



## SCA Public Issues Committee

### MINUTES

July 13, 2016 – 7:00 PM

Renton City Hall

1055 S Grady Way, Renton WA 98057

#### 1. Welcome and Roll Call

PIC Chair Councilmember Marlla Mhoon, Covington, called the meeting to order at 7:00 PM. 26 cities had representation ([Attachment A](#)). Guests present included: Pam Fernald, SeaTac Council; Bill Peloza, Auburn Council; Carol Simpson, Newcastle Council; Lyman Howard, City of Sammamish; Stacey Jehlik, City of Seattle; Diane Carlson, King County Executive's Office staff; Michael Huddleston, King County Council staff; Will Knedlik.

#### 2. Public Comment

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

Will Knedlik, representing the Eastside Transportation Association, stated there are two online calculators available for individuals to determine how much tax per year a household would pay for the ST3 System Plan if it passes in November 2016. Knedlik encouraged members to use the calculator and assess the financial details of the ST3 System Plan to better understand the tax burden for residents. Two handouts were distributed to the PIC ([Attachments B and C](#)), including an explanation of one calculator.

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

#### 3. Approval of the June 8, 2016 Minutes

Chair Mhoon reported that one correction to the June 8, 2016 PIC minutes was submitted by Tukwila for Agenda Item 10, Future Levies and Ballot Measures in King County. The correction reads:

*The City of Tukwila has a proposed Public Safety Plan that may include a voter approved bond. Staff is currently undertaking a public outreach effort around the proposed plan to solicit feedback from the community. The Council will make a final decision on the Plan, including any potential ballot measure, by their August 1 Council meeting.*

Chair Mhoon asked for any objection; seeing none she asked for a motion to approve the amended minutes.

Mayor Don Gerend, Sammamish, moved, seconded by Mayor Nancy Backus, Auburn, to approve the June 8, 2016 PIC minutes as amended.

There was no discussion. The motion passed unanimously.

#### **4. Chair's Report**

Chair Mhoon stated that tonight's pre-PIC workshop was well attended and that the presentation from Puget Sound Regional Council (PSRC) was regarding the PSRC Transportation 2040 Update focused on Travel Trends.

Chair Mhoon reported that the SCA leadership met with King County Executive Dow Constantine and discussed the following topics: regional growth; ST3; roads and bridges funding; Metro reserve fund and financial policies; Best Starts for Kids (BSK) levy; legislative agenda, focused on homelessness and affordable housing; and King County biennial budget. Chair Mhoon reported that Executive Constantine thanked SCA for its contribution to BSK, and complimented the work of the SCA BSK Roundtable. Another topic of discussion was the Land Conservation Advisory Group, on which Redmond Council President Hank Margeson will serve on behalf of SCA.

Chair Mhoon reported that after polling the leadership of the SCA Board and PIC, it has been suggested that the August 10, 2016 meeting of the PIC be cancelled. There was no opposition; therefore, the August meeting will be canceled and the next meeting of the PIC will be on September 14, 2016.

#### **5. Executive Director's Report**

Deanna Dawson, SCA Executive Director, sought feedback from PIC members about a proposal for settlement of the lawsuit brought against the King Conservation District (KCD). Dawson gave background on the lawsuit, which was resolved via settlement in the amount of \$1.4 million. The KCD and representatives of the plaintiffs, including the Citizens Alliance for Property Rights, are considering an alternate settlement which would fund projects rather than simply rebating the funds back to property owners, given the extremely small amount to which each property owner would be entitled were the funds distributed in this fashion. The projects under consideration would include Agricultural Drainage Assistance (\$500,000), Discovery Farms Demonstration Project (\$200,000), Small Lot Forest Management and Fire Protection (\$500,000), and King County Agricultural Strategic Plan (\$200,000) ([Attachment D](#)). Dawson noted that attorney Steve DiJulio of Foster Pepper, the KCD, and King County were seeking SCA's feedback before proceeding with the alternative settlement.

Councilmember Bill Boyce, Kent, asked how these projects were chosen. Dawson responded that they were developed in consultation with the KCD and the plaintiffs in the class action lawsuit. Mayor Bernie Talmas, Woodinville, commented that projects that would benefit the community, not just assist with planning and administration, would be beneficial. Councilmember Bob Jeans of Snoqualmie requested more information on the projects, and wondered whether these were the most beneficial uses of funds. Dawson reiterated that these projects had been selected in consultation with the plaintiffs to the suit. While there may be opportunity to urge the KCD and/or County to not enter into an alternate settlement and to rebate the settlement fund to property owners, modification of the proposed programs was likely not an option. Councilmember Kate Kruller, Tukwila appreciated the communication and transparency from the KCD in seeking feedback from SCA. She noted that the KCD was in the

process of hiring a new director, and asked that SCA members be updated on this process. She also asked about how there will be assurances of accountability and communication in the future regarding the proposed new programs. Dawson agreed to pass this feedback on. Councilmember Lydia Assefa-Dawson asked whether all these projects would be funded through the proposed alternate settlement, and if not, how a project would be chosen. Dawson responded that the proposal was to fund all of the projects. Mayor John Stokes, Bellevue, Chair of the KCD Advisory Committee, commented that these proposed projects fit in with the work of the KCD, noting that while these programs would primarily benefit rural areas, many of the other new projects underway at the KCD benefit urban and suburban areas. He supported the proposal. Councilmember Toby Nixon supported the proposal, noting that were a rebate made, property owners would likely not even notice given the small amount that would be given to each property owner. He supported funding these projects instead from a good government standpoint. Dawson agreed to share this feedback with the KCD, and members of the KCD Advisory Board, who will be meeting and discussing this topic on July 20, 2016.

Dawson updated PIC members on proposals pending before the King County Council to amend marijuana regulations. Currently retail marijuana operations are allowed in unincorporated King County only in commercial zones. Executive Constantine had proposed legislation that would add a 1,000 foot buffer between retail stores to avoid clustering in areas like Skyway and White Center. An amendment has been proposed by Councilmember Dembowski that would allow retail establishments in Urban Reserves and Neighborhood Business zones, which would allow retail establishments to be spread into additional areas in the county rather than being clustered in a few areas. A map of the Urban Reserve areas is attached as [Attachment E](#). Councilmembers Dunn and Lambert have expressed concerns about this amendment, and have sought feedback from SCA. The City of Enumclaw has expressed concerns about the proposal, as it would allow retail marijuana establishments in their Potential Annexation Area (PAA), while the city has a ban on retail establishments ([Attachment F](#)). The County Council is scheduled to take action on the matter on July 25, 2016. The City of Enumclaw has asked for the process to be slowed down.

Councilmember Ed Prince, Renton, stated that the City has received many emails expressing concerns about the current clustering of retail establishments, noting that although Skyway is outside the city boundaries of Renton, the city does hear concerns from residents. Mayor Ken Hearing, North Bend, noted that this was part of a broader concern about the County allowing uses in PAAs that are not consistent with uses inside cities. Dawson asked if the North Bend Council has discussed potential impact of this amendment on North Bend. Hearing responded that they have not had time to do so yet. Councilmember Erin Weaver, Maple Valley, noted that this had been discussed at their city, and that she would provide Dawson with additional information after the meeting. *(Note – Maple Valley staff have noted that, “Upon further review, the areas affected by the proposed change do not appear to greatly affect Maple Valley as the only areas zoned ‘Urban Reserve’ which may allow a marijuana operation are in the area of ‘Rainier Ridge’ to our south which is slated for annexation into our City this year.)* In response to a question from Dawson, Weaver indicated that Maple Valley has not banned retail marijuana establishments. Councilmember Kate Kruller, Tukwila, related challenges the city of Tukwila had regarding siting of marijuana establishments within the city due to zoning. She asked what was driving the proposed changes. Dawson indicated that the Executive’s proposal

to have a buffer between retail establishments was to prevent clustering. The proposed amendment from Councilmember Dembowski was to allow for retail marijuana establishments in additional areas, as they are currently only allowed in a small portion of unincorporated county. Mayor Chris Roberts, Shoreline, asked how many retail licenses had been given in King County, and how many additional would be allocated. Diane Carlson, King County Executive's Office, noted that there were currently 11, with an additional 11 to be granted for a total of 22. Chair Mhoon asked for clarification if these regulations would be effective only in unincorporated county; Dawson confirmed this was correct. Councilmember Lydia Assefa-Dawson, Federal Way, asked if this would affect Federal Way's PAA. Referring to the map in [Attachment E](#), Dawson noted that it did not appear that the proposed changes would affect the areas in Federal Way's PAA, but suggested that she raise the issue with city staff. Mayor Bernie Talmas, Woodinville, noted that he would like to get more information and discuss with his City Council. He supported a study to evaluate the impacts of the proposal. He noted that while Woodinville does not have a formal ban in place, the city does require all businesses to comply with both state and federal law, which effectively prohibits the granting of a license. Dawson encouraged members to discuss this matter with their representatives on the County Council.

Dawson gave an update on ongoing discussions regarding conditional certification of cities' comprehensive plans at the Puget Sound Regional Council (PSRC), and the broader topic of growth in the region. She noted this could be a potentially divisive issue, and that SCA is looking for ways to develop common ground. SCA is helping to put together a joint meeting of the Growth Management Policy Committee (GMPC) and Growth Management Policy Board (GMPB), so that all members could be fully briefed on the State's Growth Management Act (GMA), PSRC's VISION 2040, the County's role in allocating growth targets, and the interplay between the three. Having this background information will enable members to have a better policy discussion. PSRC is also putting together a work group of staff to review how the comprehensive plan certification has worked, which will in turn also help inform policy discussions at PSRC. Dawson referred members to a letter submitted by the City of Snoqualmie ([Attachment G](#)) challenging the process.

Dawson gave members an update on ongoing discussions with the County about funding of roads and bridges. As a next step, the County will be bringing in an outside consultant to help better identify the funding needs on regional roads in both cities, and the County. SCA will help with the selection process of the consultant.

Dawson updated members about the Veterans and Human Services levy, which will likely go to voters in 2017. There will be a large public process to determine the amount of the levy, and what will be funded. Additions that may be considered include adding funding for seniors and affordable housing. SCA will work with the County on a process to seek feedback from cities. This may take the form of a group similar to the SCA BSK Roundtable, which would enable all cities to provide input into what should be included in the levy. This process will likely take place between August and October of 2016.

Dawson provided additional detail on the Land Conservation Advisory Group. King County has a goal of protecting all of the remaining unprotected high value conservation lands in King County within a generation. They have developed a work plan to support this goal, which was

submitted to the King County Council in March, 2016. The work plan identifies 60,000 acres of unprotected high value conservation lands in the unincorporated area. The work plan also articulates the work ahead including additional analysis on the lands to protect, further analysis of existing and potential new revenue streams to support and achieve the goal, work with cities on priority lands to protect inside cities, and creating opportunities for public engagement and input. Several city officials have been asked to participate including Councilmembers James McNeal of Bothell and De'Sean Quinn of Tukwila. As noted earlier by Chair Mhoon, SCA will be represented by SCA Board member and Redmond Council President Hank Margeson.

Dawson gave a recap of the June 29, 2016 networking event with guest Congresswoman Suzan DelBene, and previewed upcoming events:

- September 7, 2016: County Councilmembers Balducci and Kohl-Welles
- October 5, 2016: Seattle Mayor Ed Murray
- November 30, 2016: Annual Meeting, UW President Ana Mare Cause

Dawson offered her availability to present about the work of SCA at city council meetings. She will be at the SeaTac Council in September.

## **6. King County 2017/2018 Biennial Budget**

Deanna Dawson, SCA Executive Director, updated members on the King County 2017/2018 biennial budget. She noted that SCA's Finance Committee (Mayor Amy Walen, Mayor Will Ibershof, City Administrator Bob Harrison, Mayor Leanne Guier, and Council President Hank Margeson), plus Mayors Don Gerend and Bernie Talmas, have met twice with Dwight Dively of King County to get background on the budgetary challenges faced by the County, and the potential impact on cities. She reviewed a PowerPoint from Dively ([Attachment H](#)).

The financial status of County funds varies substantially by fund. Some funds (like Metro Transit) are in very good shape due to the strong economy. Others (especially public health, E911, and the general fund) face substantial challenges. In the general fund, several potential areas of cuts could have impacts on cities, including:

- Potential elimination of Sheriff's marine and air support units
- Potential closure of the MRJC for booking
- Potential closure of work release
- Potential reductions in Medical Examiner's Office
- Potential reductions in prosecutors and support staff, slowing filings
- Potential reductions in human services, including services for victims in criminal justice agencies

Dawson noted that the budget review committee would be meeting with Dively again prior to the Executive transmitting the budget to the County Council in September, and encouraged cities to provide feedback.

Mayor Don Gerend, Sammamish, discussed the Sheriff's marine and air support units. He had previously been under the impression that cities were billed for services rendered by the units. He learned that cities that contract with the County for police service pay a cost as part of their

contract. But cities with their own police departments and areas outside the county who receive services from these units are not billed when the services are used. He questioned whether cities that contract with the county for police services would need to renegotiate their contracts if the marine and air support services would no longer be provided.

Dawson mentioned that the budget committee had discussed with Dively the possibility of the County going out to voters for a criminal justice sales tax. Such a tax had failed at the ballot in the past. By state law, a voter approved criminal justice sales tax can be between .1-.3%, and would be split 60% to counties and 40% to cities. This may be something that the County considers if they are unsuccessful in their efforts in Olympia to lift the 1% property tax cap. This is a high priority for King County.

Councilmember John Stilin, Redmond, asked if the county took a 1% property tax each year, and asked how much revenue this brings in. Dawson responded that the county does take the 1% increase each year, and agreed to follow up with a response on the amount of revenue this brings in. *(Note – According to Dwight Dively, “The current General Fund property tax revenue is about \$340 million, so the 1% growth is about \$3.4 million.”)*

Councilmember Bill Boyce, Kent, asked how to tell what the true impact of these cuts would be to cities. Dawson suggested that members should confer with staff and their council about how these cuts might affect them, as cuts will affect different cities differently. For example, closing bookings at the justice center in Kent will have a greater impact on cities in the south. Some cities have suggested that they might investigate forming their own police departments rather than contracting with the Sheriff if the marine and air support units were no longer offered.

Councilmember Toby Nixon, Kirkland, asked whether King County had pursued with the legislature obtaining the authority to impose a utility tax in unincorporated King County. He noted that in the past, the county had faced objections from cities when they sought authority to impose a utility tax countywide. Dawson responded that in recent years, King County had asked the legislature for authority to impose a utility tax in only unincorporated King County. Their efforts to date have been unsuccessful, and have been opposed by utilities. She noted that King County had asked if SCA would support their obtaining this authority. Nixon suggested that this should be something SCA could support as it would not harm cities, would help the County, and help prevent negative impacts on cities from budget cuts. Dawson agreed to suggest this to the SCA legislative committee for consideration. Mayor Rich Crispo, Newcastle, noted that Newcastle did not have a utility tax and that in the past, the County had proposed levying a tax on both unincorporated residents and city residents. This was strongly opposed by cities. Dawson agreed, and noted that SCA would oppose any authority for the County to impose utility taxes on city residents.

