit district will contract with King
103 County to utilize existing King County staff to provide administrative functions required
104 by the district to the extent allowed by applicable law.

105 SECTION 2. There is created a transportation benefit district, to be known as the
106 King County transportation district, with geographical boundaries comprised of the limits
107 of the county. The district shall have the authority to exercise the statutory powers in
108 chapter 36.73 RCW.

109 SECTION 3. A. The King County council shall be the governing board of the
110 transportation district, acting in an ex officio and independent capacity, which shall have
111 the authority to exercise the statutory powers in chapter 36.73 RCW.

112 B. The King County executive services finance director shall be the treasurer of
113 the transportation district.

114 C. The board shall develop and implement a material change policy for projects
115 that the district is implementing. The material change policy shall address major plan
116 changes that affect project delivery or the ability to finance the plan, in accordance with
117 RCW 36.73.160(1).

118 D. The board shall cause to be issued an annual report, in accordance with chapter
119 36.73 RCW.

120 SECTION 4. The district shall be dissolved in accordance with RCW 36.73.050.

121 SECTION 5. The transportation district is formed to finance, but not directly carry
122 out, any transportation improvement authorized by chapter 36.73 RCW, including, but not
123 limited to, the acquisition, construction, operation, maintenance and preservation of public
124 transportation facilities, services and programs, roads and any other project contained in
125 the transportation plan of the state, a regional transportation planning organization, a city
126 or the county. When authorized by statute or by the voters in accordance with chapter
127 36.73 RCW, the board may impose taxes, fees, charges or tolls, or any combination
128 thereof, for the purposes consistent with chapter 36.73 RCW.

129 SECTION 6. For the purposes of chapter 36.73 RCW and section 5 of this
130 ordinance:

131 A. "Transportation plan" includes the Transportation Element of the King County
132 Comprehensive Plan, the King County Metro Transit Strategic Plan for Public
133 Transportation, the King County Metro Transit Service Guidelines, the annual King
134 County Metro Transit Service Guidelines Report, the King County Department of

135 Transportation Strategic Plan for Road Services, the Transportation Needs Report, the
136 King County Roads Services CIP and any other plan concerning transportation that is
137 adopted by the King County council; and

138 B. The transportation plan of the state, a regional transportation planning
139 organization or a city shall be as identified by each entity.

140 SECTION 7. As authorized under chapter 36.73 RCW, this ordinance shall be
141 liberally construed to permit the accomplishment of its purposes.

142 SECTION 8. Severability. If any provision of this ordinance or its application to
143 any person or circumstance is held invalid, the remainder of this ordinance or the
144 application of the provision to other persons or circumstances is not affected.

Date Created:	December 13, 2013
Drafted by:	Wes Edwards, Transportation Planner, Regional Transportation Planning
Sponsors:	
Attachments:	

1 ..title

2 A RESOLUTION of the King County Transportation District;
3 submitting a ballot measure regarding transportation funding to the
4 qualified electors of the King County Transportation District at a
5 special election to be held on (DATE) and submitting a
6 proposition to district voters to authorize the district to fix and
7 impose a (RATE) sales and use tax within the district and a
8 (AMOUNT) dollar vehicle fee on all vehicles within the district to
9 finance the King County transit division (“Metro Transit”) and city
10 and unincorporated county transportation improvements in the
11 district; requesting that the King County Prosecutor prepare a ballot
12 title for the proposition; and appointing committees to prepare the
13 pro and con statements for the local voters’ pamphlet.

14 ..body

15 WHEREAS, in the last several years, new transportation challenges have emerged
16 affecting the funding of transportation improvements for King County Metro transit and all King
17 County cities and unincorporated King County, including a prolonged recession, and declined
18 gas-tax, property tax, and sales tax revenues; and

19 WHEREAS, the Revised Code of Washington (RCW), Chapter 36.73, provides for the
20 establishment of transportation benefit districts by cities and counties and authorizes those
21 districts to levy and impose various taxes and fees to generate revenues to support transportation

22 improvements that benefit the district and that are consistent with state, regional or local
23 transportation plans and necessitated by existing or reasonably foreseeable congestion levels; and

24 WHEREAS, King County Ordinance (#####) established the King County
25 Transportation District to finance, but not directly carry out, any transportation improvement
26 authorized by RCW chapter 36.73, including but not limited to, public transportation facilities,
27 services and programs, roads, and any other project contained in the transportation plan of the
28 state, a regional transportation planning organization, a city, or the county; and

29 WHEREAS, the King County Transportation District is intended solely to finance
30 transportation improvements authorized by RCW chapter 36.73, and is not intended to directly
31 acquire, construct, operate, maintain, preserve or otherwise provide any transportation
32 improvements. It is further intended that local jurisdictions receiving funding from the
33 transportation benefit district will directly acquire, construct, operate, maintain, preserve, or
34 otherwise provide any transportation improvement authorized by RCW chapter 36.73.

35 WHEREAS, the King County Transportation District may fix and impose up to a one
36 hundred dollar vehicle fee pursuant to RCW 82.80.140 with approval of a majority of district
37 voters; and

38 WHEREAS, the King County Transportation District may fix and impose up to a two-
39 tenths of one percent (0.2%) sales and use tax within the district pursuant to RCW 82.14.0455
40 with approval of a majority of district voters; and

41 WHEREAS, a vehicle fee up to eighty dollars imposed by the King County
42 Transportation District does not preclude individual cities and unincorporated King County from
43 continuing to collect or authorize future collection of a twenty dollar councilmanic vehicle fee
44 pursuant to RCW 82.80.140; and

45 WHEREAS, it is the intent of the Board of the King County Transportation District to
46 distribute revenues, less administration costs, to jurisdictions in the district's boundaries by
47 providing sixty percent of the combined revenues from the vehicle fee and sales and use tax
48 revenues to support King County Metro Transit; and the remaining forty percent of combined
49 revenues to be distributed to cities and unincorporated King County in a share equal to their
50 percentage of countywide population; and

51 WHEREAS, the King County Transportation District cannot impose a voter approved
52 sales and use tax that exceeds a period of ten years, unless extended by an affirmative public vote
53 per RCW 82.14.0455.

54 BE IT RESOLVED BY THE KING COUNTY TRANSPORTATION DISTRICT:

55 **SECTION 1. Fee and tax submittal to voters.** To provide necessary financing for the
56 purposes identified in section 3 of this resolution, the King County Transportation District shall
57 submit to the qualified electors of the district a proposition authorizing the district to fix and
58 impose a (AMOUNT) dollar vehicle fee to be added to any existing fees and to fix and impose a
59 (RATE) of one percent (0.__%) to the sales and use tax.

60 **SECTION 2. Distribution of revenues.** The district sales and use tax and vehicle fee
61 revenue shall first pay any administrative costs to the state Department of Licensing, state
62 Department of Revenue, and any other administrative costs associated with the district's
63 operations. The remaining combined revenue will be distributed in the following manner: sixty
64 percent to King County Metro Transit; and forty percent to the cities within King County that
65 enter into agreements with the district to participate and to unincorporated King County in shares
66 equal to each entity's respective percentage of countywide population.

67 SECTION 3. Use of revenues. If approved by the qualified electors of the district, the
68 sales and use tax and vehicle fee revenue, less the administrative costs identified in section 2 of
69 this resolution, shall be used consistent with RCW chapter 36.73 to finance, but not directly carry
70 out, any transportation improvement authorized by RCW chapter 36.73, including but not limited
71 to, the acquisition, construction, operation, maintenance, and preservation of public
72 transportation facilities, services and programs, roads, any other project contained in the
73 transportation plan of the state, a regional transportation planning organization, a city or the
74 county. Further, the activities carried out with the sales and use tax and vehicle fee revenue will
75 include, but not be limited to:

- 76 A. the operation, maintenance and capital needs of Metro Transit;
- 77 B. the provision of Metro Transit public transportation services;
- 78 C. the acquisition, operation, maintenance and repair of Metro Transit vehicles and
79 equipment;
- 80 D. the implementation of transportation demand management programs;
- 81 E. the planning associated with transit service operations, technologies, and public
82 engagement to improve performance and reduce costs when possible;
- 83 F. the planning, design and implementation of capital improvement and preservation
84 projects for road system facilities, including facilities such as roads, bridges, signals, guardrails,
85 drainage systems, and pedestrian and bicycle pathways;
- 86 G. the operation, maintenance, repair, preservation and restoration of road system
87 facilities;
- 88 H. the provision of emergency responses to protect road system facilities and public
89 health and safety;

90 I. the enhancement of user safety while also maintaining existing safety standards and
91 legal requirements;

92 J. the management of intelligent transportation systems in including traffic cameras,
93 control equipment, and new technologies to optimize the existing transportation system;

94 SECTION 4. For the purposes of defining a transportation plan under RCW chapter
95 36.73 and section 3 of this resolution:

96 A. the transportation plan of King County includes the Transportation Element of the
97 King County Comprehensive Plan, the King County Metro Transit Strategic Plan for Public
98 Transportation, the King County Metro Transit Service Guidelines, the annual King County
99 Metro Transit Service Guidelines Report, the King County Department of Transportation
100 Strategic Plan for Road Services, the Transportation Needs Report, the King County Roads
101 Services CIP and any other plan concerning transportation that is adopted by the Metropolitan
102 King County Council; and

103 B. the transportation plan of the state, a regional transportation planning organization or
104 a city shall be as identified by each such entity.

105 SECTION 5. Call for special election. The King County Transportation District hereby
106 requests that the King County director of elections call a special election on (DATE), to
107 consider a proposition authorizing the district to fix and impose a vehicle fee in the amount of
108 (AMOUNT) dollars and to fix and impose a sales and use tax in the amount of (RATE) of one
109 percent (0.__%) for the purposes described in this resolution. The King County director of
110 elections shall cause notice to be given of this resolution in accordance with the state constitution
111 and general law and to submit to the qualified electors of the district, at the said special county
112 election, the proposition hereinafter set forth, in the form of a ballot title substantially as follows:

113 KING COUNTY TRANSPORTATION DISTRICT

114

115 PROPOSITION NO. ____

116

117 The Board of the King County Transportation District passed Resolution No. (###) concerning
118 funding for public transportation, roads and other transportation improvements. If approved, this
119 proposition would provide funding for King County Metro Transit, and city and unincorporated
120 King County transportation improvements. It would authorize the district to fix and impose a
121 sales and use tax of (RATE) of one percent (0.____%) to be collected from all taxable retail sales
122 and uses within the district under RCW 82.14.0455 for a term of ten years, and an annual vehicle
123 fee of (AMOUNT) (\$____.00) dollars per registered vehicle under RCW 82.80.140.

