



SCA Public Issues Committee

MINUTES

May 11, 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: Mayor Don Gerend, Sammamish; Councilmember Jim Manley, Milton; Councilmember Bob Baggett, Auburn; Councilmember Alan Gothelf, North Bend; Lyman Howard, City of Sammamish staff; Leslie Miller, City of Kirkland staff; Diane Carlson, King County Executive's Office staff; Michael Huddleston, King County Council staff.

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 April 13, 2016 Minutes

Council President Hank Margeson, Redmond, moved, seconded by Mayor Pro Tem Ross Loudenback, North Bend, to approve the April 13, 2016 PIC minutes.

There was no discussion. The motion passed unanimously.

4. Chair's Report

Chair Mhoon reminded members to refrain from sidebar conversations, as it can be disruptive and difficult to hear. She also highlighted the "Did you know" section of the agenda by announcing that May 16-22 is [Affordable Housing Week 2016](#).

5. Executive Director's Report

Deanna Dawson, SCA Executive Director, shared the news that the City of Bellevue has voted to join SCA as of June 1, 2016.

Dawson noted the Board of Directors sent a letter to Governor Jay Inslee thanking him for vetoing portions of the Supplemental Budget relating to the Public Works Assistance Account and fire insurance premiums that would have harmed cities. Dawson noted that the Board will be creating a legislative committee. Members interested in serving on the committee should email Dawson at Deanna@soundcities.org.

Dawson announced two upcoming networking dinners, one on June 1 sponsored by the Port of Seattle with speaker will be Congressman Dave Reichert, and another on June 29 where the speaker will be Congresswoman Suzan DelBene. Councilmember Bill Peloza stated that there is a [National League of Cities Summer Board and Leadership meeting](#) that some SCA members may plan to attend from June 26 to June 30.

Dawson passed out a flyer advertising a Heroin and Opiate Community Conversation ([Attachment B](#)), noting this is an issue for many cities.

Dawson noted that Councilmember Dan Grausz of Mercer Island was elected vice chair of the Puget Sound Clean Air Agency Advisory Council. She also shared that Association of Washington Cities has asked her to write an article about collaboration. She encouraged members to share examples with her for inclusion in the article.

Dawson announced Ellie Wilson Jones had a baby boy, August Wilson Jones. Ellie will be back in July; Ella Williams is serving a temporary staff at SCA in her absence.

6. Sound Transit's ST3 System Plan

Deanna Dawson, SCA Executive Director, provided an overview of the process and purpose of the proposed position. She noted that the position has been amended as requested by PIC members at the April 13 meeting. Dawson stated the position was developed to reflect considerable feedback from SCA member cities, including jurisdictional letters submitted to Sound Transit. The position does not address individual projects in the ST3 package.

Dawson explained that the position is not intended to express support for the ballot measure itself, and SCA will not be adopting a position on the ballot measure per direction from the SCA Board. Rather, the policy position identifies principles that should be considered by Sound Transit's Board of Directors in drafting the final plan. The SCA Board discussed the role of cities outside the Sound Transit taxing district and agreed that it is appropriate for those cities to weigh in on the position as those cities are impacted by ST3. Dawson understands that a number of cities are still working through project-specific issues with Sound Transit.

Katie Kuciemba, SCA Senior Policy Analyst, reported that at the March 9 PIC meeting, members of the PIC identified SCA wide priorities in the evaluation of a potential ST3 System Plan. At the [April 13 PIC meeting](#), the PIC voted unanimously to bring back for consideration a position urging the Sound Transit Board of Directors to ensure the ST3 System Plan honors a commitment to a truly regional transit system. The policy position highlights system-wide projects and principles that would have far-reaching impacts to communities throughout SCA. During the April 13 meeting, it was stated the importance of SCA cities standing together to advocate for an ST3 plan that honors a truly regional transit system.

Kuciemba reviewed changes made to the potential policy position since the April 13 PIC meeting, beginning with changes (in italics) that were reflected in an email sent by Deanna Dawson on April 14.

The Sound Cities Association (SCA) urges the Sound Transit Board of Directors to ensure the ST3 System Plan *honors* a commitment to a truly regional transit system. In developing the final ST3 System Plan, the Sound Transit Board of Directors is urged to retain the following principles from the draft plan:

- A 25-year financial package to ensure a complete build-out of the light rail spine, as well as providing critical east-west connections throughout the region and north-south service on the eastside.
- A program for early deliverables to improve system access and bus reliability, while incubating future light rail ridership.
- Investment in system access improvements that enables a person's ability to easily and safely access an integrated transit system which includes *additional park and rides and other parking options*.
- *Partnership with local jurisdictions to plan for and fund* transit-oriented development (TOD) and affordable housing which promote walkable, compact communities in close proximity to transit service.
- A commitment to working with local jurisdictions to assess ongoing improvements to access.