Chair Mhoon noted that the City of Olympia is considering imposing an income tax. Dawson referred members to a presentation given by Hugh Spitzer at the recent AWC conference on taxation powers that cities have under “Home Rule.” The presentation is available [here](#). She suggested this might be an interesting topic for an upcoming pre-PIC meeting.

## 7. Best Starts for Kids Levy Implementation Plan

Ellie Wilson-Jones, SCA Policy Analyst, reported on the General Implementation Plan for Best Starts for Kids (BSK), a six-year property tax levy approved by voters in November 2016. Levy proceeds are anticipated to reach \$400 million over the course of the levy. From the first year's levy proceeds, funds necessary to pay for levy election costs are set aside, as are the \$19 million to fund a Youth and Family Homelessness Prevention Initiative. An implementation plan for that initiative was previously discussed by the PIC and has been finalized by the King County Council.

Work is now underway on a General Implementation Plan identifying strategies to be funded under the levy's other mandated investment areas: 50 percent of the remaining levy proceeds for children and youth under five; 35 percent for children and youth ages five through 24; 10 percent for continuing the "Communities of Opportunity" partnership; and 5 percent for data and evaluation. The Executive's proposed General Implementation Plan was transmitted to the King County Council and Regional Policy Committee (RPC) on June 1. The Children and Youth Advisory Board, on which SCA is represented by Auburn Mayor Nancy Backus and Shoreline Councilmember Jesse Salomon, was consulted during the drafting of the plan. The Communities of Opportunity Interim Governance Group, of which SCA Executive Director Deanna Dawson is a member, was involved in drafting the section pertaining to Communities of Opportunity investments.

On July 13, prior to the evening's PIC meeting, the RPC held a joint meeting with the King County Health, Housing and Human Services Committee (KCHHHS) to discuss the plan. For purposes of consideration of BSK implementation, KCHHHS consists of all the members of the King County Council. RPC members voiced questions or concerns brought forward at June 30 BSK Roundtable meeting and sought clarification from county staff on a number of issues, including: the need for financial oversight and how course correction will take place should issues emerge between biennial audit cycles; how outcomes data will be disaggregated to ensure broad race categories like "Asian" do not obscure the needs of communities encompassed by the category, how universal screening will be implemented; and how geographic equity will be defined, including the need to ensure BSK dollars are spent where they are needed most. Following the joint RPC and KCHHHS meeting, the RPC reconvened separately and voted unanimously in favor of an ordinance approving the General Implementation Plan. Auburn Councilmember Bill Peloza, on behalf of the SCA members of RPC, sponsored two unanimously approved amendments to the ordinance. Wilson-Jones distributed the first of the two amendments ([Attachment I](#)), which makes several substantive changes to the General Implementation Plan. With regard to reporting, the amendment does four things: clarifies the contents of and better distinguishes between required reports; requires annual reports be sent to RPC, consistent with the requirements of the BSK Levy ordinance; requires a BSK Evaluation and Performance Measurement Plan be sent to RPC, and requires that reports be developed in consultation with and reviewed by the Children and Youth Advisory Board. With respect to determining where there is need for services and where services—some of which will not be offered county wide—should be sited, the amendment adds language directing that consideration be given to communities and populations experiencing rapidly increasing rates in the challenges facing children and families. Finally, language was added directing that consideration be given to the transportation challenges

faced by people in many areas in accessing services. The new language directs implementation staff to consider how equity might be enhanced through transportation subsidization options as an alternative to program siting-based solutions.

The General Implementation Plan, as amended by RPC, will now be reviewed by KCHHHS over the course of four meetings with committee approval slated for September 7. If the schedule remains on track, the plan would then go to the full King County Council September 12.

In addition to weighing in during the King County Council's review process, there are several other ways SCA members can continue to provide feedback on the implementation of BSK. First, it is the intention to continue holding BSK Roundtable meetings at least annually to solicit input from local elected officials. Second, the Children and Youth Advisory Board and Communities of Opportunity Interim Governance Group will continue to be involved in rolling out implementation including the RFP process. Third, under the amendments adopted by RPC today, the RPC will continue to receive annual reports on BSK implementation. SCA staff will also continue to brief the PIC.

Deanna Dawson, SCA Executive Director, highlighted that amendments sponsored by SCA RPC Caucus Chair Bill Pelozo were passed unanimously by the RPC and were well received by the King County Executive and his staff.

Councilmember Bill Pelozo, Auburn, spoke as the SCA RPC Caucus Chair. He stated that the SCA members should be proud of their work on the General Implementation Plan and recognized SCA RPC members for their work at the day's meetings.

Mayor Bernie Talmas, Woodinville, thanked SCA and King County Council staff for their work. Talmas, who is an RPC member, said every concern that members had raised was resolved with the amendments to the General Implementation Plan.

Chair Mhoon stated that the King County Executive expressed his appreciation for SCA's involvement with BSK.

Dawson recognized representatives of the RPC, who spoke eloquently during the RPC meeting with KCHHHS about the need to ensure levy dollars go to where the need is greatest. It provided a strong example of SCA members showing we are all one King County.

## **8. Future Levies and Ballot Measures in King County**

Katie Kuciemba, SCA Senior Policy Analyst, pointed members to the list of potential levies and ballot measures in the PIC packet and reported that updates have been made to reflect discussion during the June meeting. Two additional ballot measures have been reported to King County Elections:

- Kent School District No. 415: Capital Improvement and School Construction General Obligation Bonds in the amount of \$252,000,000
- South King Fire & Rescue: Levy of General Tax \$2,750,000 for Maintenance and Operations

The deadline to submit a resolution to King County is August 2, 2016, and the official list of ballot measures will be available approximately 45 days prior to the election.

Councilmember Kate Kruller, Tukwila, confirmed that Tukwila's potential ballot measure should be added.

Mayor John Stokes, Bellevue, reported that the Bellevue City Council indicated its unanimous support for placing two proposed measures before Bellevue voters on the November ballot. The Fire Facilities measure will include a property tax levy rate of 12.5 cents per \$1,000 of assessed value. For the Transportation measure, the council agreed to proceed with a rate of 15 cents per \$1,000 of assessed value, which was originally proposed at 12.5 cents.

Mayor Nancy Backus, Auburn, reported that the Auburn School District is proposing a November ballot measure that includes the replacement of six elementary schools and building two new elementary schools.

Mayor Chris Roberts, Shoreline, stated that the Shoreline School District is considering a capital ballot measure in early 2017.

Mayor Pro-Tem Bob Jeans, Snoqualmie, reported that the City is considering a November 2016 ballot measure to add police and a fire fighter.

Chair Mhoon stated that the Covington City Council has discussed putting an advisory vote on the ballot related to fireworks.

Deanna Dawson, SCA Executive Director, reported that a discussion occurred at the North End Mayors Meeting about the legality of placing an advisory measure on the ballot as a result of feedback from the Municipal Research and Services Center (MSRC). Mayor Roberts added that the Public Disclosure Commission (PDC) is becoming increasingly concerned about the use of advisory ballot measures as a mechanism to poll voters on political issues. Councilmember Toby Nixon, Kirkland, added that the PDC is averse to using advisory measures as a way to test taxation support levels. Kruller commented that the City of Tukwila has experience using an advisory ballot measure to determine the interests of residents. Dawson suggested that the topic of advisory ballot measures could be scheduled as a pre-PIC.

## **9. Potential Upcoming SCA Issues**

Deanna Dawson, SCA Executive Director, reported that there are no new updates to the list of potential upcoming SCA issues. Dawson noted now that Ellie Wilson-Jones, SCA Policy Analyst, has returned from leave, she will begin compiling information about city human services funding.

## **10. Informational Items**

Chair Mhoon reported that there is one informational item in the packet regarding Sound Transit's ST3 System Plan.

## **11. Upcoming Events**

The next SCA Networking Dinner will be held on Wednesday, September 7, 2016 at 5:30 PM at the Renton Pavilion Event Center. Presenters will be King County Councilmembers Claudia Balducci and Jeanne Kohl-Welles.

The August 10, 2016 meeting of the Public Issues Committee (PIC) has been cancelled. The next PIC meeting will be held on Wednesday, September 14, 2016 at 7:00 PM at Renton City Hall.

## **12. For the Good of the Order**

Councilmember Kate Kruller, Tukwila, cautioned members about significant road closures in Tukwila during the Boeing Company's 100<sup>th</sup> Anniversary celebration.

Mayor Nancy Backus, Auburn, announced that a forum is being convened to address South King County affordable housing needs. Forum members will include representatives from the Realtors; Master Builders Association; housing developers; King County; Association of Washington Cities (AWC); and SCA.

Councilmember James McNeal, Bothell, thanked members for their hard work. He also encouraged members to reach out into community, especially to youth and police officers, to spread messages of positivity. He suggested that members could report back at the next PIC meeting.

Mayor Dave Hill, Algona, announced that [Algona Days](#) is July 15-16, 2016.

Mayor Hill also stated his appreciation for local police officers for their professionalism. Recently, a stolen vehicle was spotted and as the Algona police officers were in pursuit, they were fired upon. The scene was contained and police officers from Auburn, Federal Way, Pacific, and Tukwila aided in the response. Hill was proud to report that the suspect was apprehended with a bean bag, and no lethal force was used.

Chair Mhoon stated that it is important to share positive messages about the excellent things police forces do.

Mayor Ken Hearing, North Bend, announced that the [North Bend Downtown Block Party](#) is July 16, 2016.

Councilmember Toby Nixon, Kirkland, reminded members that August 2, 2016 is [National Night Out](#) and encouraged members to get involved in this event.

Chair Mhoon announced that [Covington Days Festival](#) is July 16-17, 2016.

## **Adjourn**

The meeting was adjourned at 8:29 PM.

## Public Issues Committee Meeting July 13, 2016

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

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

TO: EASTSIDE TRANSPORTATION PARTNERSHIP OFFICERS AND MEMBERS  
 FROM: WILL KNEDLIK   
 RE: TWO MINIMUM NEEDS OF SUBURBAN RESIDENTS FOR SOUND TRANSIT 3  
 DATE: JUNE 10, 2016

Discussion Memorandum

**All thinking people of good will** should be able to agree that the Sound Transit 3 tax ballot is not simply immense, but also yet more important for the three-county region encompassed within the junior taxing district's legal boundaries, as well as for several adjacent counties and for our state.

Hence, whether you are an elected official who truly feels that Seattle-centric transit programs to be promoted to citizens at the General Election on November 8th represent the very best uses of tax dollars since rail transport was originally built at Salzburg, near the end of the European Dark Ages, in *circa* 1495 AD or since the Sun King Louis XIV granted a royal patent to the true genius Blaise Pascal for invention of modern transit for Paris, and for its suburbs, in 1662 AD (as some now holding positions of public of trust here do), or whether you find ST3 a far bigger fraud than Trump University (as I have reluctantly concluded), making common cause *vis-à-vis* two needs is not just essential, nor merely feasible, but squarely indicated by our state's Expert Review Panel.

At that Panel's meeting on June 6th, senior Sound Transit managers belatedly identified that ST3 plans, as approved in draft form by the agency's Board on June 2nd, include projects that would add \$49 in "Cost per New Transit Rider" in the Snohomish subarea; \$81, \$84 and \$141 for every **new** transit trip in the East King County subarea; and \$171 for each **new** user in Pierce County.

Worse still, under incisive questioning by Panel members, Sound Transit staff first admitted that members of the district's Board were **not** informed of those gigantic costs before they had voted, and later stated that this vital information was withheld because "federal law does not require it."

Also at that important Panel meeting, documentation was presented that Sound Transit has been, and is, **passing off** more-than-\$77 billion to be collected in local taxes between 2017 and 2041 as \$27.7 billion (so as to create an effective \$50 billion fraud on citizens as voters and as taxpayers). "Average" household costs would thus be **\$2,280 each year instead of \$400** (as falsely claimed). Those calculations for \$77.1 billion to be collected from 1.2 million households over 25 years are attached hereto, and shall be updated when Sound Transit eventually stops playing hide-the-total-tax-take from citizens and from elected officials (including, reportedly, its own Board members).

Suburban residents clearly need and deserve to know **our real costs** for sales taxes for ST1, ST2 and ST3 combined (based on income and on spending), for property taxes (based on assessments of our homes whether leased or owned) and for motor vehicle excise taxes (based on numbers of and values for **all** cars, motorcycles, trailers and trucks to bear Sound Transit's taxes). An online calculator can be supplied **easily** (but **iff** the junior taxing district finally starts to show good faith).

Your constituents also need and deserve to know that you will fulfill **your fiduciary duties to us** by ensuring that **ALL** subarea-equity allocations rest directly on fully reliable Orca card data that **objectively** match our costs with our actual system usage, as last-minute changes to ST3 did for a second downtown Seattle rail tunnel, rather than on **arbitrary-and-subjective fiat** Board actions!

**Sound Transit's tax collections from residents of King, Pierce and Snohomish counties**

***Sound Transit 1 and Sound Transit 2 tax collections from 1.2 million households to 2016:***

- 1997-2015     \$8.4 billion (from combined tax collections from ST1 since 1997 + ST2 since 2009)
- 2016             \$800 million (from combined ST1 + ST2 tax collections indicated for current year)
- 1st 20 years:** \$9.2 billion (from combined ST1 + ST2 tax collections over the initial two decades)

**Thus:** \$7,664 in taxes collected from each "average" local household in first 20 years  
 including \$660 in taxes to be collected from each "average" household in 2016  
 (\$800 million divided by 1.2 million district households)

***Additional Sound Transit tax collections from local households during 25 years to follow:***

**From combined ST1+ST2+ST3 (if ST3 approved)    From combined ST1+ST2 (if ST3 rejected)**

2017	\$1.5 billion (over an initial phase-in year) <i>or circa \$2 billion if the 65th Legislature expands sales taxes to services in 2017*</i>	\$850 million <i>or circa \$1.1 billion if the 65th Legislature expands sales taxes to services in 2017*</i>
2018	\$2 billion (in first year of full tax receipts) <i>or circa \$2.5 billion if sales tax expands*</i>	\$900 million <i>or circa \$1.1625 billion if sales tax expands*</i>
2019	\$2.1 billion <i>or circa \$2.65 billion if sales tax expands*</i>	\$950 million <i>or circa \$1.225 billion if sales tax expands*</i>
2020	\$2.2 billion <i>or circa \$2.8 billion if sales tax expands*</i>	\$1 billion <i>or circa \$1.2875 billion if sales tax expands*</i>
2021	\$2.3 billion <i>or circa \$2.95 billion if sales tax expands*</i>	\$1.05 billion <i>or circa \$1.35 billion if sales tax expands*</i>

\*Extension of sales taxes largely from goods, today, to include most-or-all services is the simplest means for the 65th Washington State Legislature to add billions of dollars in new tax revenue to finance public education "amply" – as the "paramount duty" required of the state by Article IX of the Washington State Constitution – and, thereby, to end the \$100,000 per-day fine imposed by the Washington State Supreme Court in August, 2015, for contempt of court, on the state and, thus, on each state taxpayer, due to several decades of governmental failures to fund its public school programs adequately. Any such fiscal resolution would generate a multibillion-dollar tax windfall for Sound Transit finances now reliant mainly on sales taxes, and would hugely boost more-than-\$2 million already being received by the junior taxing district from residents, every day, under taxing authority for its incomplete ST1 and ST2 projects even if voters reject Sound Transit's immense proposed tax hike on November 8, 2016. (On June 6th, a state-appointed Expert Review Panel identified a likewise gigantic tax windfall as internet sales evolve.)