124

125 Should this vehicle fee and sales tax increase be approved?

126

127 Yes

128 No

129

130 SECTION 6. RCW 29A.32.280 provides that for each measure from a jurisdiction that is
131 included in a local voters' pamphlet, the legislative authority of that jurisdiction shall formally
132 appoint a committee to prepare arguments advocating voter approval of the measure and a
133 committee to prepare arguments advocating voter rejection of the measure.

134



January 8, 2014
SCA PIC Meeting

Item 10:
Review of SCA Policy Positions – 2005-2013

Discussion Item

Staff Contact

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

Discussion Item:

In order to ensure that SCA's public policy positions are consistent, up to date, and aligned with the views of current membership, PIC members are asked to review the attached public policy positions and give feedback at the January 8, 2014 meeting of the PIC. PIC members are also asked to bring the attached policy positions back to their Mayors, Councils, and staff for review and feedback. Depending on this feedback, policies may be brought back to the PIC for possible future action at a later date.

Background

There are 101 SCA policy positions that have been adopted by SCA Boards of Directors from 2005 to the present. The policies cover topics including but not limited to: annexation and land use; economic development; health and human services; law and justice; water quality; budget; solid waste; and transportation.

In order to ensure that these policy positions represent the current views of the membership, PIC members are asked to review the positions, and to share the positions with their mayors, councils, and staff. Following review, items may be brought back at a future PIC meeting.

SCA staff would also welcome feedback from members about how the policies are categorized and presented in order to guide members serving on boards and committees.

Attachment

- A. [SCA Policy Positions – 2005-2013](#)



SCA PUBLIC POLICY POSITIONS – 2005-2013

1. Issues related to annexation and land use	Page 1
2. Issues related to the King County Charter Review	Page 7
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13. Miscellaneous issues	Page 22

1. Issues related to annexation and land use

Annexation areas/funding/islands

- A.** SCA supports the annexation needs of those cities with annexation areas as long as the proposed annexation area is not in dispute between two SCA cities. **(May 26, 2005)**
- B.** SCA requests that King County end the practice of urban subsidy. **(May 26, 2005)**
- C.** To assist cities in their good faith effort to annex small islands within cities boundaries. Cities and the County should continue to support the “islands” legislation proposed by Representative Clibborn that would improve the annexation process. This would be more efficient and less burdensome on cities. Cities and the County should continue to work with the legislature to refine and improve this legislation. **(July 28, 2005)**
- D.** To develop other funding mechanisms should be pursued in the legislature such as but not limited to:
1. Legislation to support an increase in the Real Estate Excise Tax (REET) to assist in correcting infrastructure deficits in the provision of utilities, transportation, parks and fire protection.
 2. For the remaining annexation areas in King County, the costs of providing urban services to the annexation area generally exceed the revenue that will be generated from that area. The Legislature should authorize a variety of tools for use by local governments to finance the services and capital facilities needed in newly annexed areas. The array of tools should include funding from both state and local sources to demonstrate the state and local governments’ partnership and commitment to planning for growth. Such tools could include allocating a portion of the state sales tax revenues to the annexing city for a transitional period of time, authorizing cities to impose a temporary utility surtax, and authorizing cities to create an annexing capital facilities district.
 3. Legislation providing for the timely absorption of special purpose districts when deemed appropriate by the annexing jurisdiction should be developed and adopted. The legislature should also authorize cities with special utility districts the same authority to levy utility taxes and franchise fees on water and sewer utilities as authorized for cities with their own utilities.

4. Legislation allowing the increase of the annexing City's levy to further support increased capital funding needs, and operational expenses for periods longer than one year for the sole purpose of annexation. **(July 28, 2005)**
5. Legislation allowing counties to impose a utility tax in urban unincorporated areas for purposes of promoting annexation provided it is phased out if an area does not annex or incorporate and provided that revenues from the tax are set aside and transferred to cities upon annexation. **(September 29, 2005)**

King County Annexations (replaces policy approved March 22, 2006)

Members of the SCA will work with the County on annexations and recommend the following policy steps be taken:

With regard to King County:

1. The Cities and the County should work cooperatively to find ways to condition new development in a PAA on meeting the City's standards. Immediate steps should be taken by the County to adopt development standards of the local annexation jurisdiction so that, until such time an area is annexed, no new development will be approved unless consistent with a city's standards
2. It is a goal of cities to attain sustainable financing of a level of infrastructure and services in annexed areas that is consistent with city standards including zoning. Prior to annexation of existing urban areas or addition of any new lands to the UGA, King County must work with cities to establish mutually agreed upon boundaries and financing plans. Such plans should include setting up local accounts for impact and mitigation fees that 1) are sufficient to fund improvements needed to achieve city level-of-service standards and to address impacts on city infrastructure, and 2) are available to the city upon annexation.
3. The County should continue to offer one-time financial incentives to help alleviate the financial burden on cities to upgrade the badly neglected infrastructure that exists in urban unincorporated areas.
4. The County should evaluate its past investments in storm water and transportation in the unincorporated areas to identify upgrades needed to facilitate urban transition.
5. The County should make available to an annexing city a portion of the savings the county realizes from reducing its service responsibilities in areas to be annexed. The amount of the savings transferred to the city should be about 50% for the first several years after annexation, declined gradually to 0% by approximately 10 years after annexation.
6. It is in the interest of both the county and cities to achieve a UGA boundary that fosters efficient delivery of urban services. As such, it should be a countywide priority to adjust the UGA boundary to consolidate government services as well as to achieve more logical urban service area boundaries that conform to existing land use patterns and topography. Irregular boundaries currently exist in a number of locations, including both "islands" of rural designated land within the UGA as well as several of the "peninsulas" of rural designated land that extend into the UGA. Where development of those areas can be achieved under city plans and regulations, without threatening resource lands or critical areas, and where infrastructure can be provided in an efficient manner, SCA recommends that King County and affected cities should enter into joint planning to address future land uses, as a precursor to extending urban designation into those areas.
7. King County should phase out the use of urban subsidies to supply urban level services in the urban unincorporated area, completely eliminating the "urban subsidy," currently estimated at \$21 million, within a period of several years. To this end, SCA calls upon King County to make incremental annual reductions in the resources expended and/or services provided in the remaining urban unincorporated

area. Proposed service policies and standards should be reviewed by the Regional Policy Committee (RPC).

8. Typically, the residents of unincorporated areas are not aware that they face declining levels of service under the jurisdiction of the County. The County should create and actively implement a strategy to encourage the support of local PAA residents for annexations. In doing so, the County should acknowledge that existing annexation law limits a City's ability to annex an area without the sufficient support of property owners and/or voters. The County should make every effort to educate the residents in the annexation areas about the inefficiencies in serving the current configuration of urban unincorporated King County, the recent trends related to the levels of service that the County provides, and about the likelihood that future County budget scenarios would require further cuts in service levels. It should also agree that the Executive, County Council and Sheriff actively support all resulting annexation proposals before the Boundary Review Board.
9. To facilitate the annexation of PAAs, the County should dedicate a county revenue stream from within each PAA to support capital projects in those PAAs on a bonded debt or pay-as-you-go basis. The county or cities could use the revenue generated from within the PAA from this revenue stream to service bond debt for infrastructure financing. Proceeds will be used by the annexing jurisdictions to make capital improvements and/or support increased services, allowing the Cities to make the financial transition. **(October 22, 2008)**

CPPs and overlapping PAAs

SCA supports an amendment to the Countywide Planning Policies (CPP) that would allow for annexation of overlapping Potential Annexation Areas in the North Highline urban unincorporated area, provided such an amendment is 1) limited in effect to the North Highline and the cities of Seattle, Burien, SeaTac and Tukwila and 2) approved by all affected SCA member cities. SCA does not support any amendment to the CPPs that alters current countywide policy prohibiting PAA overlaps elsewhere in the county. **(June 25, 2008)**

King County Housing and Employment Growth Targets

Consistent with a 2006 SCA position on the Vision 2040 Preferred Growth Alternative, the following principles should guide the Growth Management Planning Council in allocating housing and job growth targets to cities and unincorporated areas in King County:

- Guidance from Vision 2040. Growth targets should be guided by Vision 2040 including Multicounty Planning Policies, as adopted by PSRC General Assembly in 2008. Targets should achieve reasonable progress toward the pattern of growth called for in the Regional Growth Strategy, while also reflecting other factors relevant to sound growth management planning in the county and region.
- Consistency with CPPs. Growth targets should be supported by King County Countywide Planning Policies, to include any new amendments to the CPPs, along with existing policies that call for 1) focusing growth in the UGA, within cities, and within Urban Centers, 2) protecting rural and resource lands, and 3) achieving a land use pattern that is efficient to serve with existing and new infrastructure and services, especially transit.
- "Fair share" allocation of growth. Planning for future population, housing, and economic development is a collective responsibility of cities and counties throughout the 4-county metropolitan area. All jurisdictions will strive to accommodate in their 20-year targets a "fair share" of growth forecasted for King County, consistent with countywide and regional policies and plans.
- Land use – infrastructure connection. Updated growth targets along with any CPP updates adopted in response to Vision 2040, should improve linkages between new development and provision of adequate infrastructure and services. Targets should focus growth in locations that are served by existing or planned infrastructure, especially utilities such as water and sewer, and fixed transportation facilities, such as major roadways and high capacity transit. Where appropriate, CPPs should direct urban services to areas with existing and targeted demand for those services.
- Transportation funding. The ability of cities to achieve and accommodate targeted growth will be dependent on adequate transportation funding at all levels of government within the region.

