



## **SCA Public Issues Committee**

### **MINUTES**

**June 8, 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. 28 cities had representation ([Attachment A](#)). Guests present included: Tamie Deady, Black Diamond Council; Bill Ramos, Issaquah Council; David Storaasli, Pacific Council; Pam Fernald, SeaTac Council; Bill Peloza, Auburn Council; Carol Simpson, Newcastle Council; Austin Bell, Burien Council; Jonathan Chicquette, Normandy Park Mayor; Joyce Nichols, City of Bellevue staff; Diane Carlson, King County Executive's Office staff; Michael Huddleston, King County Council staff; Mike Reed, King County Council staff.

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

#### **2. Public Comment**

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

#### **3. Approval of the May 11, 2016 Minutes**

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

There was no discussion. The motion passed unanimously.

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

Chair Mhoon thanked members for refraining from sidebar conversations at PIC meetings.

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

Deanna Dawson, SCA Executive Director, announced upcoming networking dinners in 2016: June 29 where the speaker will be Congresswoman Suzan DelBene; September 7 where the newest King Council Councilmembers, Claudia Balducci and Jeanne Kohl-Welles, will be the featured speakers; October 5 where Seattle Mayor Ed Murray will be the featured speaker; and the SCA annual meeting and networking dinner will be scheduled in late November/early December. Dawson is working to secure University of Washington President Ana Mari Cauce as the featured speaker for the annual meeting and networking dinner.

Dawson reminded members that she and Mayor Nancy Backus are available to visit cities or brief city councils upon request. Dawson and Backus continue to visit member cities, particularly those with new mayors.

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

## **6. Regional Transit Committee Appointment**

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

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

***The motion passed unanimously.***

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

## **7. King County Metro Long-Range Plan**

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

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

Kuciemba reported that SCA members of the Regional Transit Committee (RTC) shared the feedback that was heard at the May 11 PIC meeting, including PIC member concerns with thru traffic and service to communities outside of centers, a need for better understanding of the financial assumptions of METRO CONNECTS, and the need for proactive coordination with cities. Kuciemba questioned whether Metro should consider providing technical assistance to those jurisdictions who demonstrate a need for additional staffing resources.

Kuciemba reported that the public comment period for the draft METRO CONNECTS plan closed on June 1 and then distributed a document ([Attachment B](#)) identifying common themes from SCA member cities who submitted letters on the draft METRO CONNECTS plan. Common themes will be shared with RTC members at their next meeting on June 15, in addition to city-specific service network refinements identified in the submitted letters.

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

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

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

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

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

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

Deputy Mayor Catherine Stanford, Lake Forest Park, noted that the City lost transit service years earlier and now has bus service only on two state routes. In addition to losing bus service, the routes that remain are not coordinated with connecting service, therefore adding considerable travel time to residents. She suggested that sharing best practices in working with Metro on alternative services could be beneficial.

Mayor Rich Crispo, Newcastle, commented that the Long-Range Plan did not adequately address traffic impacts on Coal Creek Parkway. Although Newcastle did not submit a letter, these comments were made to Metro staff in meetings with the city.

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

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

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

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

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

## **8. Best Starts for Kids Levy Implementation Plan**

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

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

Sheila Capestany, King County Department of Community and Human Services, gave a presentation at the June 2 SCA BSK Roundtable meeting. Capestany focused on the types of programs that would be funded and answered questions from Roundtable members. Some of

the questions asked were around how to address geographic diversity and equity of funding for areas that don't have many locally based service providers. Capestany reported that because the General Implementation Plan is very high-level and provides a broad direction for Best Starts, many of those specific answers are not yet available. However, solutions will be developed as the request for proposal (RFP) process moves forward.

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

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

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

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

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

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

Councilmember Nancy Tosta, Burien, expressed appreciation for the SCA BSK Roundtable meetings and the information provided. She noted that discussions about equity and geographic distributions were important, especially for cities that do not have a lot of service

providers. Tosta noted that a list of service providers was requested at the Roundtable meeting; Williams agreed to work with Capestany to provide the list to members. Tosta agreed an additional SCA BSK Roundtable meeting could be valuable.

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

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

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

## **9. Solid Waste Rate Proposal**

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

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

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

SCA policy analyst Doreen Booth noted that increasing recycling rates would extend the life of the Cedar Hills Landfill.

Councilmember Kate Kruller, Tukwila, took issue with whether self-haulers recycle at lower rates. (*Note- staff will follow up with statistics on recycling rates.*) Kruller shared that she is a self-hauler and that she separates recycling and garbage and noted that she sees many other self-haulers separating recycling at the transfer stations. She spoke to the importance of education.