2022	\$2.4 billion <i>or circa \$3.1 billion if sales tax expands*</i>	\$1.1 billion <i>or circa \$1.4125 billion if sales tax expands*</i>
2023	\$2.5 billion <i>or circa \$3.25 billion if sales tax expands*</i>	\$1.15 billion <i>or circa \$1.475 billion if sales tax expands*</i>
2024	\$2.6 billion <i>or circa \$3.4 billion if sales tax expands*</i>	\$1.2 billion <i>or circa \$1.5375 billion if sales tax expands*</i>
2025	\$2.7 billion <i>or circa \$3.55 billion if sales tax expands*</i>	\$1.25 billion <i>or circa \$1.6 billion if sales tax expands*</i>
2026	\$2.8 billion <i>or circa \$3.7 billion if sales tax expands*</i>	\$1.3 billion <i>or circa \$1.6625 billion if sales tax expands*</i>
2027	\$2.9 billion <i>or circa \$3.85 billion if sales tax expands*</i>	\$1.35 billion <i>or circa \$1.725 billion if sales tax expands*</i>
2028	\$3 billion <i>or circa \$4 billion if sales tax expands*</i>	\$1.4 billion <i>or circa \$1.7875 billion if sales tax expands*</i>
2029	\$3.1 billion <i>or circa \$4.15 billion if sales tax expands*</i>	\$1.45 billion <i>or circa \$1.85 billion if sales tax expands*</i>
2030	\$3.2 billion <i>or circa \$4.3 billion if sales tax expands*</i>	\$1.5 billion <i>or circa \$1.9125 billion if sales tax expands*</i>
2031	\$3.3 billion <i>or circa \$4.45 billion if sales tax expands*</i>	\$1.55 billion <i>or circa \$1.975 billion if sales tax expands*</i>
2032	\$3.4 billion <i>or circa \$4.6 billion if sales tax expands*</i>	\$1.6 billion <i>or circa \$2.0375 billion if sales tax expands*</i>
2033	\$3.5 billion <i>or circa \$4.75 billion if sales tax expands*</i>	\$1.65 billion <i>or circa \$2.1 billion if sales tax expands*</i>
2034	\$3.6 billion <i>or circa \$4.9 billion if sales tax expands*</i>	\$1.7 billion <i>or circa \$2.1625 billion if sales tax expands*</i>

2035	\$3.7 billion <i>or circa \$5.05 billion if sales tax expands*</i>	\$1.75 billion <i>or circa \$2.225 billion if sales tax expands*</i>
2036	\$3.8 billion <i>or circa \$5.2 billion if sales tax expands*</i>	\$1.8 billion <i>or circa \$2.2875 billion if sales tax expands*</i>
2037	\$3.9 billion <i>or circa \$5.35 billion if sales tax expands*</i>	\$1.85 billion <i>or circa \$2.35 billion if sales tax expands*</i>
2038	\$4 billion <i>or circa \$5.5 billion if sales tax expands*</i>	\$1.9 billion <i>or circa \$2.4125 billion if sales tax expands*</i>
2039	\$4.1 billion <i>or circa \$5.65 billion if sales tax expands*</i>	\$1.95 billion <i>or circa \$2.475 billion if sales tax expands*</i>
2040	\$4.2 billion <i>or circa \$5.8 billion if sales tax expands*</i>	\$2 billion <i>or circa \$2.5375 billion if sales tax expands*</i>
2041	\$4.3 billion <i>or circa \$5.95 billion if sales tax expands*</i>	\$2.05 billion <i>or circa \$2.6 billion if sales tax expands*</i>
<b>Next 25 years: \$77.1 billion in additional ST taxes</b>		<b>or \$36.15 billion in additional ST taxes</b>
<i>or circa \$104 billion if sales tax expands*</i>		<i>or circa \$45 billion if sales tax expands*</i>
<b>versus Sound Transit's local-tax estimate of \$27.7 billion for ST3 through 2041</b>		
<b>for <u>\$63,900 in tax collections</u> from each "average" household <u>at \$2,280 per year</u></b>		
<b>(or \$86,300 in added ST3 tax collection per household if sales tax expands)</b>		
<b>versus Sound Transit's claim of <u>\$10,000</u> for ST3 per household <u>at \$400 per year</u></b>		

*Nota Bene:* Revenue projections shall be updated when crucial fiscal information requested from Sound Transit by the state's Expert Review Panel on February 9, 2016 directly – and refused by that junior taxing district's planners on the same day summarily – is made available to stop, eventually, its bureaucratic withholding of vital financial data from the state's oversight panel in order to thwart its pivotal statutory responsibilities under RCW 81.104.110.

Thereafter, it shall finally be possible to ascertain the full dimensions of what now appears to constitute a nearly \$50 billion fraud by that transit agency on its taxpayers through huge misuses of public funds to pass off over \$77 billion in additional taxes as \$27.7 billion, as well as \$2,280-per-year "average" household costs as \$400.

Email factual-and-fiscal input, as well as indicia of other Sound Transit frauds, to TruthInTaxation@aol.com, or request more details as to information as set out hereinabove, initially, from Will Knedlik at wknedlik@gmail.com.

# Sound Transit 3 Tax Calculator - ST3Tax.com

How much tax per year will you pay for Sound Transit if ST3 passes?

START HERE!

1 Type in the taxable value of your home or rental (look at your property tax bill or ask your landlord)

Property Tax

25 cents for each \$1,000 Assessed Value

\$166.50

2 Type in the total \$ amount of all your vehicle's RTA tax (look for \$ amount in the "RTA Tax" box in your registrations)

Motor Vehicle Excise Tax

.8% of vehicle value

\$482.67

3 Select Your Yearly Income

Sales Tax

.5% of purchase

\$169

Total NEW Tax Per Year You Will Pay with ST3

\$818.17

Total Tax You Pay Today Per Year with ST2 & Sound Move

(.3% vehicle value + .9% sales tax)

\$486

Total Sound Transit Tax Per Year with ST3

\$1,304.17

Total Sound Transit Tax Paid in 25 Years with ST3

\$32,604.25

This calculator is based on the model used by Sound Transit to claim that ST3 will cost each adult \$17 per month. Click here for details on how each tax is calculated.

This calculator provides a snapshot based on your current financial picture and serves as an estimate only. It does not account for depreciation and inflation.

We welcome feedback at [ST3Tax@gmail.com](mailto:ST3Tax@gmail.com)

The Sound Transit Tax Calculator for ST3 is based on a model described in a response to a public information request to explain Chairman Dow Constantine's assertion that ST3 will cost a typical adult \$17 a month. The response by Sound Transit is quoted in full at the bottom of this page.

**The formulas for the calculator are as follows:**

- 1) **Property Tax:** Assessed value x .25 for each \$1000 in value
- 2) **Motor Vehicle Excise Tax:** We derive the new .8% tax on vehicle value by looking at the current Sound Transit .3% tax on vehicle value (RTA Tax)
- 3) **Sales Tax:** We used the State of Washington's sales tax calculator (the same one used by Sound Transit), which has specific sales tax amounts for different income ranges (see chart below). We then calculated what the additional .5% would be for each range.

Income Ranges	\$0	\$15,000	\$25,000	\$35,000	\$45,000	\$55,000	\$70,000	\$85,000	\$105,000	over
	\$15,000	\$25,000	\$35,000	\$45,000	\$55,000	\$70,000	\$85,000	\$105,000	\$140,000	\$140,000+
Estimated Sales Tax/Year	\$905	\$1,170	\$1,453	\$1,690	\$1,988	\$2,340	\$2,729	\$3,217	\$3,832	\$5,908

4) **Total New Tax Per Year You Will Pay with ST3:** The sum of the Property Tax, Motor Vehicle Excise Tax and Sales Tax Calculations.

5) **Total Tax You Pay Today Per Year with ST2 & Sound Move:** The RTA tax input into the second box (this represents the .3% people are paying today) plus .9 of the estimated sales tax based on the State of Washington's sales tax calculator.

6) **Total Sound Transit Tax Per Year with ST3:** The sum of Total New Tax Per Year You Will Pay with ST3 Plus Total Tax You Pay Today Per Year with ST2 & Sound Move

7) **Total Sound Transit Tax Paid in 25 Years with ST3:** Total Sound Transit Tax Per Year with ST3 multiplied by 25.

*Note that we have not included inflation or depreciation into these numbers.*

**Below is Sound Transit's response to the Public Information request to explain Chairman Dow Constantine's assertion that ST3 will cost a typical \$17 a month:**

Estimating the financial impact of ST3 taxes

*In order to estimate the additional costs associated with the ST3 funding sources, Sound Transit looked at typical taxable expenditures associated with median income levels to compute sales tax costs; median home values for property tax costs; and average vehicle values for MVET costs. Information on the proposed tax increases is available in the soundtransit3.org document library. Look for the document ST3 Funding Background.*

*Because each of these elements vary by county, Sound Transit did a weighted average by county across the Sound Transit District. The estimates were calculated in late 2014. Here's how each number was calculated:*

- **Sales tax.** *The State of Washington has a sales tax calculator that provides an accepted methodology for calculating likely sales tax expenditures based on income. Based on calculations for the median income of each county within the ST district, which is then weighted and averaged for the district as a whole:*
  - *The median household income is \$67,032 in 2013 dollars. (WA State Office of Financial Management)*
  - *Using the State calculator, an increase of 0.5% in the sales tax rate would translate into \$137 in 2013 dollars.*
  - *Because no taxes would be collected until 2017, this figure needs to be inflated to 2017 dollars, which would be \$151 for the median household.*
  - *Using the average of 1.93 adults per household (Puget Sound Regional Council), that would translate into \$78 per adult at the median income level.*
- **Property tax.** *Zillow.com tracks home values based on actual sales. From this data, Sound Transit can arrive at a median home value for each county and a weighted average of the median home value for the entire ST district.*
  - *Applying the authorized property tax rate of 25 cents per \$1,000 valuation, the median home would see a property tax increase of \$90/year.*
  - *Using the average of 1.93 adults per household, that would translate into \$47 per year per adult in a median-valued home.*
  - *While not everyone is a homeowner, this conservatively assumes landlords pass on some or all property taxes to tenants.*
- **Motor vehicle excise tax.** *Based on work undertaken by economists retained by Sound Transit,*
  - *The average value of a vehicle in the Sound Transit district is \$10,135. (Conway & Associates)*
  - *The average number of vehicles per household is 1.86. (U.S Census)*
  - *Applying a 0.8% MVET to each vehicle would translate into \$151 per household.*
  - *Using the average of 1.93 adults per household, that would translate into \$78 per adult for the average car-owning household.*

*Adding up the three sources equals \$203 per typical adult per year, or about \$17 per month.*

## KCD Settlement Alternative Project Descriptions

**Agricultural Drainage Assistance** - *Agricultural Drainage Investments to complement the ongoing efforts of the ADAP funding from King County.*

**Background:** Much of King County's current prime agricultural lands were historically impacted by flooding, seasonal inundation, and slow drainage. These factors limit the productive potential of farmland. In the late 1800s and early 1900s, farmers formed diking and drainage districts to manage water and to increase the productive potential of farmland. This work included straightening and rerouting waterways and draining wet farm fields. In the mid-1980s, regulations changed and no new farm drainage projects that impact wetlands were halted. Maintenance for already existing farm drainage was allowed. For decades, the USDA Soil Conservation Service assisted landowners with maintaining existing ditches, but those practices were discontinued more than 20 years ago due to budget constraints and shifting federal program funding priorities. In 1990 King County adopted the Sensitive Areas Ordinance, which halted routine maintenance of drainage ditches. As a result, many waterways have become choked with reed canary grass, and field tiles and culverts have deteriorated due to lack of routine maintenance. According to the 2009 *FARMS Report*, today more than 200 miles of watercourses flow through King County's Agricultural Production Districts.

It is currently fifteen years since the inception of King County's Agricultural Drainage Assistance Program and five years since the streamlining of the permitting process for maintenance of agricultural drainage. Despite five years of concerted effort on the part of regulatory agencies, challenges and barriers to maintenance of agricultural waterways in King County continue to persist. In the recent report *Farmer's perceptions of Regulatory Constraints Related to Farming in King County* (Delevan, Marquardt, and Stilwell, 2015) one of the most frequently-cited regulatory constraints to farming in King County was related to drainage.

In spring of 2015, King Conservation District partnered with King County Stormwater Services and the Snoqualmie Valley Preservation Alliance to conduct an initial survey of over 600 landowners to document drainage problems within King County's Agriculture Production Districts. Over 135 landowners responded to the survey, with a self-reported 3239 acres and 27.5 linear miles of drainage negatively impacted. At a cost of over \$43.00 per foot it will take over 5.6 million dollars to assist the 135 self-reported landowners over a seven year period.

**Implementation Plan:** Utilize funding over three year period (2017 – 2019) to maintain 30,000 feet (Over five miles) of drainage, return at least 250 Acres of farmland to active production/impact over 500 Acres of Farmland. Funding would also be used in grant and partnership opportunities at local and state levels to leverage additional investments in drainage.

**Budget:** \$500,000

**Long Term Policy Objective:** Bring more acreage of workable farmland into production, thus supporting the local food initiatives in the very urbanized King County region. The waters of King County cross throughout the County and its cities. This program will also meet one of the fundamental goals of conservation districts to protect against soil erosion, watershed restoration and increased water quality for the benefit of downstream properties, and address required compliance with the federal Clean Water Act mandates that burden all properties of the County.

**Discovery Farms Demonstration Project** - *The Discovery Farms Demonstration Project would create on-site opportunity to study, collect and analyze data, and make recommendations on best ways to protect the environment while maximizing productivity on a local farm in an urbanized region. Working buffers will be a focus of the program.*

**Background:** The “Discovery Farms” concept was originally established by the University of Wisconsin. “Discovery Farms” are private farms that enter into collaborative agreements with Universities and other public agencies to conduct controlled studies of farming practices. While the emphasis in Wisconsin has been on water quality, the concept is sufficiently flexible to include controlled studies on working buffers and other measures.

The voluntary stewardship model utilized by the King Conservation District and other natural resource advocates has been successful at getting private land owners to implement sound conservation measures. However the net or cumulative effect of stewardship activities and “working buffer” management, especially along salmon bearing waters, has not yet been adequately quantified.

Discovery Farm’s programs across the county have been encouraged to develop similar protocols so that data and results can be measured across local and state boundaries. For this reason, a new Discovery Farms/Working Buffers program should be coordinated with similar programs in Snohomish and Whatcom Counties, as well as in other states across the Country to take advantage of the opportunity to compare and contrast data, analysis, and findings.