- Local growth prospects. All cities that have planned for, provided capital facilities for, or are otherwise anticipating significant future urban growth, should receive an appropriate share of the county's new housing and jobs. Growth targets should support the long-term financial sustainability of cities, including economic development in smaller cities to maintain a tax base sufficient to fund local urban services.
- Jobs-housing balance. Growth targets should improve the balance of jobs and housing located in proximity to each other within the region and county.
- Reality check on targets. Growth targets should be realistic and achievable. In planning for an appropriate amount and desired pattern of growth over the next 20-year GMA period, the GMPC should balance long-range policy goals contained in the MPPs and CPPs with the latest data on the regional economy, recent and anticipated growth trends, buildable lands, and market potential.
- Appropriate role for PAAs. Potential Annexation Areas should receive targets consistent with their status as locations for urban growth with annexation to cities anticipated within the 20-year planning period. Planning for targeted growth within PAAs should be consistent with existing SCA policy positions on annexation.
- Local factors. Allocation of growth targets to individual cities should reflect differences among local communities, to include: location with respect to major fixed infrastructure and job concentrations, existing character and land uses, levels of urban service, historical growth trends, and constraints and opportunities for land development. **(June 17, 2009)**

Guiding Principles regarding revisions to the Countywide Planning Policies

That SCA support revisions to Countywide Planning Policies which are intended to clarify and strengthen the link between current ridership demand, growth management objectives, and provision of transit services, specifically through policies that:

- Ensure that all communities in urban King County will be provided with at least a basic level of transit service;
- Provide additional transit service to areas where existing land uses and densities support demand for transit, including areas throughout the county where substantial growth has occurred in recent years;
- Provide additional transit service to areas where plans call for future growth in housing and jobs at densities that will support future transit ridership;
- Strive to meet the mobility needs of transit-dependent populations throughout the county;
- And recognize the need to be flexible in determining transit allocations to include consideration of a range of factors. **(April 21, 2010)**

SCA supports the following guiding principles for updating the Countywide Planning Policies:

Roles and responsibilities. The CPP update should be specific about the expected roles and responsibilities of the GMPC, King County, cities, other governmental agencies in implementing the regional vision, as set forth in Vision 2040. The CPPs should recognize the major role that cities will play as the predominant form of urban area governance, and support the full range of investments and tools cities will need to achieve the regional vision.

Local discretion. The CPPs should recognize explicitly the importance of local discretion in implementing the countywide vision for growth and the substantive goals and objectives contained in the policies. Rather than impose new requirements, especially mandates that may impose a cost on local governments, the CPP update should emphasize incentives, substantive guidance and promotion of best practices, and regional dialogue and coordination.

Coordination. The CPPs should provide a framework for improved coordination of land use, transportation, and economic development planning and plan implementation in the county, to include emerging issues, such as climate change.

Consistency with current vision. The CPPs should continue to support a pattern of regional growth that is focused within existing Urban Growth Areas and reinforces the Urban Centers strategy.

Promotion of best practices. The CPPs should promote a range of proven and innovative programs intended to foster environmental sustainability, economic vitality, and an overall high quality of life throughout the county, with policies that encourage and support existing and future local efforts.

Healthy communities. SCA supports the concept of healthy communities and the important role the CPPs should play in providing guidance in this area of community planning. However, the updated CPPs should recognize local discretion in planning for land uses and infrastructure improvements that are associated with increased physical activity and other actions that promote public health benefits.

Infrastructure. Successful implementation of the countywide growth vision contained in the CPPs is dependent on the timely provision of key infrastructure to serve that growth—including transportation and a range of urban services and utilities. GMPC should consider ways in which the updated CPPs can provide a framework for coordinated infrastructure and service planning that addresses investment priorities as well as the local cost implications of growth policies. The GMPC should also consider steps the county and cities could take to secure needed funding.

Transportation outcomes. The CPPs should promote transit-supportive land uses as well as regional and local infrastructure improvements that connect centers of population and employment throughout the county, reduce dependency on the single-occupancy vehicle, reduce air and water pollution, use energy efficiently, and reduce congestion.

Concurrency. The CPPs should promote best practices and regional coordination on transportation concurrency, while also respecting the discretion of cities in establishing local levels-of-service and concurrency methods and standards. **(October 14, 2010)**

Healthy Communities

SCA supports the concept of healthy communities but believes that each city must make decisions on linkages, if any, between land use, transportation policies, and public health based on the specific needs and policies of their own communities. Therefore: SCA opposes any new amendments to either Countywide or Multi-county Planning Policies that link land use and transportation policies with public health. **(May 26, 2005)**

Donut Hole Issue

Cities are the proper provider of urban services and planning for urban growth within their boundaries. SCA therefore urges King County to enter into negotiations with all cities that have “donut” holes – urban or rural – and work toward quick annexation of these anomalies. As the Maple Valley “donut hole” is rural today, another urban island should not be created. SCA urges King County to negotiate with Maple Valley to ensure that annexation of the donut hole occurs as soon as possible upon urban designation and that permitting of any development of this property occurs under city jurisdiction. **(July 25, 2007)**

Selection of a Preferred Growth Alternative (Vision 2020 plus 20)

SCA supports:

- Maintaining continuity with existing policy
- Accommodating urban residential development throughout Urban Growth Areas (UGAs)
- Focusing growth where there is existing infrastructure
- Protecting rural and resource lands.
- Selecting a PGA based on Draft Environmental Impact Statement (DEIS) alternatives with lowest regional impacts
- Focusing growth, where appropriate, in smaller cities
- Supporting regional economic development.
- Improving balance of jobs and housing
- Establishing growth totals for King County that are achievable and build upon existing policies
- Associating urban unincorporated areas with annexing cities

- Supporting financial stability of cities
- Recognizing differences between cities
- Maintaining local discretion in setting GMA/CPP growth targets **(September 13, 2006)**

Urban Density - MPPs

SCA opposes adoption of any Multi-County Planning Policies (MPP) that would establish a quantitative threshold for appropriate urban residential densities; as such policy would overly restrict local flexibility and discretion in planning for growth.

- The state Growth Management Act gives cities and counties discretion in their comprehensive plans to make many choices about accommodating growth.
- The suburban cities of King County are committed to encouraging and stimulating urban growth within their borders. The suburban cities will continue to accommodate their share of population growth for the current 20-year planning period and beyond, as forecast by the state Office of Financial Management, as targeted by CPPs, and as guided by an updated Vision 2020.
- Residential growth in the county and region should 1) be focused within the existing UGA, 2) make efficient use of land, and 3) achieve a compact urban pattern of development containing a range of densities and uses.
- In achieving these outcomes, decisions on specific land uses and densities should be based on local conditions and policy goals that are evaluated and balanced by local governments. **(July 19, 2006)**

Vision 2020+20 Multicounty Planning Policies (MPP)

SCA recommends the following criteria for adoption of revised Multicounty Planning Policies by the Puget Sound Regional Council. The position statements are intended to provide general guidance to PSRC policy board representatives of SCA.

Roles and responsibilities. The Vision 2020+20 update should be specific about the expected roles and responsibilities of countywide planning bodies, counties, cities, other governmental agencies, and the PSRC itself in implementing the regional vision and substantive policies. Specifically, prior to approval by GMPB, the PSRC should clarify the potential impacts of MPPs with respect to 1) comprehensive plan certification, 2) funding decisions, including allocation of federal transportation dollars, 3) and legal requirements for consistent planning under the Growth Management Act.

Local discretion. Vision 2020+20 should recognize explicitly the importance of local discretion in implementing the regional growth strategy and MPPs within counties and cities. As alternatives to new requirements, the Vision update should emphasize incentives, promotion of best practices, and regional dialogue and coordination in order to help local governments make decisions that reflect the regional vision while being consistent with local needs.

Better coordination. Vision 2020+20 should provide a framework for improved coordination of land use, transportation, and economic development planning and plan implementation in the region.

Consistency with current vision. MPPs should support a pattern of regional growth that is focused within existing Urban Growth Areas and reinforces the urban centers strategy established in the existing Vision 2020 document.

Promote desired tools and outcomes. MPPs should promote quality communities, environmentally sustainable development, design standards, and innovative programs.

Local discretion on residential densities. MPPs must respect local discretion in zoning for future jobs and housing. While SCA would support policies that call for transit supportive land uses and densities where appropriate, SCA opposes any policy that would impose a uniform minimum urban residential density.

Local discretion on planning for healthy communities. SCA supports the concept of healthy communities. However, Vision 2020+20 must recognize local discretion in planning for land uses and infrastructure improvements that are associated with increased physical activity and other public health benefits.

Funding for key infrastructure. Successful implementation of the regional growth vision contained in Vision 2020+20 is dependent on the timely provision of key infrastructure—including transportation and a range of urban services and utilities—to serve that growth. MPPs should provide a framework not only for coordinated infrastructure planning but also for securing necessary funding.

Focused transportation investments. MPPs should prioritize transportation investments in locations that are the focus for future population and job growth, including urban growth areas, cities, and, in particular, designated urban centers in both Metropolitan Cities and Core Suburban Cities.

Funding for smaller cities. Smaller suburban cities, while not a preferred location for a major portion of the region's growth through 2040, nevertheless will see significant new population and employment. These jurisdictions therefore should get an appropriate share of regional transportation dollars.

Promote desirable transportation outcomes. MPPs should promote transit-supportive land uses as well as regional and local infrastructure improvements that reduce dependency on the single-occupancy vehicle, reduce air and water pollution, use energy efficiently, and reduce congestion.

Local discretion on concurrency. MPPs should promote best practices and regional coordination on transportation concurrency, while also respecting the discretion of cities in establishing local levels-of-service and concurrency methods and standards. **(February 21, 2007)**

Procedures and Criteria for new Regional Growth Centers

SCA supports the update of the Procedures and Criteria for new Regional Growth Centers, including criteria for existing densities of 18 Activity Units per gross acre and planned growth levels of 45 Activity Units per gross acre as proposed by PSRC staff conditioned on the addition of criteria to the current proposal to require applicants for new centers designation to demonstrate the regional significance of the proposed center and a commitment to accommodate housing and jobs at densities sufficient to support high-capacity transit through long-term growth and development over the 20-year comprehensive planning period and beyond. Future phases of PSRC work to implement Vision 2040 through a regional centers strategy should consider, as needed, additional amendments to criteria for new and existing centers to promote the success of that strategy through focused public and private investments. **(June 9, 2011)**

CPPs and the Extension of Sewer Lines to Schools outside UGA

SCA supports countywide planning policies that protect the rural and resource lands in the county by focusing urban growth and land uses within the UGA, and SCA supports strict limits on locating urban public facilities and infrastructure outside the UGA, and SCA supports amending the CPPs to prohibit the extension of sewer lines into the rural area, including to schools, on the condition that such prohibition not extend to rural area properties currently owned by public school districts and intended to be developed as schools. If the school district sells its property outside of the UGA to a third party, the prohibition of the extension of sewer lines will be applied. SCA would also support a position that the affected school districts collectively, King County, and affected municipalities through their SCA representation agreed to, if that position was consistent with Vision 2040 policies and the Growth Management Act. **(September 15, 2011, June 9, 2011)**

2. Issues related to the King County Charter Review

2008 King County Charter Review Commission recommendations

SCA recommends to the King County Charter Review Commission that:

1. Annexation/urban transition

- a) There should be a mechanism, such as bonding with annexation that will allow the debt burden to be transferred from County to City in a manner that can be approved by both parties.
- b) The County should create and actively implement a strategy to encourage the support of local PAA residents for annexations. In doing so, the County should acknowledge that existing annexation law limits a City's ability to annex an area without the sufficient support of property owners and/or voters.
- c) Land developed in PAA's should be compatible with the comprehensive plan and development standards of the City designated to annex the area. The Cities and the County should work cooperatively to find ways to condition new development in a PAA on meeting the City's standards and first agree that no further development would take place except at the City's standards.
- d) The executive branch should be required to consult with council members on issues that directly affect their districts within UGAs and PAAs.
- e) The County should phase out use of urban subsidies to supply urban level services in the urban unincorporated area. Proposed service policies and standards should be reviewed by the Regional Policy Committee (RPC).
- f) The King County Charter needs to clearly define the differences among "urban", "urban unincorporated" and "rural" areas in King County. Currently discussions center on "rural" and "urban" and "urban unincorporated" is ignored.
- g) SCA Supports the Charter's reference for desirability for intergovernmental contracting and supports language that would bar the county from entering into labor agreements that restrict the opportunity to create effective local governmental services

2. Regional committees

- a. Regional Committees shall select their chair from among their membership
- b. Each regional committee shall have final authority over their yearly work plan.
- c. The Metropolitan King County Council should be required to establish clear criteria for dual referrals consistent with the intent of the Charter provisions for the Regional Committees.