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

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

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

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

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

Councilmember Kate Kruller, Tukwila, reported that 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.

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

### **11. Potential Upcoming SCA Issues**

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

Budget Director, for July 11 to discuss the King County Budget. This will be added to the July PIC agenda.

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

## **12. Informational Items**

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

## **13. Upcoming Events**

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

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

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

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

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

Councilmember Tola Marts, Issaquah, provided an update on Mayor Fred Butler. Mayor Butler returned to the office part time on May 16. Marts also shared that Issaquah Councilmember Paul Winterstein's adult son died recently in a tragic accident. Lastly, Issaquah recently appointed Mariah Bettise as a councilmember replacing Jennifer Sutton, who joined the Foreign Service.

Councilmember Amy Ockerlander, Duvall, thanked Dawson for working with PSRC leadership to ensure that the issue of conditional certification of comprehensive plans is on PSRC's Executive Board agenda. Ockerlander noted that the City of Duvall has also received conditional certification of their comprehensive plan. She stated that unless Duvall is allowed to grow within its borders, it will not be able to have a viable tax base. Dawson noted that the issues raised around comprehensive plan certification have been not just with population growth, but also job growth.

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

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

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

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

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

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

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

Councilmember Nancy Tosta, Burien, announced that on June 14, 2016 there will be a community conversation, [Coming Together to Take On Youth Violence](#), to address causes of

youth violence and its impact on the community. Tosta also asked how many cities have committees and/or task forces. By show of hands, many members indicated in the affirmative.

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

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

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

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

### **Adjourn**

The meeting was adjourned at 8:32 PM.

## Public Issues Committee Meeting June 8, 2016

City	Representative	Alternate
<b>Algona</b>	Dave Hill	Bill Thomas
<b>Auburn</b>	Nancy Backus	Bill Pelozza
Beaux Arts Village	Tom Stowe	Richard Leider
<b>Black Diamond</b>	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
<b>Duvall</b>	Amy Ockerlander	Will Ibershof
Enumclaw	Mike Sando	Chance LaFleur
<b>Federal Way</b>	Dini Duclos	Lydia Assefa-Dawson
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
<b>Milton</b>	Susan Johnson	Debra Perry
<b>Newcastle</b>	Rich Crispo	Carol Simpson
<b>Normandy Park</b>	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
Renton	Ed Prince	Armondo Pavone
<b>Sammamish</b>	Bob Keller	Christie Malchow
<b>SeaTac</b>	Erin Sitterley	Pam Fernald
Shoreline	Chris Roberts	Keith Scully
<b>Skykomish</b>	Henry Sladek	
Snoqualmie	Bob Jeans	Matt Larson
<b>Tukwila</b>	Kate Kruller	Verna Seal
<b>Woodinville</b>	Bernie Talmas	Susan Boundy-Sanders
SCA Deanna Dawson Katie Kuciemba Doreen Booth Ella Williams Kristy Cole		

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

# Draft *METRO CONNECTS* Plan: SCA Member Comments & Outreach Summary

---

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

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

## Common Themes from Cities:

- **Workings with Cities** – Many cities appreciated the level of engagement Metro has provided and expressed encouragement that local plans have been incorporated. Several comments stressed the importance of working with cities to understand transit needs and land use plans to ensure they match with service types and routes.
- **Financial Details** - There is significant interest in additional financial details of the plan, including suggestions for a scalable or tiered approach, the nature of transit improvements, and timing for partnership contributions. Several cities commented that Metro should take equity into consideration regarding partnership investments. A greater level of specificity on location of capital improvements would enable cities to better evaluate the feasibility of the plan – and plan for their own capital improvements.
- **System Access** - There is strong interest in additional capacity and access to park-and-rides. Several comments highlighted the need for parking management strategies, with suggestions to have an integrated parking program with Sound Transit and WSDOT. The need for non-motorized connects was also expressed by a number of cities.
- **Transit Oriented Development** – A number of cities have expressed interest in future opportunities for partnerships, particularly around new proposed transit hubs, and proposed and existing park-and-rides.
- **Transit Integration** – Bus-bus and bus-train integration should continue to be a focus of future transit planning and investment, including transit agencies outside of King County. Several cities commented on the need for a seamless transfer experience with real-time technology and amenities for comfort.
- **Direct Connections** - Express, direct connections are important to cities. This is in response to the current draft service network that intercepts downtown Seattle-bound express service at ST Link stations. Cities would like better understanding regarding the determination of which areas

justify direct connections, and clarity on how downtown Seattle connections are made in the future.