**Implementation Plan:** This project would fund the first two year phase of a KCD Discovery Farms pilot project located on a private farm in King County. The initial phase would span two years (2017-2018) and would include the work necessary to establish Discovery Farms location and program. The KCD would utilize a farmers-led group to identify program priorities, select research location, and participate in data analysis. The program would collect data in a manner that allows comparisons with other Discovery Farm sites across the country. Work would include identification of potential long-term funding sources from private, local, state, and federal sources. Project results would be used to inform and educate farmers and other interested parties on the best management practices for both environmental protection and productivity on farms and potentially other environs along King County waterways.

**Budget:** \$200,000

**Long Term Policy Objective:** The purpose of a King County Discovery Farms Demonstration project would be to establish an on-farm research site for demonstrations, data collection, and to perform peer-reviewed research on economically viable strategies for protecting the environment, especially in buffers, while increasing farm production. This body of work will support the Central Puget Sound local food economy through increasing production. Increased local food will be sold at local farmers markets and otherwise distributed to benefit the desirability and livability of the many and diverse communities in Central Puget Sound.

**Small Lot Forest Management and Fire Protection** - *The purpose of the small lot forest management and fire protection investment package is to assist small lot forest land owners implement:*

1. *Firewise practices to protect structures;*
2. *forest health management practices to enhance forest resources; and*
3. *a cooperative approach for small forest land owners in King County to work together to take advantage of economies of scale in management and harvest efforts.*

**Background:** Forest lands adjoining King County's highly urbanized environment are extremely valuable for environmental, open space, and economic reasons and should be managed and protected. They are a scarce and valuable resource. Over the past 20 years, King County has changed dramatically. Never-ending pressure from population growth has created challenges for retaining our valuable forest landscape. More and more forest land is being divided and held by small lot owners who both manage the forest resource and occupy the land for residential purposes. While large forest holdings have historically been managed through public ownership or large forest management interests, small lot forest lands have not been given the same level of attention.

Small lot forest landowners represent a critical sector among land managers. They are responsible for forests that provide significant and essential public benefits, but often they take on ownership of forests without any prior knowledge of forest management. They often lack the knowledge and skills needed to maintain and enhance the ecological values, functions and management needs of their land. A 2007 WSU study found that 88 percent of small lot forest owners in the Puget Sound are seeking education and technical assistance resources. And where their land borders other forested properties, these landowners can be problematic for neighbors by contributing to weed infestations and fire. Shortage of funding and the lack of a cohesive effort for small lot forest lands presents certain risk to the long term health and viability of these natural resource lands.

Even in temperate Western Washington it can take only a few sunny days for forests to dry out enough to catch fire. And, in windy conditions wildfires can get out of control quickly. Wildfires burn every year in east King County. Before wildfire strikes, homeowners can help protect lives and property by creating a fire-adapted space around structures. Firewise is a nationally recognized program that teaches people how to adapt to living with wildfire and encourages neighbors to work together to take action now to prevent losses from wildfire.

**Implementation Plan:** The funding for this project will be used to develop small lot forest land investment package to assist small lot forest land owners with planning and implementing forest health and Firewise practices that promote healthy, fire resilient forested stands and to protect property structures and develop a cooperative approach for small forest land owners in King County to work together and take advantage of economies of scale in management and harvest efforts. While the investments will occur over a two year period, investments in an equipment loan program will benefit small lot forest owners for many more years.

**Budget: \$500,000.00**

**Long Term Policy Objective:** Protect and enhance the long term social, economic and ecological values of forests. Natural resource protection and enhancement is a state-wide goal and a fundamental part of our Growth Management Act. This program will further those goals for the benefit of all County residents who enjoy the benefits of the forested lands in the County.

**King County Agriculture Strategic Plan** - *Develop an Agriculture Strategic Plan to improve the long term productivity of farmland, bring more acres into production, especially food production, and increase the opportunities for farmers to develop the necessary infrastructure to support or increase their farm business.*

**Background:** King County has historically been a productive agricultural region with dairies, live stock operations, crop farms and berry fields. Rich agricultural areas once supported hundreds of families and provided an abundant local food source for thousands. Increased land prices, regulations, urban pressures, and drainage problems have all significantly contributed to the reduction of farmland in King County; however, farming is still a vital presence. King County has over 42,000 acres in its Agriculture Production Districts - areas designated for agriculture. There are currently over 1,800 farms. In addition, there remain thousands of acres still viable as working farms in the urban and rural areas of the County.

However, the King County region does not have a holistic strategic plan for agriculture that develops specific goals for increasing farmland productivity. Successful plan models in other King County natural resource arenas include the Salmon Recovery Plan and Flood Plan, which identify specific goals and projects.

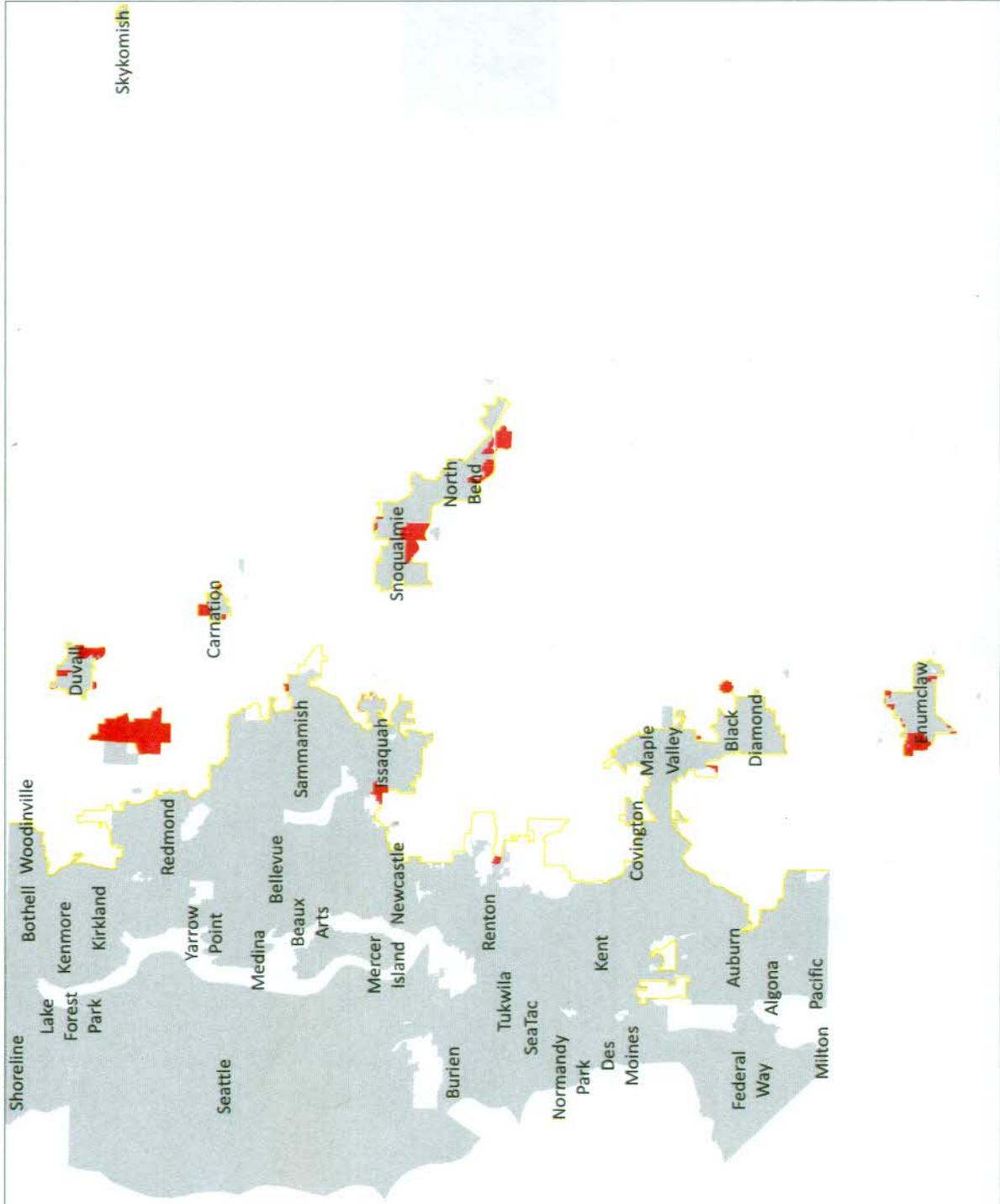
**Implementation Plan:** King County Agricultural Strategic Plan would be developed in 2017-18 biennium. Steps to development of the plan would include convening a project management team using both KCD in-house staff and consulting resources; convening an Advisory Committee consisting of stakeholders representing diverse agriculture and local food interests; data collection and analysis of existing resources including maps, reports, and studies; identification of barriers, needs, and opportunities for long term preservation and enhancement of agriculture in King County; development of strategies to address barriers, needs, and opportunities; identifying potential funding opportunities; and prioritizing next steps.

**Budget: \$200,000.00**

**Long Term Policy Objective:** The desirability of living in Central Puget Sound is enhanced by the availability a robust local food economy. A robust local food economy brings public health, affordable food, and reduced environmental impacts to the region. A robust local food economy for the region, first and foremost is dependent on having access to prime agricultural soils and agricultural practices that protect water resources and the economic viability of farming. A Strategic Plan is critical for bringing these benefits to residents in the region.



# Urban Reserve Zoning



**Legend**

- UR - Urban Reserve
- Incorporated Areas
- Current King County Urban Growth Boundary

**King County**

0 1.25 2.5 5 Miles



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Created: May 18, 2016



**Liz Reynolds**  
Mayor

July 8, 2016

**RE: Proposed King County Ordinance 2016-0254  
Amendments to King County Zoning Related to Marijuana**

Dear Councilmember McDermott,

As elected officials for the City of Enumclaw our duty is to develop policies and codes that align with our Comprehensive Plan Update. Over the past year, many hours have been dedicated to the development of this plan with land use always being the chapter most needing further discussion and consideration. Currently, we are in the final phases of adopting our Comprehensive Plan on July 25, 2016.

Recently on June 27, the twelfth hour of our Comprehensive Plan update, City Administration and City Council learned from our King County Representative Reagan Dunn that a decision was going to be rendered at the end of July that would directly and negatively affect Enumclaw's Potential Annexation Area. That decision would be to allow for marijuana production and processing in the Urban Reserve (UR) zone and retail marijuana sales in the Neighborhood Business (NB) zone. We were absolutely stunned that such a major land use decision was going to be made that would directly affect our PAA and done so without a conversation even taking place between the county and city elected officials.

With that being said, we, Mayor Reynolds and the Enumclaw City Council strongly encourage you to allow adequate time for conversations to take place in regards to your recent proposal of changing the allowable land uses in Enumclaw's PAA to include marijuana production, processing and retail sales, and postpone your decision on this important topic.

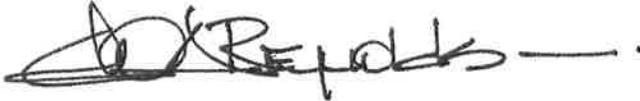
The area that is outlined for change is a critical area of concern due to the fact that it is our future growth area for the City of Enumclaw. We are currently planning in a thoughtful manner, taking into consideration the values of our community while designating compatible future land uses for housing and employment, in accordance with the Growth Management Act.

The expedited King County process requiring a decision by the end of July simply does not allow ample time for that much needed discussion between King County and the City of Enumclaw. Our City Council should at the very least, be given ample time to address any concerns they may have as this issue relates to our Comprehensive Plan and Land Use element update.

At this time, we respectfully ask that you postpone any action that would allow for the sale, production and /or processing of marijuana located within the City of Enumclaw PAA and to allow the City of Enumclaw as well as other cities time to engage in conversation and identify a plan that is suitable for all.

We thank you for your time and careful consideration on this issue.

Respectfully,

A handwritten signature in black ink, appearing to read "Liz Reynolds", followed by a horizontal line and a period.

Liz Reynolds  
Mayor

cc:

County Executive Dow Constantine  
Council Member Rod Dembowski  
Council Member Larry Gossett  
Council Member Kathy Lambert  
Council Member Jeanne Kohl-Welles  
Council Member Dave Upthegrove  
Council Member Claudia Balducci  
Council Member Pete von Reichbauer  
Council Member Reagan Dunn  
Deanna Dawson, SCA Executive Director  
Enumclaw City Council



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July 6, 2016

The Honorable John Marchione  
Mayor, City of Redmond  
President, Puget Sound Regional Council Executive Board

15670 NE 85th Street  
P.O. Box 97010  
Redmond, WA 98073-9710

Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104-1035

Dear Mayor Marchione:

I am writing to follow up on the matter of the Puget Sound Regional Council's imposition of conditions on its certification of the City of Snoqualmie's transportation element of Snoqualmie 2032, the City of Snoqualmie's Comprehensive Plan.

As you may recall, City of Snoqualmie staff and staff from other cities attended the June 23 meeting of the PSRC Executive Board. Among other things, staff addressed the apparent lack of legal authority, under the GMA or otherwise, for PSRC to condition receipt of federal transportation funding upon PSRC review of individual cities' comp plan land use elements and the amount of growth the respective cities are experiencing.

I understand that at the conclusion of their June 23 presentation, PSRC staff committed to provide the Executive Board with additional information. You

The Honorable John Marchione  
 July 6, 2016  
 Page 2

reportedly expressed your view that the so-called "conditional certification" process was not solely the work of PSRC staff, and you asked PSRC staff to include in their supplemental report documentation of authority for the "conditional certification" process, including any prior PSRC Executive Board authorization.

Since that time, my staff have investigated this issue thoroughly, and I have very troubling news to report. There is no legal authority for the "conditional certification" process: it is not authorized in VISION 2040, in PSRC's Adopted Policy and Plan Review Process (2003), and neither the PSRC General Assembly nor the PSRC Executive Board have authorized it, either. This is detailed in the following sections of this letter. Most striking, while PSRC staff today are claiming that the Executive Board authorized this in a 2009 "technical amendment," the agenda materials, minutes, and video recordings of 2009 Executive Board proceedings clearly show that the "technical amendment" never included Executive Board authorization of any "conditional certification" or "bend the trend" process now being employed.