3. County-wide Special Purpose Districts

- a. Individuals elected to the governing bodies of county-wide special purpose districts should stand for primary or general election instead of elections with limited access to polling places.

4. Good Government

- a. As the size of King County service areas decrease services should be adjusted accordingly.
- b. Tribal issues are a matter of local concern and King County should encourage the collaboration between local jurisdictions and the tribes.
- c. SCA recognizes the importance of rural governance and the need for the county and cities to work collaboratively to ensure the sustainability of rural unincorporated King County.
- d. SCA recommends that there be urban unincorporated transitional committees in the urban unincorporated areas. The Charter did not intend for there to be any kind of government structure in urban unincorporated areas.
- e. The Charter should exclude contract matters relevant to the King County Sheriff
- f. The Metropolitan King County Council positions be changed from partisan to non-partisan.
- g. The charter review process should be amended so that the recommendations of the commission must be submitted to the voters as drafted by the commission. This new provision will strengthen the role of the charter review commission. It will guarantee that the work of the commission will be reviewed by the voters
- h. Citizens should be permitted to amend the charter through the citizen initiative process by means of a super majority vote. This option creates a more responsive government which allows the public to submit charter amendments to the voters through the initiative process.
- i. King County Separate the county regional budget which includes funding for services for all residents of King County including its urban residents, from the local service budget. Currently, there is confusion and frustration generated by the complex revenue and expenditure stream. **Adding language which separates the regional from local budgets would empower citizens to understand the county**

government and assure that past conflicts with local municipal governments would be reduced. This would help create the information system needed to facilitate urban transitions. (July 25, 2007 and September 19, 2007)

3. Issues related to economic development

Funding and tools

- a) SCA supports identification of State funding/tools for effective economic development; and,
- b) SCA supports state and federal funding and funding mechanisms to foster and support economic development and revitalization efforts in cities. (July 28, 2005)

Tourism Promotion Areas

SCA will work with AWC to promote legislation that would allow two or more cities or towns located in a county with a population greater than one million that have entered into an inter-local agreement, to select one of the cities or towns to be the legislative authority for the purpose of establishing a tourism promotion area. (October 22, 2008)

4. Issues related to King Conservation District

KCD Special Assessment

SCA supports the reauthorization of the King Conservation District special assessment at the maximum allowance permitted under state law with cities receiving a minimum of 20% of revenues collected. (May 26, 2005)

King Conservation District Proposed Assessment

SCA opposes the proposed King Conservation District \$10 per parcel assessment reauthorization and funding allocation plan submitted by the District to the King County Council on July 27, 2006. SCA requests the King County Council to deny the proposed KCD assessment reauthorization and funding allocation plan, unless King County and the King Conservation District agree to enter into an interlocal agreement that includes the following terms: (1) for each year of the assessment an assessment allocation that is similar to the 2006 assessment allocation (\$6-\$2-\$2), with the same requirements as in 2006 for jurisdictional and WRIA forum grants, and the same distribution of funding among WRIA forums 7, 8 and 9 as established previously by the Regional Water Quality Committee (20%-40%-40%); (2) a 5-year term for the assessment; and (3) a requirement that KCD establish an enhanced Advisory Committee consisting of representatives of the cities, county, watershed forums and other stakeholders, which will review and make recommendations to the Board of Supervisors on the District's annual work program and budget during the term of the assessment. The purpose of the enhanced Advisory Committee will be to foster a greater understanding of the programs provided by the District, identify those programs that are most needed and how to fund them, and avoid conflict or duplication with the plans and programs of other entities. (October 13, 2006)

Regarding King Conservation District

SCA supports an amendment to the King Conservation Districts's proposed Assessment Appropriation Plan for 2010-2014 that includes language relating to an interlocal agreement between KCD and King County that includes the following terms:

- A 5-year term for the assessment; and
- An assessment allocation that is the same as the 2007 assessment allocation (\$5 \$2-\$3), with the same requirements as in 2007 for jurisdictional and WRIA forum grants, and the same distribution of funding among WRIA forums 7, 8 and 9 as established previously by the Regional Water Quality Committee; and
- The revitalization of the KCD Advisory Committee consisting of representatives of the cities, county, watershed forums and other stakeholders, which will review and make recommendations to the Board of Supervisors on the District's annual work program and budget during the term of the assessment. The purpose of the Advisory Committee will be to foster a greater understanding of the programs and

services provided by the District, and identify those programs that are most needed and how to fund them. The advisory committee shall meet on a regular schedule to facilitate the goals of the advisory committee including but not limited to recommending to the KCD Board of Supervisors consistent guidelines for all grant awards for programs and services, the use of “banked funds” allocated to the cities, and the allocation of resources from future assessments; and

- Quarterly progress reports to the King County Council; and
- Recommendations from the KCD advisory committee for program year 2011 and beyond that is supported by its advisory committee through a plan of work adopted in January 2010.

(September 10, 2009)

King Conservation District (KCD)

- 1) SCA recognizes the value of the King Conservation District (KCD), and supports continued funding of the KCD, provided that;
- 2) SCA supports the continuation of WRIA funding through the KCD in 2013, and the future;
- 3) Given the current economic climate and the heavy tax burdens on property owners in our communities, SCA supports a revenue neutral direction for the KCD at this time. Should future funding for programs currently funded through KCD come through an alternative source, SCA would support a proportional decrease in revenues collected by KCD. For example, if the King County Flood Control District were to fund the WRIAs in the future, SCA would support a corresponding decrease in revenue collection for the KCD;
- 4) SCA supports continued funding of the KCD Jurisdictional Grant Program. The current processes for grant application and compliance may place unduly onerous burdens on cities. SCA supports reducing these administrative burdens in order to maximize the value of grants to cities;
- 5) SCA supports the creation of a formal advisory committee to provide direction to the KCD in the future. Such a body would ensure that KCD expenditures provide value to taxpayers throughout the County- from rural, urban, and suburban communities alike. Representation on this advisory committee should include proportional representation from elected officials in the Suburban Cities. **(August 15, 2012)**

5. Issues related to Public Health

Funding Public Health

Suburban Cities’ members agree that additional funding for public health is needed. To that end, the Suburban Cities Association supports the request of the Joint Selection Committee on Public Health Funding for \$50 million state funds annually in new monies for public health needs throughout Washington State. Our membership believes public health services are a function of the state and county governments, and therefore requests that a distribution be made at the county level proportionate to the need to increase the counties’ existing efforts toward effective outcomes. **(March 28, 2007)**

Suburban Cities Association recognizes that stable and dedicated public health funding is needed to protect our community. It further acknowledges that it must be a funding source that does not run counter to the interests of cities, such as a county-wide utility tax. **(January 16, 2009)**

Volunteer Health Care Worker liability in emergency situations

SCA supports amendments to RCW 4.24.300 and HB 1703 concerning volunteer health care worker liability in emergency situations and asks AWC for assistance with the following:

1. The elimination of gross negligence from the immunity exception because this is a gray area.
2. Increasing the standard of proof from a simple preponderance of the evidence to clear, cogent and convincing evidence.
3. Indemnification of licensed volunteer health professionals by the state against any expenses (including attorneys fees and disbursements), judgments, fines and costs, actually and reasonably incurred in defending the action, suit or proceeding giving rise thereto. **(January 18, 2008)**

Pharmaceutical Products

SCA supports a product stewardship program that provides a safe and effective means of disposal of pharmaceutical products. **(July 14, 2010)**

Pharmaceutical Products

SCA supports a King County product stewardship program that provides a safe and effective means of disposal of pharmaceutical products. **(October 31, 2012)**

Product Stewardship

The Sound Cities Association supports product stewardship approaches that enhance our existing reuse, recycling and waste management systems by requiring product manufacturers to be responsible for their products that contain toxic and hazardous materials. **(October 16, 2013)**

6. Issues related to regional justice**Flexibility in contracting**

SCA supports the flexibility for cities in the provision of municipal court services including the authorization of cities to contract with other cities for municipal court services, contract with the county for court services and to appoint judges. **(May 26, 2005)**

Strategies

- a) SCA will continue to serve the suburban cities in developing a suburban city strategy for dealing with misdemeanor and criminal justice needs; and,
- b) SCA supports working with King County to place a high priority on working with the cities to develop long term strategies dealing with the incarceration of misdemeanor inmates; and,
- c) SCA supports the development of county-wide services within the Sheriff's office to support the suburban cities such as air support. **(July 28, 2005)**

Domestic Violence Checklist

SCA supports the voluntary use of domestic violence protection order checklists designed for and intended to be used by court and data centers, judges and participants, police departments, and patrol officers to provide uniformity, reduce costs and improve accuracy. **(Board June 16, 2010)**

7. Issues related to Regional Water Quality**Summaries/representation/I-I Control Program/Hook Up Charges**

- A. SCA supports the RWQC and County Council requirement of regular executive summaries (monthly) of the costs to monitor "rate creep" in an attempt to avoid increases in Sewer Rate/Capacity Charge (sewer hookups) in the short and long term.
- B. SCA supports the status quo representation from suburban cities. Suggested changes to committee structure - 12 members and 4 alternates distributed as follows: KC Council (4 members); SCA (4 members w/1/2 vote each & 2 alternates); Seattle Council (2 members & 1 alternate); and Sewer Districts (2 members & 1 alternate). For purposes of voting, this change may require a weighted or one/1/2 vote system.
- C. SCA encourages municipalities to continue to monitor the development of an I/I Control Program initiated by KC. Follow the MWPAAC technical guidance/recommendation on this issue.
- D. SCA supports full disclosure of new hook up charges at point of sale. This would allow the home buyer options on how to pay the more than \$4,100 current capacity charge. **(May 26, 2005)**