- **Service Network Refinements** – A number of cities have requested that specific service begin sooner to reflect the opening of major transit or infrastructure investments. Service to higher educational facilities was noted, in addition to a request to increase service and connections within geographic areas of the county.
- **Alternative Services** - In general, cities supported an expanded alternative service program. Cities are interested in seeing more clarity on how alternative services will be implemented, with some suggestion that alternative services should be a focus for early implementation. Several cities highlighted the need for alternative services to access underserved areas, industrial job concentrations, and lower density residential areas.
- **Implementation** – Several cities acknowledged the benefit of a six-year implementation program; however, more information should be provided for reconciling near-term and long-term investment priorities.

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

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



**Office of the Mayor and Other Concerned Cities**

April 26, 2016

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

Re: Conditional Certification of Comprehensive Plans

Dear Boardmembers:

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

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

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

PSRC is authorized under state law to be a “regional *transportation* planning organization.”<sup>1</sup> Our four counties then entered into an Interlocal Agreement consistent with state law that requires a “regional *transportation* planning organization to certify the consistency of all *transportation* provisions of city and county comprehensive plans.”<sup>2</sup> Although the GMA does not require “certification” of Comprehensive Plans”, it is recommended in the Washington Administrative Code.<sup>3</sup> PSRC’s expanded role beyond transportation into full certification of Comprehensive Plans is set forth in PSRC’s own manual wherein PRSC indicates they will review local plans for “transportation certification” and also assess overall consistency with VISION 2040 as directed by their own Framework Plan.<sup>4</sup>

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

- **Rural Cities Designation is Inappropriate.**

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

<sup>1</sup> RCW 47.80.020

<sup>2</sup> Interlocal Agreement; RCW 47.80.023(3),(8). See also PSRC Plan Review Manual at 1-1.

<sup>3</sup> WAC 365-196-430(2)(a)(iii).

<sup>4</sup> PSRC Plan Review Manual at 1-3, PSRC Framework Plan

**urban growth area** in unincorporated King County.<sup>5</sup> All of the undersigned cities are located within UGAs and accordingly are required to grow at an urban density and GMA requires such growth. Thus, any effort to place a cap on market housing or employment growth is inconsistent with the GMA.

Until this year, PSRC has provided guidance to our small cities consistent with state law and our obligation to grow at urban densities. Vision 2040 directed our cities to build to urban densities to support pedestrian mobility, transit, and an efficient use of land along with “helping channel investments in infrastructure within already built-up areas – especially cities – and to discourage growth in rural areas”<sup>6</sup> Vision 2040 further described certain types of free-standing cities as “*urban islands surrounded by rural and resource lands*”. The description of free-standing cities states that these cities “should serve as hubs for relatively *higher density housing choices and as job and service centers for surrounding rural areas.*”<sup>7</sup>

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

GMA requires that “urban growth occur in urban growth areas and that cities are the units of local government most appropriate to provide urban governmental services such as water, sewer, streets and other public services.”<sup>8</sup> Any restriction on a small city’s ability to foster urban density will exacerbate the city’s ability to fund the necessary urban services that the state law mandates.

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

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

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

Since the inception of the growth targets, the targets have been considered a “floor” not a “ceiling” and have been administered and articulated as such by PSRC until now. The GMA expressly states that cities are obligated to provide “sufficient land capacity for growth” to meet “allocated housing and employment growth” but are not restricted from providing excess land capacity for growth.<sup>9</sup>

<sup>5</sup> RCW 36.70a.030(16)

<sup>6</sup> Vision 2040 page 14 Urban Land.

<sup>7</sup> Vision 2040.

<sup>8</sup> RCW 36.70A.110(3) and (4).

<sup>9</sup> RCW 36.70A.115

- **Conclusion - Good Governance and Affordable Housing.**

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

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

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

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

Sincerely,

NORTH BEND

Ken Hearing  
Mayor of North Bend

SMALL CITIES & JURISDICTIONS CONCERNED

Kathy Lambert, District 3  
City of Algona  
City of Buckley  
City of Carnation  
City of Covington  
City of Duvall  
City of Gig Harbor  
City of Milton  
City of Newcastle  
City of Poulsbo  
City of Snoqualmie

## **PSRC CONDITIONAL CERTIFICATION INCONSISTENT WITH SCA FOUNDING PRINCIPLES**

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

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

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

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

We request this practice stop at once and that a conversation be held with the cities under GMA to come to a practical application without the use of threats or withholding of funds.