The sections of this letter below detail the lack of authority for the "conditional certification" process. As the following reverse timeline indicates, the concept that PSRC staff could review portions of an individual city's comp plan *other than the transportation element*, or that the PSRC could condition transportation element certification (and thereby condition receipt of federal transportation dollars) on a requirement that a city *reduce* its growth, was first and foremost a PSRC staff-created and staff-driven idea. Here's how that happened:

1. VISION 2040 Does Not Include "Conditional Certification" or "Bend the Trend" Requirements.

PSRC's "Regional Growth Strategy" is incorporated in a document called "VISION 2040." VISION 2040 was adopted by the PSRC General Assembly in 2008. Nothing in VISION 2040 authorizes PSRC to use certification of local transportation elements to require cities to reduce their growth levels. Nothing in VISION 2040 authorizes a "conditional certification" process. Nothing in VISION 2040 refers to convert OFM growth

The Honorable John Marchione  
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targets – which under the GMA are minimums, or “floors” – into a maximum or “ceiling.” Even after adoption of VISION 2040, King County has always assured cities that the growth targets were a “floor, not a ceiling,” that is, “the minimum amount of growth [a city] should plan for” in order to absorb its share of regional growth. See March 2, 2010 e-mail from King County Office of Strategic Planning’s Chandler Felt to Black Diamond City Council member Kristine Hanson (attached). As Mr. Felt explained, the growth targets are:

a floor in the sense that the City, through its comprehensive plan and development regulations and major-development approval *should provide capacity for at least that amount of growth. It's not a ceiling. . .there is no penalty* under the CPPS for a city that exceeds its target over the 25 year period. *A number of cities have exceeded earlier target rates, and that's fine.*

2. The PSRC’s Adopted Policy and Plan Review Process Does Not Authorize Conditional Certification Or Withholding Certification Based on a City’s Growth Rate.

In 2003, the PSRC adopted a formal Policy and Plan Review Process (copy attached). That document governs how the PSRC is to review local government transportation elements in order to certify them under federal law as eligible to receive federal transportation funding. Nothing in the Adopted Policy and Plan Review Process authorizes PSRC to even consider a city’s growth rate, let alone condition certification of a city’s transportation element on it. With respect to consistency with regional documents, the Policy and Plan Review Process limits PSRC’s consideration to *the transportation-related provisions in local plans*, not the city’s growth rate:

Consistency with the regional transportation plan *is determined through a comparison of the transportation-related provisions in local plans with*

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*the policies and provisions in the adopted regional transportation plan.*

PSRC Adopted Policy and Plan Review Process at 2 (emphasis added). As to non-transportation related provisions of a local plan? PSRC's Adopted Policy and Plan Review Process states that PSRC will provide comments during a local plan's "formal review period," but that "*This area of coordination is voluntary.*" (Emphasis added).

Given the above, PSRC's own adopted Plan Review Process limits PSRC's review to

3. The PSRC Executive Board Never Authorized a Conditional Certification Process.

In 2016, PSRC staff included materials in Executive Board agenda packets asserting that the PSRC Executive Board previously authorized the conditional certification process in 2009, to look at what steps the fast-growing cities were taking to "bend the trend" and reduce their growth. The problem is that these statements are demonstrably not true.

Consider, for example, the agenda packet for the Executive Board's April 28, 2016 meeting, at which the E-Board considered certification of Snoqualmie 2032, the Snoqualmie Comprehensive Plan. The agenda packet for that meeting included a memorandum to the Executive Board dated April 21, 2016 from Growth Management Policy Board Vice Chair Ryan Mello and Transportation Policy Board Chair Rob Johnson. (I assume that memorandum, on PSRC letterhead, was prepared by PSRC staff, and not actually by GMPB Vice Chair Mello or TPB Chair Johnson). The memorandum describes the use of the "conditional certification" process to try to force about a half-dozen small cities to reduce their growth levels. The memo then attributes *to the Executive Board* the authority for using the "conditional certification" process in this manner:

In 2009, the Executive Board recognized that not all local plans or targets would perfectly align with VISION

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*2040 and in a technical amendment (Appendix II-B), stated that jurisdictions would be asked to explain what steps they are taking to bend the trend of recent growth to align with the Regional Growth Strategy.*

April 21, 2016 memorandum at 4 (04/28/2016 agenda packet at p. 56) (emphasis added). The April 21 memo goes on to state that "the Growth Management Policy Board directed PSRC staff to work with the Regional Staff Committee to develop and a review framework to facilitate understanding of a community's plan. . . ." *Id.* Both of the above-quoted statements are not true, as shown below. Appendix II-B was, -- according to PSRC staff's own word -- only an "*information piece*" and "*supplemental, background material*" that was never approved or acted upon in any way by the Executive Board.

a. *VISION 2040 Authorized Only A "Technical Amendment" To Reclassify Cities.*

When VISION 2040 was adopted by the PSRC General Assembly in April, 2008, it contained a statement (then contained on page 18, now on page 16) to the effect that by 2011 or sooner, "it is anticipated that the Regional Council's Executive Board will make a technical amendment to the Regional Growth Strategy to potentially reclassify cities before the region's counties undertake the next round of Growth Management Act target-setting work." *Nothing* was said in that paragraph -- or anywhere else in VISION 2040 -- about authorizing the Executive Board to adopt a "conditional certification" process to punish cities whose growth exceeds their growth targets.

b. *The "Technical Amendment" Presented to Executive Board at March 26, 2009 Meeting Did Not Include App. II-B.*

PSRC staff first brought the "technical amendment" to the Executive Board on March 26, 2009. When it did so, the "technical amendment" did *not include* the concepts the "bend the trend" "conditional certification" process. Instead, the "technical amendment" itself included only two

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documents, Appendices I-A and I-C. Those documents accomplished two things: (1) addressed jurisdictional boundary changes due to annexations and urban growth area adjustments that occurred since the base planning year 2000; and (2) changed the classification of five cities (Arlington, Fife, Maple Valley, Mill Creek and Monroe) "Small Cities" to "Larger Cities"; and (2) they increased the growth targets of the "new" Large Cities while making consequent reductions in the growth targets of the unincorporated area and Small Cities. See Memorandum dated March 19, 2009 from GMPB Chair Mike Lonergan to PSRC Executive Board at 9-1 – 9-3 (attached).<sup>1</sup>

The March 26 E-Board agenda packet did include two other memoranda, Appendices II-A and II-B. The full title of Appendix II-B" is "Appendix II-B: PSRC Guidance for Aligning Local Growth Targets With Regional Growth Strategy." (This is the same "Appendix II-B" to which the 2016 "conditional certification" staff report asserts was authorized by the Executive Board). As the March 19, 2009 memorandum makes clear, however, the Executive Board was *not* being asked to approve or authorize use of Appendix II-B. Instead, the March 19, 2009 memo expressly labels App. II-B as "an information piece."

During their presentation, PSRC staff Carol Naito and Ben Bakkenta focused almost exclusively on the "technical amendment" components, and never disclosed to the Executive Board the content of Appendix II-B. When they did reference the packet's "information piece," they made clear that "the technical amendment is just to adjust the numbers," and the Board was *not being asked to vote on or approve App. II-B or other materials*. For example, Mr. Bakkenta said:

Some policy issues came up in discussion at the Regional Staff Committee and *those issues remain under discussion at the Growth Management Policy Board*. Those issues will be subject to ongoing work

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<sup>1</sup> Although this memorandum indicates it is "from" GMPB Chair Mike Lonergan, I believe that this document was actually drafted by PSRC staff.

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and discussion at the Growth Management Policy Board.

\* \* \*

*We won't be asking you to resolve those issues right now but merely to make these technical adjustments."*

March 26, 2009 video recording at 1:09:50 and 1:10:36 (emphasis added). Ms. Naito made a similar distinction, stating that "items 1 and 3 actually amend VISION 2040," and the other documents (*e.g.*, App. II-B) "*are just background material*" as Ben mentioned that sort of cover policy questions and issues that came to the table. . . ." March 26, 2009 video recording at 1:20:16 (emphasis added).

c. *Executive Board Approves Technical Amendment at May 28, 2009 Meeting, But Without App. II-B.*

The Executive Board approved the Technical Amendment at its May 28, 2009 meeting. Like the March 26, 2009 agenda packet, the agenda packet for the May 28, 2009 meeting included a memorandum (dated May 21, 2009) to the Executive Board from Growth Management Policy Board Chair Mike Lonergan (but, again, likely prepared by staff).

The May 21 memo was virtually identical to the March 19 memo. The May 21 memo indicates that the "technical amendment" addressed only (1) "jurisdictional boundary changes" due to annexations and urban growth area boundary adjustments and (2) the reclassification of Arlington, Fife, Maple Valley, Mill Creek and Monroe from "Small Cities" to "Larger Cities." See May 21, 2009 Memorandum at 8b-2 (attached). The May 21 memo also indicated that the "technical amendment" consisted only of Appendices I-A and I-C. May 19, 2009 memo at 8b-1. Third, like the March 19 memo, the May 21 memo did include Appendix II-B in the agenda packet, but only as "an information piece." May 21 memo at 8b-3. The May 21 memorandum, though, included a recommendation for Executive Board action:

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The Executive Board should approve the *technical amendment (comprised of Appendices I-A and I-C)* to VISION 2040's *Regional Growth Strategy*.

(Italics in original; bold added).

At the May 28, 2009 meeting, the Executive Board again heard a presentation from PSRC staff member Carol Naito. She again indicated that the technical amendment was limited to Appendices I-A and I-C, which reclassified five cities and adjusted the VISION 2040 population growth target numbers accordingly amongst the Larger Cities, Small Cities and the unincorporated area. May 28, 2009 Video at 29:20; 36:20; 40:50. Ms. Naito reiterated that "the purpose of the technical amendment is purely technical," and that "it simply updates the numbers to update political boundaries. . . ." May 28, 2009 Video at 30:35 – 30:56 and 33:00; May 28, 2009 Executive Board Minutes at 3 (copy attached). As to other documents included in the agenda packet, including Appendix II-B, Ms. Naito again refrained from even disclosing their content, describing them as "additional supplemental and background materials," that "are related to but ultimately outside the scope of the action you're being asked to consider today." May 28, 2009 Video at 32:30 and 36:20 (emphasis added). The Executive Board then approved the technical amendment unanimously. May 28, 2009 minutes at 3; May 28, 2009 Video at 40:55.

#### 4. Conclusion.

Based on the above, the Executive Board does not have authority to "conditionally" certify a city's transportation element based on a city's rate or amount of growth, either experienced in the past or planned for in the future by that city's elected legislative body. There is no authority for "conditional certification" contained in VISION 2040, or in the PSRC's Adopted Policy and Plan Review Process. Further, the Executive Board never approved "conditional certification," "bend the trend," or other strategy to limit small cities' growth. Statements in 2016 that the E-Board did so back in 2009 as part of a "technical amendment, are demonstrably not true, as shown by Executive Board agenda packets, minutes, and video recordings.

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Due to the absence of legal authority for "conditional certification," the solution for the Executive Board is to immediately revoke the "conditions" previously imposed on certification of Snoqualmie's and other small cities' transportation elements. If the PSRC would like to incorporate such an approach into future iterations of VISION 2040, it can task appropriate committees to develop an appropriate public process, with outreach to all affected cities – large and small – which may be growing faster or larger than their growth targets. An appropriate recommendation and motion could then be put before the Executive Board, and actual amendatory language to VISION 2040 presented to all members of the PSRC General Assembly for a vote. Until such time, however, use of a "conditional certification" process – and any threat to withhold federal transportation funding based on "conditional" status -- is not legal.

I ask your prompt and careful consideration of the above.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Larson", with a stylized flourish at the end.

Matthew R. Larson  
Mayor

cc: Bob Larson, City Administrator  
Mark Hofman, Community Development Director  
Bob C. Sterbank, City Attorney

**From:** Felt, Chandler [mailto:Chandler.Felt@kingcounty.gov]  
**Sent:** Tuesday, March 02, 2010 5:33 PM  
**To:** tkswanson@hotmail.com  
**Cc:** Hubner, Mike; Steve Pilcher  
**Subject:** Proposed new growth targets

Councilmember Hanson:

Thanks very much for your phone call yesterday. You're certainly asking the right questions about the proposed new housing and job growth targets that are being considered by each King County city at present.

The proposed growth targets are the third set of targets for King County cities under the Growth Management Act (GMA). They help to implement the GMA and various documents adopted as part of the GMA, such as King County's Countywide Planning Policies (CPPs) and the PSRC's Vision2040 regional plan. Vision2040 calls for "Small Cities," including Black Diamond, to take a modest share of the county's overall growth, in order to allow major Urban Centers to absorb the majority of growth. Note that of the county's 18 Small Cities, Black Diamond has the highest residential target, reflecting your development plans. This set of targets was prepared by a committee of planning directors, the Targets Committee, which met monthly for more than a year to grapple with issues of how and where within the county to accommodate the growth that the State tells us is coming over a 25-year period. The Committee considered several factors, including guidance from Vision2040, focusing of growth into major Urban Centers, equity among cities, buildable land capacity and past and expected trends of growth. The Growth Management Planning Council of elected officials agreed, and adopted the proposed set of targets in November 2009, to send to the King County Council and on to the cities for ratification.

You referred to the balance of housing and job growth – that is an important part of these targets as well. It's good that Black Diamond is trying to provide housing close by expected job opportunities. Accommodation of both housing and job growth is key to being able to maintain housing affordability and opportunities for economic development – best wishes with your efforts to balance those.

Let me cut to the chase. It's important to keep in mind that Black Diamond's proposed targets of 1,900 housing units and 1,050 jobs over 25 years (2006 – 2031) are a floor, not a ceiling. Think of them as the minimum amount of growth the City should plan for in order to absorb your share of King County's total growth. It's a floor in the sense that the City, through its comprehensive plan and development regulations and major-development approvals should provide capacity for at least that amount of growth. It's not a ceiling...there is no penalty under the CPPs for a city that exceeds its target over the 25 year period. A number of cities have exceeded earlier target rates, and that's fine.

Even if a Small City plans for higher growth levels than called for in Vision2040 or the targets, there are ways to mitigate the regionwide impacts of that growth. For instance, new development can strive for a compact footprint and a more complete mix of housing and commercial uses to encourage pedestrian activity, while providing open space. Further, I understand the City is using Transfer of Development Rights to minimize impacts on adjoining rural and resource areas.

I hope that helps explain some of the context and application of these proposed targets. Please follow up with me, or with Michael Hubner of the Suburban Cities Association if we can provide additional information.

- Chandler Felt, Demographer and Planner
- King County Office of Strategic Planning
- (206) 263 - 9693

## APPENDIX A: PUGET SOUND REGIONAL COUNCIL ADOPTED POLICY AND PLAN REVIEW PROCESS

*Revised September 2003*

A hallmark of planning in Washington State is its emphasis on coordinating issues that are interjurisdictional in nature. The Growth Management Act requires coordination and consistency among planning efforts where there are “common borders or related regional issues” (RCW 36.70A.100). The Act also requires countywide and multicounty planning policies to serve as frameworks for ensuring consistency among local comprehensive plans (RCW 36.70A.210). In addition, the Regional Transportation Planning Organization legislation, which was adopted with the Growth Management Act, mandates that regional agencies certify that the transportation elements in local comprehensive plans are consistent with regional transportation plans (RCW 47.80.023). To that end, the legislation requires regional organizations to “establish guidelines and principles” for the purpose of evaluating transportation-related provisions in local comprehensive plans (RCW 47.80.026).