Capacity Charges vs. Rate to Pay for Growth (RWQC)

SCA supports the policy of growth pays for growth and encourage that language be added to our contracts to support that policy, but to recommend against applying a specific formula for calculation of the capacity charge within our Component Agency contracts. **(July 19, 2006)**

Capacity Charge Methodology regarding CSO Costs

SCA supports the revision of the capacity charge methodology to revise CSO costs from the shared customer category to the existing customer category. **(July 19, 2006)**

County Sewer Rates/Capacity Charges

- SCA supports the proposed two-year County Sewer Rate increase to \$31.90.
- SCA supports the proposed 2009 increase in King County Capacity Charge Rate for new hook-ups of \$47.64, a 3% increase over the current rate. **(June 25, 2008)**

Financing Regional Water Quality (Culver Funding) (RWQC)

SCA supports the position that while Culver funding is important to this region, the County, with its regional partners, needs to look towards alternative funding sources for the Culver Program. **(July 19, 2006)**

Reused/Reclaimed Water

SCA supports the policy change as submitted to the RWQC and overall, SCA supports reuse/reclaimed water, but continues to require the County to perform the necessary business case studies needed to evaluate the timing, effectiveness, and desirability of reuse/reclaimed water. **(September 27, 2006)**

Reused/Reclaimed Water

SCA supports the proposed Reclaimed Water planning process for future expansion. **(October 15, 2009)**

Reclaimed Water Planning Process

SCA supports the following criteria for the reclaimed water planning process:

Regional wastewater system planning. The purpose of this criterion is to evaluate how serving potential uses for reclaimed water fits into future improvements and operations of the regional wastewater system. This criterion will gauge the following:

- Ability to maintain the efficient and safe operations of the regional wastewater system.
- Ability to cost-effectively incorporate a reclaimed water strategy into future King County regional wastewater treatment and/or conveyance improvements.
- Ability to meet regulatory requirements, including those reasonably anticipated.
- Ability to obtain funding from benefited parties.

Creating resources from wastewater. The purpose of this criterion is to evaluate how serving potential uses for reclaimed water meets WTD's vision of creating resources from wastewater. This criterion will gauge the following:

- The volume of treated effluent that can be beneficially reused as reclaimed water.
- The sustainability of uses of reclaimed water with a cost benefits analysis.
- Institutional barriers, such as existing laws, policies, or agreements that may constrain ability to serve uses.
- The extent to which surface water or wetlands or groundwater conditions and habitat could be improved by the use of reclaimed water, such as improved low- flow conditions in streams, lower stream temperatures, or other enhancements.

Protecting water quality in Puget Sound. The purpose of this criterion is to evaluate how serving potential uses for reclaimed water reduces reliance on Puget Sound for the discharge of effluent.

This criterion will gauge the following:

- The extent to which pollutants from the county's regional wastewater System are reduced through production and use of reclaimed water.
- The extent to which a higher level of treatment reduces pollutant headings in Puget Sound. **(March 10, 2010)**

Reclaimed Water Comprehensive Plan – Strategies

That SCA supports moving forward from Step 3 to Step 4 on the Reclaimed Water Comprehensive Plan and request inclusion of a cost-benefit analysis of the existing system. **(March 24, 2011)**

King County Water Quality Assessment and Monitoring Study

SCA generally supports the current scope of work for the proposed Water Quality Assessment and Monitoring Study, but has concerns about the wide range of estimated costs for each element and the high ends of the estimated cost ranges. SCA supports approval of the Water Quality Assessment and Monitoring Study scope of work with the following caveats:

- The primary focus of the scope of work shall be to address items required as part of the Combined Sewer Overflow (CSO) program review, plan update, and program implementation;
- Discretionary items including: the “Synthesis Report” (Element 3) and “Scientific and Technical Review Team” (Element 4) should be included in the scope of work if the anticipated outcomes will produce long term cost savings for King County ratepayers;
- The need for an Executive Advisory Panel (as set forth in Element 5) has not been clearly established. Until and unless the need for a Panel is clearly demonstrated to RWQC and the County Council, the up to \$450,000 budgeted for this line item should not be expended;
- SCA requests that the Wastewater Treatment Division provide an annual report to the RWQC, which shall include detail regarding the costs expended and benefits received as a result of the expenditures.
- SCA supports the addition of a cost benefit analysis as a separate study to provide data and evaluation of the best investments of \$1 billion to achieve acceptable water quality standards by 2030. **(August 21, 2013)**

8. Revenue and funding sources

Flexible Funding

SCA supports the financial stability of the suburban cities of King County through legislation that will provide more flexible revenue sources for cities. **(July 28, 2005)**

AFIS Levy

SCA supports the continuation of AFIS (Automated Fingerprint Identification System) as stated in Ordinance 2006-0264; this would be a six year levy with set a rate for 2007 of 5.68 cents per \$1000 assessed value. **(July 19, 2006)**

Interlocal Agreements with Agencies to Support Long-term Bond Sales

SCA supports agency contracts that allow the County the full flexibility to finance the upcoming capital improvements at the County’s standard bonding term, thus reducing future rate and capacity charge increases as needed. **(July 19, 2006)**

Medic One/EMS

SCA supports Ordinance 15861 as adopted by the Metropolitan King County Council related to the funding and provision of Medic One emergency medical services and which imposes a levy of regular property tax for six years at a rate of \$.0.30 or less in conjunction with Ordinance 15862 as adopted by the Metropolitan King County Council which provides financial policies for the emergency medical services fund including an annual audit and creates an emergency medical services task force that included four seats appointed by SCA. **(September 19, 2007)**

2007 Park Levies

1. Regarding the proposed ballot measure that would authorize King County to levy an additional property tax of five cents per thousand for a period of six years for operating and capital support for current County regional parks and trails:

SCA should continue to work with the King County Executive and the King County Council toward placing a ballot measure for King County Parks to renew, restore and preserve the parks in King County for the August 21st Primary Ballot for a 6 year period. Such action by the county must include a commitment for a plan for permanent funding for maintenance of the King County parks. **(April 18, 2007)**

2. Regarding the proposed ballot measure that would authorize King County to levy an additional property tax of five cents for a period of six years for expansion of open space and trails:

- a) SCA does not support the proposed the 5 cent levy to expand park and recreation opportunities in its current form.
- b) SCA does not support this levy until a plan to provide permanent funding to sufficiently maintain parks is adopted
- c) SCA wishes to work with the King County Executive and the King County Council on issues related to this levy **(April 18, 2007)**

Non-supplantation Language on existing and/or voter approved levies

SCA opposes changes in non-supplantation language on existing and/or voter approved levies. And, that SCA not oppose a King County request to the State legislature to amend the enabling language for country mental illness and drug dependency (MIDD) funding to allow a small change in the tax to provide funding for existing Mental Health and Drug Courts. **(February 25, 2009)**

MIDD Prioritization Rating Tool for future funding

SCA supports the use of MIDD prioritization rating tool as a primary method to evaluate the future funding prioritization of MIDD strategies in the context of reduced MIDD revenues and the use of MIDD revenues to supplant basic human/mental health services provided by King County. SCA strongly recommends that the County implement savings in the MIDD programs by requiring program reductions when such cuts do not reduce the effectiveness of the program. This may reduce the number of clients served or delay the expansion of the scope of the program. Such savings method should be used prior to implementation of the prioritization. **(September 10, 2009)**

Flexible use of Lodging Tax Revenues by local jurisdictions

SCA supports the flexible use of lodging tax revenues by local jurisdictions for the operations and marketing of special events and festivals beyond June 30, 2013, and supports passage of Substitute House Bill 1253 and companion bill Substitute Senate Bill 5262. **(March 8, 2013)**

9. Issues related to the King County Budget**King County Proposed Legislation in Olympia - 2009**

- SCA supports flexibility in the use of REET
- SCA remains neutral on the expansion of the unincorporated area property tax to allow for funding of other local services
- SCA supports policy changes for the number of elections conducted in the county.
- SCA supports flexibility for the County to recover costs on a variety of existing fees that are set by the state but collected by counties for county actions and programs.
- SCA does not oppose a utility tax on unincorporated King County, but SCA opposes a county-wide utility tax. **(November 12, 2008)**

- While criminal justice and public health programs are core services, they should be funded with current revenues. SCA opposes new taxes for criminal justice and/or public health programs without a public vote. **(March 11, 2009)**

King County Budget for 2010

1. SCA commends the interim King County Executive for attempting to reduce expenditures for 2010 by focusing on the County's mandated services.
2. SCA recommends to the King County Council that it review the executive's proposed budget in light of the County's State mandated Services.
3. SCA opposes any proposals by the MKCC that have a negative financial or operational impact to the cities as a way of solving the County's funding problems.
4. SCA recommends to the King County Council that it use the budget shortfall as an opportunity to make incremental annual reductions in the resources expended and/or services provided in the remaining urban unincorporated areas to minimize urban subsidies. **(October 15, 2009)**

King County Budget for 2011

SCA recommends to the King County Council that King County focus funding on mandated services and budget for outcomes of the County's priorities. **(October 14, 2010)**

10. Issues related to Solid Waste

Proposed Solid Waste Rate Increase

The proposed basic tip fee of \$95.00 per ton for 2008 through 2010 is driven by inflation, the debt service needed to fund capital projects and a desire for the financial stability of a three-year rate. The Solid Waste Division has not had a rate increase since 1999 and despite implementing operating efficiencies, costs and inflationary pressures have caught up and capital investment is necessary at this time. SCA supports the proposed increase in the tip fee for Solid Waste from \$82.50 to \$95.00. **(April 18, 2007)**

Solid Waste Transfer and Waste Export Plan

SCA supports the adoption of the Solid Waste Transfer and Waste Export System Plan. **(September 19, 2007)**

MSWMAC as Solid Waste Forum

SCA supports the proposal that Metropolitan SW Management Advisory Committee (MSWMAC) replace TPC as the Solid Waste Interlocal Forum, while recognizing RPC's role as the policy review body for solid waste and other regional issues. **(March 16, 2009)**

Solid Waste Interlocal Agreement (ILA)