The Puget Sound Regional Council’s *Interlocal Agreement for Regional Planning of the Central Puget Sound Area* and *Framework Plan* also provide direction for coordinating planning on interjurisdictional issues. The *Interlocal Agreement* calls for the Regional Council to develop a process for the review of countywide planning policies (VII-C). The *Framework Plan* directs the Regional Council to work with local and state agencies to ensure that provisions of the *Regional Growth Strategy* are reflected in local planning efforts (Section 5, 1-c-3).<sup>9</sup>

The process for reviewing planning policies and local and regional plans includes three types:

- (1) review of local comprehensive plans, including the certification of their transportation elements
- (2) review of countywide planning policies and multicounty policies, including certification of countywide policies for consistency with the regional transportation plan
- (3) consistency review of transit agency plans.

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<sup>9</sup> VISION 2040, last updated in 2008, serves as the region’s overall growth and transportation strategy. Incorporated into VISION 2040 are the multicounty planning policies required under the Growth Management Act. These policies provide a framework for local and regional planning in the four-county region. The regional transportation plan, *Transportation 2040*, is a functional plan of VISION 2040. Adopted in 2010, this long-range transportation plan includes the multicounty framework policies and transportation policies.

The Regional Transportation Improvement Program (TIP) Policy Framework requires that only jurisdictions with certified transportation elements can submit applications for projects and programs to be considered for inclusion in the Regional TIP.

## **Type 1: Review of Local Comprehensive Plans, Including Certification of Transportation Elements**

A questionnaire to be completed by agency staff is the chief tool used in the review of local comprehensive plans. The questionnaire focuses on the multicounty planning policies contained in the adopted regional growth and transportation strategy.

Jurisdictions are encouraged to provide copies of their draft comprehensive plans to the Regional Council prior to or during their formal plan review period. This enables the Regional Council to address any potential issues prior to the adoption of the plan. Regional Council staff will be available to local jurisdictions and transportation agency staff to discuss any issues or problems.

The certification of transportation-related provisions in local comprehensive plans is based on (1) conformity with requirements in the Growth Management Act for comprehensive plan elements, (2) consistency with the regional transportation plan, including consistency with established regional guidelines and principles, and (3) compliance with federal and state clean air legislation.

- 1 Conformity with the Growth Management Act. Conformity with the Growth Management Act focuses on five requirements for transportation elements listed in the Act: (1) consistency with the land use element, (2) identification of facilities and service needs, (3) discussion of financing for transportation facilities and services, (4) description of intergovernmental coordination efforts, and (5) development of transportation demand management strategies (RCW 36.70A.070).
- 2 Consistency with the Regional Transportation Plan. Consistency with the regional transportation plan is determined through a comparison of the transportation-related provisions in local plans with the policies and provisions in the adopted regional transportation plan.

*Consistency with Established Regional Guidelines and Principles.* Regional guidelines and principles are formally incorporated into the regional transportation plan and identified in the questionnaire used in the review of local comprehensive plans. As required by law (RCW 47.80.026), these guidelines address the following factors: a) freight transportation and port access, b) circulation systems, access to regional systems, and effective and efficient highway systems, c) transportation demand management, d) present and future railroad right-of-way corridors, e) intermodal connections, f) concentration of economic activity, g) residential density, h) development corridors and urban design that support high-capacity transit, i) ability of transportation facilities and programs to retain existing and attract new jobs and private investment to accommodate growth in demand, j) joint and mixed use developments, and k) development patterns that promote pedestrian and nonmotorized transportation.<sup>10</sup>

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<sup>10</sup> See *Transportation 2040*, page 4.

*Physical Design Guidelines.* In addition, ten physical design guidelines have been established in the regional transportation plan.<sup>11</sup> These include: (1) encourage mix of complementary land uses, (2) encourage compact growth by addressing density, (3) link neighborhoods, connect streets, sidewalks and trails, (4) integrate activity areas with surrounding neighborhoods, (5) locate public and semipublic uses near stations, (6) design for pedestrians and bicyclists, (7) provide usable open spaces, (8) manage the supply of parking, (9) promote the benefits of on-street parking, and 10) reduce and mitigate the effects of parking.

3. Air Quality Conformity. For jurisdictions in the central Puget Sound region that are within the designated maintenance areas for carbon monoxide, ozone, and/or particulate matter, air quality conformity is determined based on the consistency of local plans with the regional transportation plan. For the purpose of determining conformity with the state's Clean Air Conformity Act and consistency with the regional plan, the transportation element should include, at a minimum, policy language and provisions that commits the jurisdiction to developing programs and measures that address federal and state air quality regulations and laws (WAC 173-420-080).

Provisions That Are Not Transportation-Related. In order to coordinate planning on issues other than the transportation-related provisions addressed in local and transit agency plans, the Puget Sound Regional Council will provide comments to localities and agencies during their formal review period. Both formal and informal consultation on these plans provides an opportunity to identify how local governments and transportation agencies are using the *Regional Growth Strategy* in their planning efforts. (This area of coordination is voluntary.)

Procedures for Certification. The certification of transportation-related provisions in local plans includes a two-step review. In the first step, the Regional Council performs a preliminary review as soon as the draft comprehensive plan is available, typically during the time that the draft plan is being reviewed by state agencies; that is, at least 60 days prior to plan adoption. Review of the transportation-related provisions in draft form provides the opportunity for the jurisdiction to address inconsistencies or potential problems prior to plan adoption. The certification review includes completion of the plan review questionnaire by agency staff, which is returned to the Regional Council for review.

Once the final plan is adopted, the transportation-related provisions are reviewed a second time, focusing on any changes made to the plan after the preliminary review. The Regional Council then prepares a report on certification and sends it to the jurisdiction. After the jurisdiction has had an opportunity to review the report and comment, a recommendation on certification is presented to one or both of the Regional Council's policy boards and then to the Executive Board for consideration and action.<sup>12</sup> Transportation elements of local comprehensive plans remain certified until amended.

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<sup>11</sup> See *Transportation 2040*, pages 21.

<sup>12</sup> Amendments addressing transportation-related provisions are reviewed by the Transportation Policy Board; amendments that address centers planning or other growth management issues are reviewed by the Growth Policy Board.

An appeals process is identified in the *Interlocal Agreement* for jurisdictions wishing to take issue with the Board's action. Upon receipt of an appeal, the Executive Board will direct that a five-member board of hearing examiners be constituted from the membership of the Board to resolve the conflict in a manner that would allow the transportation element to be certified.<sup>13</sup>

Certification of Subarea Plans for Designated Regional Centers. Jurisdictions which have formally designated regional centers are requested to prepare a subarea plan for each center. The subarea plan should be adopted within four years of the designation of the center. The plan should address the criteria identified in the Regional Council's center plan checklist. The Regional Council performs a preliminary review on the draft center plan, during the time that draft is under review by state agencies. Once the final center plan is adopted, the Regional Council prepares a certification report and sends it to the jurisdiction for review and comment. A recommendation is then presented to one or both of the policy boards and Executive Board for consideration and action. The appeals process described in the previous paragraph applies.

## **Type 2: Review of Countywide Planning Policies and Multicounty Policies, including Certification of Countywide Policies for Consistency with the Regional Transportation Plan**

The review of countywide planning policies and multicounty policies is based upon a comparative analysis of countywide and multicounty policies. The comparison focuses on the policy areas for regional planning identified in the Growth Management Act (RCW 36.70A.210). These policy areas include (1) designation of urban growth areas, (2) contiguous and orderly development and the provision of services, (3) transportation facilities and strategies, (4) siting regional capital facilities, (5) interjurisdictional planning, (6) economic development, and (7) affordable housing. In addition, multicounty policies also include policies on open space, resource protection and critical areas.

The review of countywide planning policies and multicounty policies is a collaborative review which is intended to provide information to allow enhanced coordination of regional planning. The comparison focuses on the consistency of each county's countywide policies with adopted multicounty policies. Regional Council staff, together with local government staff, prepares a draft consistency report and circulates it for review and comment by the counties and any countywide growth management planning bodies. Any identified problems shall first be addressed through staff to staff discussions. Unresolved issues are referred to the Executive Board, counties, and countywide growth management planning bodies for consideration. If inconsistencies remain, the Regional Council, any county, or any countywide growth management planning body may request the Washington State Department of Community, Trade, and Economic Development to provide mediation services pursuant to the Growth Management Act.

Certification of Countywide Planning Policies and the Adopted Regional Transportation Plan for Consistency. The consistency certification of countywide planning policies and the regional transportation plan is based on a comparative analysis of the adopted countywide transportation-related planning policies and the regional transportation plan (RCW 47.80.023).

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<sup>13</sup> Interlocal Agreement for Regional Planning of the Central Puget Sound Area (VII.A.4 and VII.A.5).

Regional Council staff reviews the countywide policies and the regional transportation plan and prepares a certification report noting any possible inconsistencies. (Note: This report may be a section of the consistency report comparing countywide and multicounty policies, if the transportation-related provisions are provided as part of a whole set of policies.) The report shall identify any recommended amendments to the countywide policies or the regional plan, or both, to make them consistent with each other. The report shall be submitted to one or both of the policy boards and Executive Board for action and then to the counties and the respective countywide growth management planning bodies for consideration. Any inconsistencies shall be addressed by consideration of amendments either to the policies or the plan, or both, according to the procedures established by law for amendment.

If a county or a countywide growth management planning body disagrees with a recommended amendment to its policies, it may appeal the recommendation. Appeals shall be made to the Executive Board, which shall either make recommendations to the General Assembly to amend the regional transportation plan to allow certification or deny certification.

Proposed amendments or updates to countywide planning policies shall be submitted by each county to the Regional Council for preliminary review at least 60 days in advance of action by the countywide growth management planning body. Preliminary review shall identify and recommend amendments to allow certification. After adoption of the policies they shall be reviewed for any changes made after the preliminary review, which would affect certification. A certification report and recommendation shall then be prepared as described above. Countywide planning policies remain certified until amended.

### **Type 3: Consistency Review of Transit Agency Plans**

To coordinate planning among the Regional Council, local governments and transit agencies, the Regional Council provides comments to transit agencies during the development of their transit development plans (six-year) and longer-term strategic plans. Coordination and consultation regarding these plans and the adopted regional growth and transportation strategy provides an opportunity to identify how transit agencies are using the regional strategy and reflecting growth management provisions in their planning efforts. Agencies are encouraged to provide copies of their draft plans to the Regional Council prior to or during their formal review period. This enables the Council to address any potential issues prior to the adoption of the plan. Regional Council staff is available to transit agency staff to discuss any issues or problems.

For major plan updates, Regional Council staff, together with transit agency staff, prepares a draft consistency report and circulates it for review and comment by the transit agency. The report is revised accordingly and transmitted to one or both of the policy boards and Executive Board for consideration. Any identified problems shall first be addressed through staff to staff discussions. Unresolved issues are referred to the Executive Board and transit agency officials for consideration.

**Certification of Plans Prepared by the Regional Transit Authority (Sound Transit).**

Washington state law requires the Regional Council to formally certify that the regional transit system plan prepared by the Regional Transit Authority – known as Sound Transit – is consistent with the regional transportation plan (RCW 81.104). The agency is encouraged to provide the Regional Council with drafts of its plan prior to or during the formal plan review period. This enables the Regional Council to address potential issues prior to final adoption. Regional Council staff, together with Sound Transit staff, prepare a draft consistency report for review and comment by the authority. A recommendation is then forwarded to one or both of the policy boards and Executive Board for consideration and action. If the authority disagrees with the recommendation, it may appeal to the Executive Board.

**Land Uses Adjacent to General Aviation Airports**

Washington state law requires local jurisdictions to establish plans, zoning ordinances and development regulations which discourage the siting of incompatible land uses adjacent to public use general aviation airports (RCW 36.70.547). As part of its review of local comprehensive plans, the Regional Council assesses whether localities are addressing this requirement.

**The Review of Amendments and Updates to Local Comprehensive Plans, Countywide Planning Policies and Transit Agency Plans**

All amendments to countywide planning policies, local comprehensive plans, and Sound Transit's plan shall be submitted to the Regional Council for review. However, action by the Regional Council's boards concerning certification of local comprehensive plans and countywide planning policies is limited to the certification-related issues addressed in the amendment(s).<sup>14</sup> Transit agencies are requested to submit any updates and amendments to their plans to Regional Council for review and comment.

**Frequency of Plan Review and Certification**

Local jurisdictions' transportation elements are certified until amended or updated. Any changes to the transportation-related provisions will require certification. Countywide planning policies are also certified until amended or updated. Any changes will be reviewed against the multicounty policies and the regional transportation plan, as appropriate.

The policy and plan review process needs to be flexible in order to incorporate changes made over time. The regional transportation plan will itself be amended and updated regularly in accordance with federal requirements to reflect changes in local comprehensive plans and other related transportation plans. Amendments and updates to local plans and countywide policies are expected to demonstrate consistency with the version of the regional transportation plan in place at the time countywide or local adoption action is taken.

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<sup>14</sup> For example, if a jurisdiction amends only its policies addressing transportation demand management, then only that set of policies would be reviewed and acted upon for certification.

**DISCUSSION/FUTURE ACTION ITEM**

March 19, 2009

**To:** Executive Board

**From:** Councilmember Mike Lonergan, Chair  
Growth Management Policy Board

**Subject:** **Technical Amendment to the VISION 2040 Regional Growth Strategy**

**AT ISSUE**

At its March 26 meeting, the Executive Board will be briefed on the Growth Management Policy Board's recommendation on a *technical amendment* to the VISION 2040 Regional Growth Strategy. The Executive Board will be asked to take action on the amendment in May.

**BACKGROUND**

VISION 2040 (adopted in April 2008) authorizes the Executive Board to make periodic adjustments to the *Regional Growth Strategy* prior to each round of target-setting under the Growth Management Act (GMA), to provide counties and their cities with numbers that reflect current jurisdictional boundaries to use in developing new targets. This proposed technical amendment is intended to support counties updating (or considering updating) their local growth targets to align with VISION 2040 in advance of amending their countywide planning policies in 2010. At its meeting on February 12, the Growth Management Policy Board recommended that the Executive Board take action to approve the *technical amendment* (comprised of Appendix I-A and I-C) to VISION 2040's *Regional Growth Strategy*.

The amendment would update the *Regional Growth Strategy* in VISION 2040 to reflect jurisdictional boundaries and local population and employment as of April 1, 2007. *Small Cities* being reclassified as *Larger Cities* through this amendment include: Arlington (Snohomish County), Fife (Pierce County), Maple Valley (King County.), Mill Creek (Snohomish County), and Monroe (Snohomish County). The amendment would revise the *Population Growth* and *Employment Growth* tables on page 21 of VISION 2040 (*General Assembly transmittal document*, adopted on April 24, 2008), as well as related illustrative and narrative sections elsewhere in *Part II: Regional Growth Strategy*, and *Part III: Multicounty Planning Policies*.

Both the Regional Staff Committee and the Growth Management Policy Board reviewed materials that were drafted for this agenda item and agreed to revisions that have been incorporated into this transmittal package.

## A. What Is the Purpose of the Technical Amendment?

The proposed Technical Amendment addresses two situations identified in VISION 2040 (see page 18):

1. Jurisdictional boundary changes due to annexations that have occurred and urban growth area adjustments that have been adopted since the 2000 base year.
2. Reclassification of cities from the *Small City* to *Larger City* regional geography due to annexations and/or real growth that occurred since the 2000 base year. (Note: The threshold for being classified as a *Larger City* is a combined population and employment base of 22,500 – see VISION 2040, pages 18 and 23.)

## B. What Does the Technical Amendment Do to the Adopted *Regional Growth Strategy*?

The technical amendment updates the adopted *Regional Growth Strategy* as follows:

1. It shifts the 2000 base year population and employment associated with areas that have been annexed since 2000, along with adjusted urban growth areas. It also reclassifies cities into their reassigned regional geographies.
2. It shifts the proportional share of the 2000-2040 *Regional Growth Strategy* allocation associated with areas that have been annexed, and adjusted urban growth areas. It also reclassifies cities into their reassigned regional geographies.

By doing so, the amendment acknowledges the changed role of reclassified areas in implementing the *Regional Growth Strategy*. (For example, an unincorporated area that has been annexed by a *Core City* will share a portion of the role of *Core Cities* under the *Regional Growth Strategy*, as will a *Small City* reclassified as a *Larger City*.) In addition, the technical amendment makes minor revisions to the 2000 base year population and employment estimates to reflect data improvements and corrections, including the addition of enlisted military personnel (37,600 total) to the 2000 base year employment numbers.

There are some things the technical amendment does not do. The amendment does not change the base year of the *Regional Growth Strategy*; the base year remains 2000 and the *Regional Growth Strategy* allocations will continue to represent goals for the 40-year VISION 2040 planning period. The amendment also does not make any changes to the adopted policy guidance underlying the *Regional Growth Strategy* beyond updating the role of reclassified areas. As the *Regional Growth Strategy* is revisited in the future, the classification of regional geographies may also be assessed and recommendations for policy guidance may be developed.

## C. How Was the Technical Amendment Developed?

PSRC staff worked closely with county technical/demographic staff representatives serving on the Growth Targets Land Use Technical Advisory Committee (LUTAC) to develop the *Regional Growth Strategy* technical amendment. Crafting the amendment required developing the following two data sets:

1. 2000 estimates of population and employment for each city, unincorporated urban growth area, and rural area by county, as well as each unincorporated community annexed or affected by an urban growth area adjustment between 2000 and 2007.

These estimates were used to shift the 2000 base year population and employment for annexed areas, adjust urban growth areas and reclassify cities to their reassigned regional geographies. PSRC staff utilized the following data inputs to develop the baseline estimates: 2000 Census data, 2000 UrbanSim parcel-level estimates of housing and household population, PSRC establishment-level employment data, and county geographic information system (GIS) shape files of city boundaries, annexation areas, and urban growth areas.

2. Proxy measures of future residential and commercial development capacity, by county, of individual annexation areas, urban growth area adjustment areas, the *Unincorporated Urban Growth Area*, and the *Rural* area, as well as each reclassified *Small City* and the *Small Cities* total.

The proxy measures are used to redistribute proportional shares of the 2000-2040 *Regional Growth Strategy* allocations for the *Unincorporated Urban Growth Area*, *Rural* area and *Small Cities* associated with annexation areas, urban growth area adjustment areas and reclassified cities to their appropriate regional geographies. County buildable lands data and current 2007 population and employment estimates were used as the basis for developing these proxy measures of development capacity.

#### **D. What Is Included in the Technical Amendment Package?**

Materials that accompany the proposed technical amendment include:

1. Appendix I-A: Revised Regional Growth Strategy charts and tables as an update to those published on page 21 of the final VISION 2040 document (adopted April 24, 2008).
2. Appendix I-B: Supplemental Regional Growth Strategy technical tables as an addendum to those published in “Appendix I-A: Preferred Growth Alternative: Technical Tables” of the VISION 2040 Final Environmental Impact Statement (EIS).
3. Appendix I-C: Revised table of City Classifications by County by Regional Geography as an update to that published in “Appendix I-A: Preferred Growth Alternative: Technical Tables” of the VISION 2040 Final EIS.
4. Appendix II-A: 2000-2007 Population & Employment Trends and the *Regional Growth Strategy* provides context for issues associated with recent trends that create challenges.
5. Appendix II-B: PSRC Guidance for Aligning Local Growth Targets with the *Regional Growth Strategy* is an information piece to address moving forward with work at the countywide and local level.

#### **E. The Technical Amendment and the Transportation 2040 Update**

The proposed amendment to the *Regional Growth Strategy* is currently not reflected in the Transportation 2040 Update EIS alternatives modeling and analysis work being conducted. Anticipating that the technical amendment will be adopted by the Executive Board in May 2009, PSRC staff is prepared to incorporate the amended *Regional Growth Strategy* into the modeling and analysis of the Transportation 2040 preferred alternative, which is scheduled to be crafted over the spring/summer of 2009.

## F. Next Steps

At its May 28 meeting, the Executive Board will discuss and act on the recommendation.

If you have questions or would like additional information, please contact Ben Bakkenta at (206) 971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org), or Carol Naito at (206) 464-7535 or [cnaito@psrc.org](mailto:cnaito@psrc.org).

- Attachments:
- (1) Appendix I-A: Revised *Regional Growth Strategy* Charts & Tables
  - (2) Appendix I-B: Supplemental Technical Tables
  - (3) Appendix I-C: City Classifications by County by Regional Geography
  - (4) Appendix II-A: 2000-2007 Population & Employment Trends and the *Regional Growth Strategy*
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**ACTION ITEM**

May 21, 2009

**To:** Executive Board

**From:** Councilmember Mike Lonergan, Chair  
Growth Management Policy Board

**Subject:** **Approve Technical Amendment to the VISION 2040 Regional Growth Strategy**

**AT ISSUE**

At its March 26 meeting, the Executive Board was briefed on the Growth Management Policy Board's recommended *technical amendment* (comprised of Appendix I-A and I-C) to VISION 2040's *Regional Growth Strategy*. VISION 2040 (adopted in April 2008) authorizes the Executive Board to make periodic adjustments to the *Regional Growth Strategy* prior to each round of target-setting under the Growth Management Act (GMA), to provide counties and their cities with numbers that reflect current jurisdictional boundaries to use in developing new targets. This proposed technical amendment is intended to support counties updating (or considering updating) their local growth targets to align with VISION 2040 in advance of amending their countywide planning policies in 2010.

**RECOMMENDED ACTION**

The Executive Board should approve the *technical amendment* (comprised of Appendix I-A and I-C) to VISION 2040's *Regional Growth Strategy*.

**DISCUSSION**

The amendment would update the *Regional Growth Strategy* in VISION 2040 to reflect jurisdictional boundaries and local population and employment as of April 1, 2007. As a result of the amendment, the following small cities would be reclassified to larger cities: Arlington (Snohomish County), Fife (Pierce County), Maple Valley (King County.), Mill Creek (Snohomish County), and Monroe (Snohomish County). The amendment would revise the *Population Growth* and *Employment Growth* tables on page 21 of VISION 2040 (*General Assembly transmittal document*, adopted on April 24, 2008), as well as related illustrative and narrative sections elsewhere in *Part II: Regional Growth Strategy*, and *Part III: Multicounty Planning Policies*.

Both the Regional Staff Committee and the Growth Management Policy Board reviewed materials that were drafted for this agenda item and agreed to revisions that have been incorporated into this transmittal package.

### **A. What Is the Purpose of the Technical Amendment?**

The proposed Technical Amendment addresses two situations identified in VISION 2040 (see page 18):

1. Jurisdictional boundary changes due to annexations that have occurred and urban growth area adjustments that have been adopted since the 2000 base year.
2. Reclassification of cities from the *Small City* to *Larger City* regional geography due to annexations and/or real growth that occurred since the 2000 base year. (Note: The threshold for being classified as a *Larger City* is a combined population and employment base of 22,500 – see VISION 2040, pages 18 and 23.)

### **B. What Does the Technical Amendment Do to the Adopted *Regional Growth Strategy*?**

The technical amendment updates the adopted *Regional Growth Strategy* as follows:

1. It shifts the 2000 base year population and employment associated with areas that have been annexed since 2000, along with adjusted urban growth areas. It also reclassifies cities into their reassigned regional geographies.
2. It shifts the proportional share of the 2000-2040 *Regional Growth Strategy* allocation associated with areas that have been annexed, and adjusted urban growth areas. It also reclassifies cities into their reassigned regional geographies.

By doing so, the amendment acknowledges the changed role of reclassified areas in implementing the *Regional Growth Strategy*. (For example, an unincorporated area that has been annexed by a *Core City* will share a portion of the role of *Core Cities* under the *Regional Growth Strategy*, as will a *Small City* reclassified as a *Larger City*.) In addition, the technical amendment makes minor revisions to the 2000 base year population and employment estimates to reflect data improvements and corrections, including the addition of enlisted military personnel (37,600 total) to the 2000 base year employment numbers.

There are some things the technical amendment does not do. The amendment does not change the base year of the *Regional Growth Strategy*; the base year remains 2000 and the *Regional Growth Strategy* allocations will continue to represent goals for the 40-year VISION 2040 planning period. The amendment also does not make any changes to the adopted policy guidance underlying the *Regional Growth Strategy* beyond updating the role of reclassified areas. As the *Regional Growth Strategy* is revisited in the future, the classification of regional geographies may also be assessed and recommendations for policy guidance may be developed.

### **C. How Was the Technical Amendment Developed?**

PSRC staff worked closely with county technical/demographic staff representatives serving on the Growth Targets Land Use Technical Advisory Committee (LUTAC) to develop the *Regional Growth Strategy* technical amendment. Crafting the amendment required developing the following two data sets:

1. 2000 estimates of population and employment for each city, unincorporated urban growth area, and rural area by county, as well as each unincorporated community annexed or affected by an urban growth area adjustment between 2000 and 2007.

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The proxy measures are used to redistribute proportional shares of the 2000-2040 *Regional Growth Strategy* allocations for the *Unincorporated Urban Growth Area*, *Rural* area and *Small Cities* associated with annexation areas, urban growth area adjustment areas and reclassified cities to their appropriate regional geographies. County buildable lands data and current 2007 population and employment estimates were used as the basis for developing these proxy measures of development capacity.

#### **D. What Is Included in the Technical Amendment Package?**

Materials that accompany the proposed technical amendment include:

1. Appendix I-A: Revised Regional Growth Strategy charts and tables as an update to those published on page 21 of the final VISION 2040 document (adopted April 24, 2008).
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5. Appendix II-B: PSRC Guidance for Aligning Local Growth Targets with the Regional Growth Strategy is an information piece to address moving forward with work at the countywide and local level.

#### **E. The Technical Amendment and the Transportation 2040 Update**

The proposed amendment to the *Regional Growth Strategy* is currently not reflected in the Transportation 2040 Update EIS alternatives modeling and analysis work being conducted. Anticipating that the technical amendment will be adopted by the Executive Board in May 2009, PSRC staff is prepared to incorporate the amended *Regional Growth Strategy* into the modeling and analysis of the Transportation 2040 preferred alternative, which is scheduled to be crafted over the Spring/Summer of 2009.

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**MINUTES**

**Puget Sound Regional Council Executive Board  
Thursday, May 28, 2009  
Regional Council Board Room**

**Call to Order/Roll Call**

The meeting of the Executive Board was called to order at 10:05 am by Mayor Ray Stephanson, President. The signatures on the Attendance Sheet, as well as documentation by staff, determined attendance and that a quorum was present.

Members and *Alternates* present for all or part of the meeting included:

<i>Deputy Mayor Claudia Balducci</i>	Councilmember Bruce Harrell	Councilmember Julia Patterson
Commissioner Josh Brown	<i>Mayor Will Ibershof</i>	<i>Councilmember Michele Petitti</i>
Commissioner Bill Bryant	Mayor Darlene Kordonowy	<i>Councilmember Joe Pestinger</i>
Councilmember Mary Alyce Burleigh	Mayor Denis Law	<i>Mr. Chris Picard</i>
Councilmember Richard Cole	Councilmember Mike Lonergan	Councilmember Sonny Putter
Mayor Suzette Cooke	Commissioner Bill Mahan	<i>Mr. Brian Smith</i>
Mayor Jack Dovey	Mayor Joe Marine	<i>Councilmember Dwight Thompson</i>
Councilmember Jan Drago	Councilmember Richard McIver	
<i>Commissioner Dick Ford</i>	Executive Pat McCarthy	
<i>Councilmember Ron Hansen</i>	Commissioner Connie Niva	

Members absent included (*\*alternate present*)

Councilmember Carol Arends	Commissioner Richard Marzano	Executive Ron Sims
Mayor Linda Bird*	Councilmember Sally Nelson*	Deputy Mayor Sue Singer*
Councilmember Shawn Bunney	Mayor Greg Nickels*	Councilmember Dave Somers
Mayor Grant Degginger*	Commissioner A. Daniel O’Neal*	
Ms. Paula Hammond*	Executive Aaron Reardon	

A list of guests present for all or part of the meeting is included with the official record of these minutes.

[To listen to the digital recording of the entire meeting, please visit the PSRC website; or to watch a video of the meeting go to [http://psrc.granicus.com/MediaPlayer.php?view\\_id=2&clip\\_id=81](http://psrc.granicus.com/MediaPlayer.php?view_id=2&clip_id=81) (best in IE) or contact the PSRC Information Center, 206-464-7532; e-mail [info@psrc.org](mailto:info@psrc.org).]

Mayor Will Ibershof of Duvall spoke about an upcoming grand-opening of a transportation project in Duvall. [See links above to listen to comments.]

**President’s Remarks**

President Stephanson thanked the Board for their support in his election at the May General Assembly. He noted that at the General Assembly the new budget and two bylaw changes were made and six groups were honored with VISION 2040 Awards.

**Committee Reports**

Transportation Policy Board

Councilmember Patterson reported that the Transportation Policy Board (TPB) recommended two items on the Consent Agenda and contingency projects for American Recovery and Reinvestment Act (ARRA) funds. There are extra funds that will be returned to the agency due to an under-budget

project in Redmond. These funds will now be used to fund the Port of Bremerton Cross S Kitsap Industrial Area (SKIA) Connector: Phase I, which is on the agenda. They also received a briefing on Washington State's Long-Term Air Transportation Study. In both April and May, the TPB received presentations on the Transportation 2040 update.

#### Growth Management Policy Board

PSRC Staff member Norman Abbot stated that the Growth Management Policy Board (GMPB) received a second Regional Growth Center presentation from the City of Seattle focusing on the Northgate and University District areas. They also heard a staff report on Infrastructure Funding from the 2009 State Legislature. The Acting Food Policy Council also presented to the GMPB as did the PSRC Transportation staff.

#### Operations Committee

Commissioner Josh Brown reviewed the actions taken that morning at the Operations Committee meeting. Three items were forwarded for Executive Board action on the Consent Agenda. The item regarding the membership for the King County Ferry will be removed from the Consent Agenda for further discussion and a separate vote.

#### Economic Development District

Councilmember Chelminiak reported that they approved two contracts and a steering committee on International Friendliness. They also received an update on state aerospace competitiveness. The Economic Development District (EDD) is continuing its work as a regional clearinghouse for ARRA funding information. There will be an Industry Cluster tour on Global Health on June 19<sup>th</sup>.