- SCA believes that solid waste system costs, which includes liability, should be funded by the utility;
- The solid waste interlocal agreement (ILA) between King County and participating cities should fairly allocate risk between both the cities and the county and should, to the greatest extent possible, protect both the county's general fund and cities' general funds against liability for cleanup claims arising at Cedar Hills Landfill;
- Neither party should receive priority in terms of the use of grant funds, insurance proceeds, reserve funds, or disposal rates to satisfy environmental liability;
- The ILA should establish that grant funding, if available, and disposal rates shall be used to set up a line of first defense to protect both the county's general fund, and the cities' general fund. The ILA should provide that:
 - The county will purchase and maintain liability insurance using disposal rates to cover liability arising out of the Cedar Hills Landfill, if such insurance is available under commercially reasonable terms and conditions. Said insurance shall cover both the county, and the cities;
 - The county will establish and maintain a reserve fund from disposal rates to cover both the city and the county for liability not covered by insurance. The county shall consult with the

Metropolitan Solid Waste Management Advisory Committee (MSWMAC) as to the amount of the reserve fund;

- o In the event that liability for cleanup exceeds the funds available through the insurance and reserve fund, disposal rates should be used to cover both county and city liability to the fullest extent legal and feasible. **(August 15, 2012)**

Solid Waste Mitigation

SCA recognizes that Solid Waste Disposal is a regional issue and that cities that host facilities are impacted. SCA supports the Solid Waste Division mitigating the long term impacts of Transfer Stations and other regional facilities on host cities and recognizes that the maintenance of infrastructure and other impact mitigation are a cost of operating the Solid Waste System. King County Solid Waste should work with host and adjacent cities to identify impacts and to determine how to address these impacts. **(October 31, 2012)**

2006 Solid Waste Transfer & Waste Management Plan Updates

SCA requests that the Metropolitan Solid Waste Advisory Committee (MSWAC) and the King County Solid Waste Division review and recommend any appropriate updates to the 2006 Solid Waste Transfer and Waste Management Plan. **(April 17, 2013)**

Solid Waste – Energy Waste Technology

Sound Cities Association supports the Solid Waste Division conducting a full review of options for waste disposal, including waste-to-energy, as part of the upcoming Sustainable Solid Waste System Study and through the Comprehensive Solid Waste Management Plan process. **(July 17, 2013)**

11. Issues related to transportation: transit

Parking Fees at Park and Ride Lots

SCA supports the continuation of offering park and ride lots at no cost to users. **(May 17, 2006)**

Transit Now

SCA supports the proposal to increase the sales and use tax by 0.1 percent to make the needed enhancements to Metro Transit/s capital and maintenance programs and operations that will allow expansion of Metro bus service throughout King County. **(October 13, 2006)**

Tax Neutral Shift of Excess Property Tax

SCA supports the King County Executive’s proposal for a tax neutral shift of excess property tax revenues from AFIS and the Ferry District to reduce the anticipated Metro budget shortfall and to fund six RapidRide routes and the new ST 520 “urban partnership” service, subject to compliance restrictions on the revenues. **(October 15, 2009)**

King County Legislative Proposal regarding Statutory Authority to levy MVET

Suburban Cities Association opposes King County’s legislative proposal to gain statutory authority to levy a Motor Vehicle Excise Tax to fund transit services in part to help mitigate impacts of the replacement of the Alaskan Way Viaduct, as well as to fund Transit Now projects beyond 2009 and additional new service as funds permit. If King County gains this statutory authority, SCA supports a voter-approved approach to levy the MVET with the distribution of new service hours based on the 40/40/20 subarea allocation formula. **(March 16, 2009)**

Shortfall funding for Metro Transit

SCA supports a fifty cent fare increase to help close a serious shortfall in Metro Transit’s current 2008-2009 biennial budget. **(November 12, 2008)**

Budget Shortfall for Transit Services

To address the potential budget shortfall for Transit services, SCA supports fare increases before reductions in services are implemented. **(September 5, 2009)**

- To address the potential budget shortfall for Transit services, SCA supports fare increases before reductions in services are implemented. SCA supports an increase in Transit's target for fare box recovery to a minimum of 30 percent of operating expense (OE) from operating revenues (OR) for bus services. Vanpool and other general public passenger services will have their own operating revenue to operating expense ratio. The OR/OE is one of many factors to be considered in evaluating fare proposals. Achieving a specified OR/OE by itself is neither a sufficient reason for a fare increase nor for any particular level of increase.
- The Transit Program consists of three subfunds: Transit Operating, Revenue Fleet Replacement, and Transit Capital. SCA **supports** Transit's development of a plan for reducing the size of the Revenue Fleet Replacement Fund balance before cutting service hours. The Revenue Fleet Replacement Sub-Fund shall maintain a balance sufficient to fund replacement of the vehicle fleet; reserves in excess of cash flow requirements may be invested at inter-fund borrowing rates in Council approved transit capital projects. Investment earnings attributable to reserves in each of these subfunds will be credited to that subfund. **(September 10, 2009)**

40-40-20 Service Hours for Metro

SCA supports preservation of the current 40-40-20 service allocation for new Metro hours. **(May 21, 2008)**

Reaffirmation of service investment distribution

SCA supports the Six Year Transit Development Plan Strategy IM-3: Any system wide reduction in service investment shall be distributed among the subareas in proportion to each subarea's share of the total service investment. **(April 15, 2009)**

Guiding Principles for Reducing Metro Transit Service Hours

- Any reduction in service should strive to maintain at least a minimum level of transit service, providing transit access to all geographic areas of the county.
- Any reduction in service should strive to preserve the voter-approved Transit Now programs to the fullest extent possible within the collection of Transit Now revenues.
- Any reduction in service should strive to provide better coordination to avoid duplication in service between Sound Transit and Metro where feasible.
- Any system wide reductions in service shall be in proportion to each subarea's share of the total service investment, at each major service change.
- Any reduction in service should tailor the type of service and service levels to the needs of each sub-area
- Any reduction in service must be implemented within each subarea in communication and consultation with appropriate King County Subarea Boards. **(June 17, 2009)**

Transit Service Restoration

SCA supports the following policy for transit service restoration:

- a. SCA supports no change to the existing 40/40/20 new service allocation policy at this time.
- b. The 2010 work program for the King County Regional Transit Committee shall focus on restoration of transit service cuts, if any. **(October 15, 2009)**

Regional Transit Task Force (RTTF) Guiding Principles

SCA recommends the following guiding principles for Regional Transit Task Force.

SCA Guiding Principles for King County Transit Services

The primary objective of the King County Regional Transit Task Force is to recommend to the King County Executive and County Council a policy framework that reflects the prioritization of key system design factors and to make recommendations about transit system design and function. These frameworks will be derived from an exploration of the transit system and its integration with the region's public transportation and overall transportation system.

The following proposed draft guiding principles are organized in accordance with the policy framework and transit system design factors called out in the Regional Task Force Scope of Work.

Concurrence with, or Proposed Changes to, the Vision and Mission of King County Metro

SCA concurs with the current Metro mission statement to: "Provide the best possible public transit services that get people on the bus and improve regional mobility and quality of life in King County."

Criteria for Systematically Growing the Transit System to Achieve the Vision

Social Equity and Environmental Justice

Metro should provide services and facilities that benefit all socioeconomic groups. Metro should take measures to ensure that the environmental impacts of its services and facilities do not disproportionately negatively impact any socioeconomic group.

In particular, Metro should provide access to transit services to transit-dependent populations, such as low-income households, the elderly, disabled, and other households without personal automobiles.

Geographic Equity

Metro should strive for an equitable distribution of transit service throughout the county, with consideration for locations of actual population and employment growth, planned population and employment growth, transit-supportive land uses, and locations of revenue generation.

Metro should strive to balance county-wide coverage and access to transit in all communities in King County with providing more intensive services to areas of the county with higher demonstrated transit ridership demand.

In striving for geographic equity, Metro should take into consideration investments from all sources -- including Metro ferries, van pools, street cars, and trolleys, Sound Transit, private transit service, and any other transit services provided within King County.

Land Use

Transit service should serve existing land uses and support countywide growth management objectives.

New transit service should be prioritized to locations where existing uses and recent growth have resulted in demand for transit, particularly suburban locations, that have seen the majority of the county's growth in the past 20 years. Special consideration should be given to areas of the county that lack any transit service or have low levels of service relative to service demand.

Transit service should support the regional growth strategy and adopted countywide growth targets, which call for the majority of new growth to occur in communities with urban centers, including Seattle and many suburban cities, as well as substantial growth in smaller and more outlying communities. Transit service should support local plans that call for a mix and density of residential and commercial uses that promote transit ridership.

Financial Sustainability

Current sources of transit funding are insufficient and unreliable. Additional funding and funding tools that would provide predictable, sustainable revenues for transit will be needed.

Additional local funding options should be evaluated for areas desiring additional service levels.

Metro should develop a system to monitor its financial stability on an ongoing basis and publish data on operating revenues and capital and operating costs in a timely manner.

Economic Development

Recognizing that convenient access to transit can spur economic development, transit facilities should be located in areas where local land use plans and zoning support economic development. Growth in the transit system should occur concurrently with employment growth to facilitate commuter access to key employment and service centers

Productivity and Efficiency

See guiding principles for productivity and efficiency under **Strategies for Increasing the Efficiency of King County Metro** below.

State and Federal Legislative Agenda Issues to Achieve the Vision

Additional funding and funding tools that would provide sustainable revenues for transit will be needed.

Strategies for Increasing the Efficiency of King County Metro

To minimize the potential for reductions in transit service, Metro should continue to take measures to increase its efficiency and reduce operating costs. These include the measures recommended in the 2009 Transit Performance Audit, as well as any measures recommended in the 2010 audit of Metro's bus procurement program.

Metro should coordinate services with Sound Transit and other providers to reduce duplication of services.

Metro should strive to maximize ridership while at the same time recognizing that growth in ridership is a gradual process that requires safe, frequent, and reliable service and time to develop, particularly in newly urbanizing locations of the county.

Criteria for Systematically Reducing the Transit System should Revenues not be Available to Sustain It

Reductions in the transit system should not be considered until Metro has implemented all feasible measures to increase its productivity and efficiency (see above).

Any system-wide reduction in transit service due to insufficient operating revenues shall strive to maintain a minimum level of transit service, transit security, and customer service in all geographic areas of the county, and to preserve the voter-approved Transit Now programs within the collection of Transit Now revenues.

Reductions must be in proportion to each subarea's share of the total service investment, at each major service change, tailored to the needs of each sub-area, including the need to serve transit-dependent populations and implemented within each subarea in communication and consultation with appropriate King County Subarea Boards. **(May 12, 2010)**

SCA supports following principles in response to the recommendations of King County's 2010 Regional Transit Task Force:

(In advance of the recommendations of the Regional Transit Task Force, the SCA Caucus to the Regional Transit Committee is recommending the following principles to guide SCA's response to those recommendations, especially with respect to actions by the County Executive and County Council to implement those recommendations. After the work of the task force is completed in October, and as implementation options are being considered by the Regional Transit Committee and County Council, the position may be amended to address more directly specific proposals to reduce, grow, and/or restore service hours.)

With regard to any reductions to, restoration of, or long-term growth in transit service in the Metro system, the balanced objectives of productivity, geographic equity and social equity should be priorities. A productive transit system enhances efficiency and helps to ensure long-term financial sustainability, supports regional growth plans, and provides public transportation access needed to support economic development activities. Geographic equity among major subareas of the Metro service area means addressing 1) the provision of productive service in all subareas, while still providing some form of service coverage to all communities currently served by transit, 2) fairness in the provision of robust transit service to areas that produce revenues to sustain the system, and 3) meeting the mobility needs of workers and employers within communities that have experienced the greatest demand for transit services. Social equity means continuing to provide accessible service to those with limited transportation options.

As a first step toward financial sustainability, King County Metro must take further measures to increase its operating efficiencies. These include implementing the measures recommended in the 2009 Transit Performance Audit, as well as any measures recommended in the 2010 audit of Metro's bus procurement program. Metro must strive to reduce the growth of operating costs, including overhead costs and the full spectrum of management and labor costs.

If, after addressing efficiencies, reductions to transit service are still deemed necessary, the reductions, along with subsequent service restoration, should be made based on performance measures and use of clear, transparent and fair service guidelines that describe the level of service appropriate to meet the policy priorities (productivity, geographic equity and social equity) for the transit system as a whole and to optimize the mix of service types appropriate to each subarea.

Long-term system growth should meet the needs of actual and planned growth in a manner that achieves balanced allocation of services among all locations – urban, suburban, and rural cities – based on the balanced objectives of productivity, geographic equity, and social equity. **(October 14, 2010)**

King County Transit Metro Strategic Plan

SCA supports the King County Metro Transit Strategic Plan for Public Transportation 2011-2021 subject to the following conditions:

- a. That robust policies and strategies that achieve administrative, overhead, and other system-wide efficiencies and cost are included in the Strategic Plan update, and that the plan require that Metro periodically report on actions taken and outcomes related to efficiency, especially prior to considering any significant service changes.
- b. That the plan represents balanced prioritization of productivity, geographic value, and social equity in the guidelines for providing transit service fairly throughout the county. Factors for the reduction of services related to productivity, geographic value, and social equity shall be clearly stated in the strategic plan. Factors for the addition of services related to productivity, geographic value, and social equity shall be clearly stated in the strategic plan.
- c. That the plan includes performance measures and service guidelines that reflect the land use, growth, and travel patterns that characterize suburban and rural areas of King County, rapid growth and changing demographics of suburban and rural communities as evidenced in the most recent Census data, and system design elements that effectively link suburban and rural city residents to bus transit, such as park-n-ride facilities.
- d. That measures that will ensure geographic balance in the distribution of transit service are included in the Strategic Plan update. Specifically, at a minimum, SCA supports several current proposed plan elements, including:
 - o Prioritizing service to urban and activity centers that are located in communities throughout urban King County
 - o Tailoring productivity measures to different categories of routes, such as frequent all-day service vs. peak service and corridors serving central Seattle and University of Washington locations vs. corridors for travel exclusively between suburban locations

- e. That adoption of the plan includes a requirement to develop and market expanded “alternative” transit services in areas with relatively low productivity that may face significant cuts under the proposed guidelines.
- f. That adoption of the plan includes a requirement that Metro will initiate a collaborative process to identify concerns about the service guidelines as they pertain to additions to the system with a report and recommendations transmitted to the RTC along and with timely opportunity to consider and recommend amendments to the plan and guidelines as needed, preferably prior to seeking council or public approval for long-term funding for transit in the county.
- g. That the plan includes social equity guidelines that focus on transit dependent populations, specifically low-income people, seniors, students, and disabled individuals without access to automobiles or otherwise dependent on bus transportation to meet daily needs.
- h. That the plan includes explicit feedback procedures and opportunities to evaluate within a stated period of time whether service guidelines are performing as intended and, if needed, amend the service guidelines based on performance over time.
- i. That Metro provides to policy makers sufficient information on scenarios for system cuts, system growth, and system restructures for the purposes of understanding, prior to plan adoption, the potential impacts of the proposed service guidelines on transit service levels to communities and subareas of King County.
(June 9, 2011)

King County Metro Long Range Planning

The Sound Cities Association supports the development of a King County Metro Long Range Plan that incorporates transit service needs identified in city comprehensive plans. **(May 29, 2011)**

Shoreline Light Rail Station – Preferred Location

The Sound Cities Association urges the Sound Transit Board to support the City of Shoreline’s preferred alternative for Lynwood Link Extension light rail station locations at NE 145th Street and NE 185th Street. NE 145th Street provides better connections throughout the region, is more closely aligned with Shoreline’s long term planning goals, and would prevent negative traffic impacts on Shoreline residents. **(September 18, 2013)**

Guiding Principles to Inform King County Metro Cuts

SCA supports the following guiding principles to inform Metro’s Transit Service Cut Proposal:

1. Public Process Highlighted by Public Education and Engagement:
 - a. Clear and transparent process.
 - b. Public engagement, including major transit stakeholders, that seeks input on specific impacts resulting from Metro’s proposed service cuts and ideas to lessen these impacts, while still reducing service hours in these areas and routes.
 - c. Robust public communications, including but not limited to: (1) Explanation of Metro’s current financial situation including the latest revenue estimate, revenue shortfall, and the number of service hour cuts that would be required to balance updated costs and revenue, in a way that is clearly understandable to stakeholders, including the average commuter; (2) explaining the need for service cuts and the methodology used to develop service cuts so that the public can understand why specific cuts are being proposed, (3) reporting on public engagement, including the effect of public input on proposed service cuts and (4) the effective use of technology to inform and involve the public on the service reduction process and proposed service changes and cuts.
 - d. Timing that makes sense given the speed of the decision-making process.
2. Service Cut Proposal and Sequencing/Phasing of Service Cuts:
 - a. Implement the Service Guidelines to the fullest extent practicable.

- b. Transmit one service cut package to the King County Council for the for the full amount of service cuts that are necessary, recognizing that service cuts may be implemented in 2014 and 2015 (during service changes in September 2014 and February, June and September 2015). The County's development, review and adoption of one service cut package will promote public awareness of the magnitude of upcoming service cuts.
- c. Service Cuts should be done in a manner that is directly tied to changing revenue conditions. The amount of service hours cut should only be the amount necessary to balance revenues and costs.
- d. Ensure that service cuts throughout the county are done in a fair manner and clearly demonstrate geographic and social equity throughout the entire county. Considerations of geographic equity are of particular importance to cities and we request that Metro provide data on the distribution of transit service hours and proposed service hour cuts by sub-area.
- e. Make service changes by restructuring service within and across jurisdictions, not solely by cutting existing routes. Service changes across large geographies or that cross multiple jurisdictions should provide for an interconnected transit network.
- f. Consider partnerships with regional organizations, tribes, local jurisdictions, and the private sector that are willing to fully or partially fund transit service to lessen the impacts of cuts, including alternatives to traditional service. **(December 18, 2013)**

12. Issues related to transportation: roads

Transportation Funding

- a. SCA will continue to support the needs of all suburban cities for funding for local, arterial and regional transportation.
- b. SCA will support transportation funding, especially local option revenues for major arterial projects
- c. SCA will support local transportation funding options such as a gas tax, MVET, weight fees, and a regional transportation funding structure that is fair and equitable.
- d. SCA will support additional local funding options for transportation. Examples include a local sales tax, gas tax and more liberal TIF (traffic impact fee) calculations.
- e. SCA will support funding to complete urban corridors. **(July 28, 2005)**

Projects Connecting Urban Centers

- SCA supports more explicit policy language in the PSRC Federal Funds Regional Competition that gives equal treatment to projects that connect two urban centers and to projects that connect to only one center. This acknowledges that getting to an urban center is just as critical as connecting two urban centers.
- SCA supports adding new criteria for non-motorized projects such as trail projects where priority will be given to projects connecting regional trail routes or connecting to regional trail routes, and for sidewalk projects, where priority will be given to pedestrian routes providing access to school bus stops, schools and parks. **(May 21, 2008)**

Initiative 985 (regarding traffic congestion)

SCA opposes Initiative 985. **(September 17, 2008)**

PSRC Preliminary Preferred Alternative to the Transportation 2040 Update

That SCA support PSRC's Preliminary Preferred Alternative to the Transportation 2040 Update. **(November 5, 2009)**

Regarding Transportation 2040

SCA supports the following guiding principles in updating Transportation 2040:

- SCA supports efforts in the update of Transportation 2040 to reduce congestion on facilities for all types of freight and personal travel.
- SCA supports efforts in the update of Transportation 2040 to reduce greenhouse gas emissions and other pollutants by emphasizing conservation, new technologies and the linking of land use and transportation policies more tightly.
- SCA supports efforts in the update of Transportation 2040 to support the development of sustainable transportation funding.
- SCA supports efforts in the update of Transportation 2040 to consolidate all transit agencies in the PSRC region into one regional transit agency. **(September 10, 2009)**

Transportation 2040 Plan

SCA supports the Draft Transportation 2040 plan with the following recommendations:

- SCA recommends that adaptive management be incorporated into the plan in its entirety including as adaptive management relates to climate change.
- SCA recommends a detailed process for moving the Unprogrammed investments and policies to the Constrained portion of the plan.
- SCA recommends there should be a methodology which encourages incorporating new concepts and technology into the plan.
- SCA recommends that because of the \$65 Billion funding gap (between current law revenue and the constrained plan), all funding options should be given serious consideration
- SCA recommends that any plan must be a hybrid that supports transit options and highway and arterial capacity improvement to serve urban fringe communities. **(March 10, 2010)**

Transportation 2040 (T2040) Prioritization

SCA supports Transportation 2040 (T2040) Prioritization in accordance with the following guiding principles. T2040 Prioritization should include:

- Separate investment categories that prioritize like investments against like investments (i.e. bicycle/pedestrian/complete streets is its own category);
- Overarching measures that are used within each category to assess a project's likelihood of furthering a desired outcome (i.e. jobs – this measure considers the extent to which projects support businesses and job creation);
- Addressing maintenance, preservation and operations beginning with an inventory of the existing conditions of the Regional Transportation Network;
- That the Prioritization process not move forward, to the General Assembly, until there is agreement on the criteria to prioritize projects;
- Any crosscheck with regional growth trends must use updated population and employment forecasts rather than aspirational targets used in 2040 work plans. **(November 2, 2011)**