#### **Executive Director's Report**

Bob Drewel thanked all who were able to attend the General Assembly, including the City of Seattle who hosted the event. He also thanked PSRC staff and members for their help during the 2009 State Legislature and the actions taken regarding ARRA funding.

#### **Consent Agenda**

**It was moved and seconded to:**

- a. Approve Minutes of the Meeting held March 26, 2009\***

#### Operations Committee

- b. Approve Vouchers Dated March 23, 2009 through May 18, 2009 in the Amount of \$1,621,059.13\***
- c. Approve the Proposed FY 2008-2009 Supplemental Biennial Budget and Work Program Amendment for Job Access Reverse Commute (JARC) Funds\***
- d. Authorize the Executive Director to Enter into an Agreement with the Trade Development Alliance of Greater Seattle\***

#### Transportation Policy Board

- f. Authorize Changing Project Status for Destination 2030 Project: Aurora Ave. N Multi-Modal Corridor Project – N 165<sup>th</sup> St to N 185<sup>th</sup> St\***
- g. Adopt Routine Amendment to the 2007-2010 Transportation Improvement Program (TIP)\***

**The motion carried unanimously.**

## **New Business**

### **8a. Approve Contingency Lists of Projects for PSRC's ARRA Funds**

Karen Richter noted that in March 2009 the PSRC Executive Board approved project lists to receive ARRA funding. Due to the swift timing required by the federal government, they were not able to create a contingency list at that time. Since that time, committees at PSRC have worked to develop a contingency list. There will be funds available shortly for the Port of Bremerton due to a project that was just started, but is under construction and came under bid in Redmond. Making these funds available to the Port of Bremerton will address the board's direction that Kitsap County be given their "fair share" of ARRA funding. This list was subject to public comment and review. There was one general comment received and provided to the board. This action approves the contingency list, the methodology for funding the projects, approval for the Port of Bremerton project, and a request to grant PSRC staff the authority to move on these projects in order to comply with time guidelines on the funding. Staff will consult with appropriate committee chairs on funding. There was a request to report to the Executive Board on actions taken on the contingency list. PSRC staff will do that.

**ACTION: It was moved and seconded to approve the Contingency Lists of Projects for PSRC's ARRA Funds**

**Following discussion the motion carried unanimously.**

### **8b. Approve Technical Amendment to VISION 2040 Regional Growth Strategy**

Councilmember Lonergan introduced the item. Ben Bakkenta and Carol Naito presented on the item. The amendment is technical in nature and does not affect the underlying policy goals and direction of the regional growth strategy. It simply updates the numbers to reflect political boundary changes. The VISION 2040 document gives the Executive Board authority to make periodic technical amendments preceding each round of local GMA target-setting activities to give counties and their respective jurisdictions current numbers for the process. This technical amendment is intended to support communities in King and Pierce counties updating their targets. The amendment has been approved by the Regional Staff Committee and the GMPB.

**ACTION: It was moved and seconded to approve a Technical Amendment to VISION 2040 Regional Growth Strategy**

**Following a presentation and brief discussion, the Board voted to approve the motion unanimously.**

### **7e. Approve Membership for the King County Ferry District**

This item was pulled from the Consent Agenda by Commissioner Brown. Mark Gulbranson stated that the King County Ferry District has requested PSRC membership as a transit agency. The Operations Committee discussed this item in their meeting and while they support membership, they have questions about dues for the ferry district. The transit agencies all pay dues to PSRC based on their service area populations. The Ferry District is a new agency and their proposed dues were assessed based on their current operating area, which includes the City of Seattle and Vashon Island, as opposed to their taxation area of King County. The difference would be \$43,000 vs. \$128,000. The Operations Committee requested that staff continue to negotiate with King County, but added

that if the dues are less than other agencies are charged, that this item be brought back to the committee for further discussion. Councilmember Sonny Putter of Newcastle also raised this issue.

**ACTION: It was moved and seconded to Recommend Membership for the King County Ferry District, but Request that PSRC Staff Continue to Negotiate the Dues Rate and Report Back to the Operations Committee.**

**Following further discussion the motion was tabled unanimously.**

**Discussion Item**

**Transportation 2040 Briefing**

Mike Cummings gave a presentation on the current status of the Transportation 2040 Update. The draft EIS will be released for public comment on May 29, 2009.

**Other Business**

There was no other business brought before the Board.

**Announcements**

- **Next Meeting Date and Time** – Thursday, June 25, 2009, 10 – 11:30 a.m., Regional Council Board Room.

The meeting adjourned at 11:30 am

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Adopted this 25th day of June, 2009

\_\_\_\_\_  
Mayor Ray Stephanson, President

Attest: \_\_\_\_\_  
Bob Drewel, Executive Director

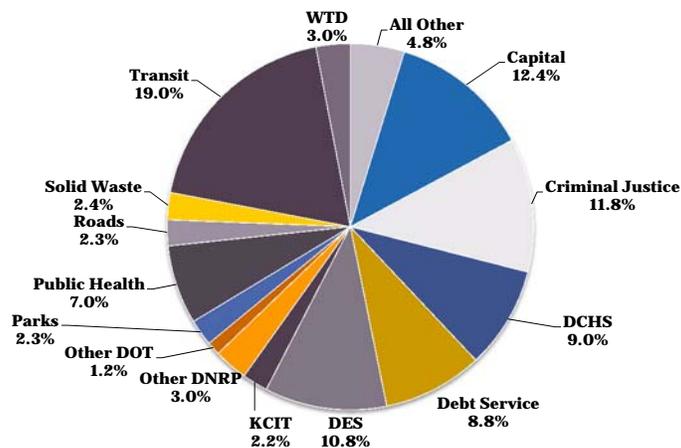
# King County 2017/2018 Budget

Presentation to Sound Cities Finance Committee  
Dwight Dively, Director  
King County Office of Performance, Strategy and Budget  
July 11, 2016



**King County**

## King County 2015/2016 Total Budget (approximately \$8.9 billion)



## Looking Ahead to 2017/2018

- **Financial status of County funds varies substantially**
- **At least seven major focal points for 2017/2018 budget:**
  - **Metro Transit**
  - **Road Services Division**
  - **Rate-supported agencies**
  - **Behavioral Health (mental health and substance use disorders)**
  - **Public Health**
  - **E-911**
  - **General Fund**

## Metro Transit

- **Significant increases in sales tax and fare revenue**
- **New financial policies being considered by the County Council, including clear policies for reserves for the next recession and for bus replacement**
- **Transit has proposed some expansion of service, investments in safety and security, and major capital programs (bus bases, technology, etc.)**

## Road Services Division

- Funding is vastly inadequate but no further cuts are projected in the near term
- Bridges & Roads Task Force met in the fall of 2015 and made recommendations, including working with cities to develop countywide funding options for the county and cities
- Discussions with cities are underway
- Significant revenue increases would require State legislative action

## Rate-Supported Agencies

- Wastewater rates have been approved; 5.2% increase for two years; changes in policy will reduce debt by about \$582 million from previous plans by 2030
- Solid Waste rates will be submitted this week; likely increase from current \$120.17 per ton to something less than \$140 per ton (\$140 was the forecast when rates were last increased)
- Surface Water Management rates will be submitted with the budget and involve complex issues; a large rate increase is likely

## Behavioral Health

- **Creation of a behavioral health organization occurred in April, which standardizes funding models for mental health and substance use disorder services**
- **Mental Illness and Drug Dependency (MIDD) sales tax renewal has been submitted to the Council and MIDD Oversight Committee has made recommendations for 2017/2018 spending**
- **The overall outlook is for lots of changes but the short-term financial position appears adequate**

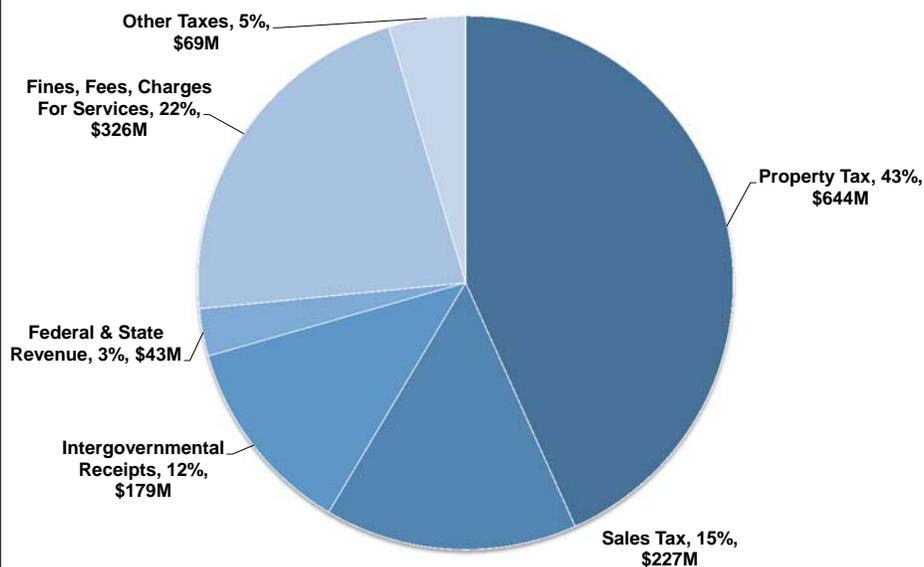
## Public Health

- **Public Health Fund is projected to end 2016 with a fund balance of about -\$6 million, which will have to be recovered over time**
- **Public Health has an ongoing imbalance between revenues and expenditures due to flat federal and state funding**
- **Best Starts for Kids and other current initiatives will reduce, but probably not eliminate, the ongoing funding gap**
- **All clinics will remain open, but small changes in services may occur**
- **Northshore Clinic is relocating to near Totem Lake**

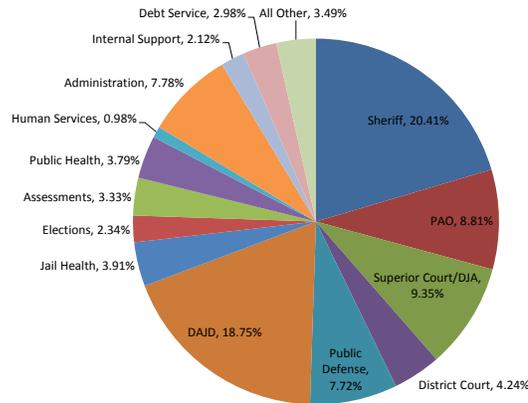
## E-911

- The E-911 system is funded by a flat tax per phone line
- As individuals and businesses eliminate land lines, the revenue forecast is declining
- Current forecasts show 2017/2018 revenue may be inadequate to cover current projected expenditures, but delays in capital projects may allow services to continue in the upcoming biennium
- Cities and other partners will receive information and provide feedback through the Leadership Group and Interim Advisory Group

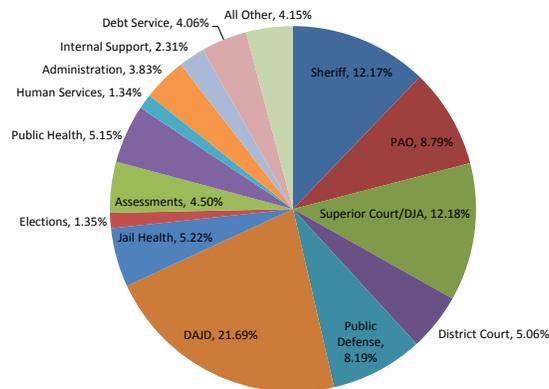
## 2015/2016 General Fund Revenue



## Total 2015/2016 General Fund Budget (\$1.5 billion)



## Net 2015/2016 General Fund Budget True GF-Supported Programs (\$1.1 billion)



## 2017/2018 General Fund Gap

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

## Balancing the General Fund

- **Proposals were received from agencies last week; many involve very challenging reductions in services and staffing**
- **Depending on Executive and Council decisions, cities would be affected by:**
  - **Potential elimination of Sheriff's marine and air support units**
  - **Potential closure of the MRJC for booking**
  - **Potential closure of work release**
  - **Potential reductions in Medical Examiner's Office**
  - **Potential reductions in prosecutors and support staff, slowing filings**
  - **Potential reductions in human services, including services for victims in criminal justice agencies**

## In the Longer Run...

- 1% cap on property tax revenue growth means the General Fund will always have a structural gap, averaging about \$20 million per biennium
- Public Health will have a major funding gap for 2019 without additional revenue
- King County's legislative agenda will focus primarily on changing the 1% cap to a limit of population growth plus inflation
- Under current statutes, a levy lid lift is of limited value for the County's General Fund due to the non-supplanting provision that applies only to King County
- Another revenue option is the criminal justice sales tax (0.1% to 0.3%), which requires voter approval and is split 60% to the County and 40% to cities by population

1

[7/13/16]

[SAG]

Sponsor: CM Pelozo

Proposed No.: 2016-0281

1 **AMENDMENT TO PROPOSED ORDINANCE 2016-0281, VERSION 1**

2 Delete Attachment A, Best Starts for Kids Implementation Plan dated June 1, 2016, and  
3 insert Attachment A, Best Starts for Kids Implementation Plan, Updated July 13, 2016.  
4 Engross any adopted amendments to Attachment A, Best Starts for Kids Implementation  
5 plan, Updated July 13, 2016, and delete the line numbers.

6 **EFFECT:**

7 **Would make the following changes to the transmitted implementation plan:**

- 8 **1. Adds language directing that as need determinations are made for focused**
- 9 **strategies and programs, consideration will be given to communities and**
- 10 **populations experiencing rapidly increasing rates in the challenges facing**
- 11 **children and families;**
- 12 **2. Adds language directing that thought be given to distance an individual must**
- 13 **travel for services, particularly when few transportation options are**
- 14 **available, in considering availability of opportunities across the diversity of**
- 15 **the geographies in the County and proposes consideration of enhancing**
- 16 **equity through transportation subsidization options;**

- 17       **3. Makes formatting and language changes to the reporting section in order to**  
18           **clarify between formal, annual reporting requirements and less formal,**  
19           **periodic briefings and outlines what should be included in these reports,**  
20           **including adding clarity around content and timing if Annual Reports are**  
21           **combined with FYHP Initiative Annual Reports when these become eligible**  
22           **for combined reporting;**
- 23       **4. Inserts section on BSK Evaluation and Performance Measurement Plan from**  
24           **information available elsewhere in the Implementation Plan including due**  
25           **date and brief description to add clarity and context for Annual Reports**  
26           **section;**
- 27       **5. Makes the connection between the BSK Evaluation and Performance**  
28           **Measurement Plan and the Annual Reports more explicit;**
- 29       **6. Clarifies transmittal requirement and directs that the Clerk distribute**  
30           **required reports to members of the Regional Policy Committee, or its**  
31           **successor; and**
- 32       **7. Adds the requirement that Annual Reports (including first annual report)**  
33           **and the BSK Evaluation and Performance Measurement Plan be developed**  
34           **in consultation with and reviewed by the Children and Youth Advisory**  
35           **Board prior to transmittal.**

36

37