Regional Tolling

SCA supports mitigation from the State of Washington to address impacts from the current regional tolling of SR 520, as well as the potential regional tolling of I-90 and other future regional tolling. **(April 17, 2013)**

Comprehensive Approach to Regional Tolling

The Sound Cities Association supports a more comprehensive approach to regional tolling implementation, through the formation of a special task force convened by the Puget Sound Regional Council that would advance the review of a system-wide approach to tolling our region's major highway facilities as an alternative to the current path of implementing tolling on a corridor by corridor basis. This comprehensive review should include consideration of the following components:

- Ability to demonstrate the value to toll payers and the region at large;
- Equity for toll payers across the region and a fair distribution of costs and benefits;
- Analysis of the direct and external costs and benefits of relatively recent tolling on Tacoma Narrows Bridge, SR 520 and SR 167, and future facilities, including an assessment of overall system performance

across modes, greenhouse gas emissions, vehicle miles travelled, traffic diversion and potential mitigation measures, and experiences of the travelling public;

- Review the impact of tolling by income quintile, based on household car ownership and use;
- Review of the technology available to achieve a regional solution, the implementation challenges, and a proposed phasing plan with greater definition than that provided in the region's Transportation 2040 Plan;
- A robust discussion of the uses of both near and long-term revenues for transit to maximize the efficiency and equity of the tolled corridors and the system as a whole;
- Timing and staging of tolling implementation in tandem with the availability of choices, such as transit, that provide alternatives to paying tolls to address inequitable impacts as well as system operations; and
- Review and comparison of alternative finance options including Road Usage Charges (VMT).

(May 29, 2013)

Balancing the T2040 Financial Strategy

In order to balance the PSRC T2040 financial strategy, SCA supports adopting a hybrid approach rather than basing decisions solely on the PSRC prioritization scorecard. While this scorecard is a valuable source of information, it was not designed for or intended to be used as the sole tool for evaluating projects. **(December 18, 2013)**

13. Miscellaneous issues

Composition of PSRC Executive Board

SCA amends its position on the composition of the PSRC Executive Board to support on record the recommendation from the PSRC Operations Committee that cities with 3% of King County's population or 5% in any other county shall be entitled to a seat on the Executive Board as long as the number of individuals representing the category of "other cities and towns" remains the same. **(September 27, 2006)**

Additional Seats on PSRC Transportation Policy Board and Growth Management Policy Board

SCA will pursue additional seats for other cities and towns in King County on both the PSRC Transportation Policy Board as well as the Growth Management Policy Board. **(April 16, 2008)**

Initiative 1033 (Places limits on revenue collection by jurisdictions through property tax)

SCA opposes Initiative-1033. **(September 10, 2009)**

King County Flood Control District's Budget Reallocation for 2010

SCA supports the King County Flood Control District's proposed 2010 Budget Reallocation with concern that the reallocation will cause the fund balance at the end of the 6-year window to be reduced to \$1M and will no longer meet the \$2.5M Emergency Reserve Target for 2015. **(April 21, 2010)**

King County Flood Control District Exempt from \$5.90 Levy Rate Cap

SCA should seek legislative changes that would make Flood Control Districts exempt from the \$5.90 levy rate cap. **(September 13, 2010)**

Housing and Community Development Program Risk Analysis

SCA supports that the Housing and Community Development Program analyze capital project pre-applications for any site specific risks that are identifiable prior to a phase one environmental review. Pre-applications may require to provide evidence that the project can secure appropriate insurance at the level required by King County Risk Management. The cost of insurance will be reviewed as part of the feasibility analysis for projects. If evidence of ability to secure insurance cannot be provided, the project will not be invited to submit a full application. **(September 13, 2010)**

Local Hazardous Waste Management Plan 2012 Rate Increase

SCA supports the proposed Local Hazardous Waste Management Plan 2012 Rate Increase Proposal. The total increase from the 2006 rates to the proposed 2012 rates is 35% overall or 4.4% annualized from 2006 through the end of the rate period of 2014. **(December 15, 2010)**

King County Emergency Management Ordinance

SCA supports the amendments to the King County Emergency Management Ordinance to clarify that:

- The mission of the Department of Emergency Management is to serve as the coordinating entity for cities, county governmental departments and the private sector and coordinate with other appropriate agencies during incidents and events of regional significance; and
- The Department foster cooperative planning at all levels to enable a uniform and rational approach to the coordination of multi-agency and multi-jurisdictional actions for all regional mitigation, preparedness, response, and recovery efforts. **(December 15, 2010)**

Veterans and Human Services Levy

SCA supports the renewal of the King County Veterans and Human Services Levy in 2011 at the current level of five cents per \$1,000 of assessed value and with the continued 50-50% split between funding for services targeted specifically for veterans and their families and services for other King County residents.

(February 14, 2011)

Public Records Legislation

SCA supports legislation that addresses some of the problems that come with burgeoning public records requests. **(February 14, 2011)**

Public Records Act

SCA is committed to open and transparent government and to upholding the intent of the Public Records Act. SCA supports the legislative efforts of the Association of Washington Cities (AWC) and others to help relieve the onerous cost burdens associated with Public Records Requests that are harassing, frivolous, or overly burdensome. **(February 20, 2013)**

Level/Stable Pension Contribution Rates

SCA supports level/stable pension contribution rates that do not fluctuate with economic “boom/bust” cycles, taking into account unfunded actuarial accrued liability. **(March 24, 2011)**

King County Flood Control District – Seattle Seawall

SCA supports partial funding, up to the additional \$24.5 million requested, for the Seattle seawall replacement project from funds available through the King County Flood Control District as part of its 2011-2016 Capital Improvement Program. Support for such expenditure is contingent on 1) not creating a precedent that establishes FCD support for coastal zone projects as a general policy, and 2) not jeopardizing other significant flood control projects funded through the CIP. **(June 9, 2011)**

South Central Action Area Caucus Group (SCAACG) – Guiding Principles

SCA supports the following guidelines to be used in reviewing the Action Area Briefs:

- The SCAACG may encourage or recommend local government to make certain regulatory or policy additions, revisions, and updates to support Puget Sound recovery efforts; however, the SCAAC should not put into place plans or policies that require local governments to adopt more stringent regulations/plans/policies than currently exist.
- The SCAACG may collect existing information/data/studies from local governments. Governments will make available existing information/data/studies in a timely manner, as resources are available.

- The SCAACG may encourage local governments to prioritize actions consistent with the Action Agenda and SCAAC priorities. Local governments should consider such prioritization requests if they are consistent with local policies, regulations, and work plans.
- The SCAACG may encourage local governments to work collaboratively with other organizations on achieving Action Area goals.
- The SCAACG may lead a communication effort among members in an effort to meet Action Agenda priorities in a more consistent manner. Local governments should consider participation, as resources are available. **(July 20, 2011)**

Service Improvement Plan of the Veterans Services Levy

SCA supports continuity of services pursuant to adoption of the Service Improvement Plan (SIP) to guide the goals and investments of the Veterans and Human Services Levy for the next six years. **(November 2, 2011)**

WAC 118-09-040 – Emergency Management Performance Grant (EMPG)

SCA opposes a Rule Change to WAC 118-09-040 without additional stakeholder review and input, including but not limited to, an open and transparent process for stakeholder input (including an opportunity for input from the elected officials representing affected jurisdictions), and a thorough review of the impact of such a Rule Change on the emergency management capabilities of the cities in the Puget Sound region. **(May 16, 2012)**

Automated Fingerprint Information System (AFIS)

AFIS is a regional program that provides enhanced fingerprint technology and services to all law enforcement agencies in King County. It is levy-funded, and requires periodic voter approval to continue funding. Without sustained funding, the responsibility for funding criminal identification would revert to each local city's police department, placing an additional fiscal burden on cities. The current levy expires at the end of 2012. The AFIS Advisory Committee has recommended that a levy rate of \$0.0592 per \$1,000/assessed valuation (AV), which would continue program funding for the next six years, 2013-2018.

The AFIS Program promotes efficiency and effectiveness in law enforcement through regional sharing of services. It has proven itself to be an invaluable tool for information sharing and criminal identification. SCA supports continued regional funding of the AFIS program, and urges the King County Council to place the renewal of the Automated Fingerprint Identification System (AFIS) property tax levy on the ballot for approval at the General Election on November 6, 2012. **(July 18, 2012)**

Watershed Investment Authorities

SCA supports the formation of a stakeholder group by the Washington State Legislature, as the means to reach consensus on bill language regarding watershed investment authorities, to be introduced in the 2014 legislative session. **(February 20, 2013)**

Marketplace Fairness Act

The Sound Cities Association supports the Marketplace Fairness Act. **(May 29, 2013)**



January 8, 2014
SCA PIC Meeting

Item 11:
Future Training Opportunities for SCA Members

Discussion Item

Staff Contact

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

Discussion Item:

SCA staff would welcome feedback on what training and educational opportunities would be of value to the SCA membership.

Background

SCA was founded in the 1970s to help cities act locally and partner regionally to create vital, livable communities through advocacy, education, leadership, mutual support and networking.

Prior to the PIC meeting each month, SCA hosts a workshop or training. Sometimes these sessions are devoted to taking an in-depth look at a policy issues facing member cities. Other sessions are devoted to education and/or training for SCA member cities.

In 2013 SCA hosted trainings on topics including: managing conflict through parliamentary procedure (featuring Ann MacFarlane of Jurassic Parliament); handling social media under the Public Records Act and Open Public Meetings Act (featuring Attorney Kristin Eick of Ogden, Murphy, Wallace, PLLC); and a new approach to managing public records requests in a member city (featuring Kirkland City Attorney Robin Jenkinson and Toby Nixon, Kirkland Councilmember and Coalition for Open Government Board Member).

One of the benefits of SCA membership is the opportunity to attend these workshops, trainings, and educational sessions free of charge.

In 2014, SCA will be conducting a workshop for newly officials on January 15, 2014, followed by an orientation for 2014 board and committee members. We have scheduled a training on parliamentary procedure with Ann Macfarlane of Jurassic Parliament for the February 12, 2014 pre-PIC meeting, and also have tentatively scheduled a training with Ogden, Murphy, Wallace, PLLC for March. The law firm of Foster Pepper, PLLC has also expressed interest in conducting a free of charge training for SCA members.

This agenda item is an opportunity for PIC members to let staff know what types of education and training opportunities would be of most value to the membership in 2014. This is also a topic that will be taken up by the SCA Events Committee.