Beginning with the introduction statement, Kuciemba stated that there was discussion at the April PIC that we should have a regional transit system; however, there was not agreement that the system has met that objective. Therefore, the word "maintains" in the original drafted position has been changed to "honors." This also responds to comments from the City of Kirkland that SCA should sharpen language on the need for the system to be regional. This amended language was reviewed by Councilmember Nixon.

Kuciemba directed member's attention to the bullet which begins with "investment in system access improvements", language was added to call out "additional park and rides" in recognition of the high importance of this issue to SCA member cities. This amendment was approved by the PIC by a motion brought by the City of Redmond, with amended language made after the PIC meeting in consultation with Council President Margeson.

Kuciemba directed member's attention to the bullet which begins with the word "partnership." At the April PIC meeting, there was discussion about the confusing nature of the term "equitable housing." As a result of that discussion, the principle was refined to focus on transit-oriented development and affordable housing and now reads "partnership with local jurisdictions to plan for and fund transit-oriented development and affordable housing which promote walkable, compact communities in close proximity to transit service."

Kuciemba went on to discuss an amendment that was distributed to PIC members via email on May 10. SCA staff received language for a new principle requested by Councilmember Ed Prince, Renton:

- Implement robust coordination during planning, design, construction and operation of service between Sound Transit and agency partners, including the Washington State Department of Transportation and local transit agencies.

SCA worked with Renton in drafting this language to reflect the importance of early, often, and demonstrated coordination with the WSDOT and other transit agencies as Sound Transit prepares for the operation of transit service. Coordination with WSDOT is essential on light rail corridors such as I-5, I-90, and SR520; and along proposed Bus Rapid Transit corridors such as SR522/SR523 and I-405/SR518. Furthermore, an integrated transit system will require Sound Transit to have close coordination and cooperation with local transit agencies, for example first-mile/last-mile connections and in creating a more seamless experience for riders. This point about coordination with transit agencies was also discussed during the April PIC meeting.

Since the April PIC meeting, Kuciemba reported that several key issues have been discussed in the Sound Transit Board Room – and will return in the form of staff reports to the Capital Committee on May 12: results of public outreach, ways that project delivery could be expedited (including the permitting process), additional details of the financial plan, and draft policy language on system wide issues such as Transit-Oriented Development, Innovation, Sustainability, and System Access.

Kuciemba stated that a full report on public outreach will be presented to the ST Board on May 26. A special meeting for all Board Members has been called for June 2 for ongoing discussion as the draft plan is updated to reflect input received during the public comment period.

Deputy Mayor Catherine Stanford moved, seconded by Councilmember Nancy Tosta, Burien, to recommend to the SCA Board of Directors the following potential policy position, including the amendment brought forth by Renton:

The Sound Cities Association (SCA) urges the Sound Transit Board of Directors to ensure the ST3 System Plan honors a commitment to a truly regional transit system. In developing the final ST3 System Plan, the Sound Transit Board of Directors is urged to retain the following principles from the draft plan:

- ***A 25-year financial package to ensure a complete build-out of the light rail spine, as well as providing critical east-west connections throughout the region and north-south service on the eastside.***
- ***A program for early deliverables to improve system access and bus reliability, while incubating future light rail ridership.***
- ***Investment in system access improvements that enables a person's ability to easily and safely access an integrated transit system which includes additional park and rides and other parking options.***
- ***Implement robust coordination during planning, design, construction and operation of service between Sound Transit and agency partners, including the Washington State Department of Transportation and local transit agencies.***
- ***Partnership with local jurisdictions to plan for and fund transit-oriented development (TOD) and affordable housing which promote walkable, compact communities in close proximity to transit service.***
- ***A commitment to working with local jurisdictions to assess ongoing improvements to access.***

Discussion on the motion ensued.

Mayor Rich Crispo, Newcastle, questioned why the proposed amendment by Renton relating to coordination was needed. Dawson responded that while Sound Transit does coordinate with agencies, there is room for improvement. Councilmember Ed Prince, Renton, noted that this is an effort to reduce silos in transportation planning.

Councilmember Toby Nixon, Kirkland, stated that the issue of subarea equity was addressed with a minor change. While Kirkland feels the position could be stronger, they did not submit further amendments as changes now would shift projects from one subarea to another and could be divisive.

Council President Hank Margeson, Redmond, responding to the need for coordination among transit agencies, noted that the lack of coordination could be seen at the new UW light rail station where making transfers from bus to rail is challenging.

Mayor Bernie Talmas, Woodinville, noted council support of the position but expressed his concern related to transit-oriented development. Talmas stated that there could be pressure to build at the Woodinville Park-and-Ride rather than elsewhere as set out in the city's Comprehensive Plan.

Deputy Mayor Stanford noted support for the amended position. She pointed out the opportunity transit-oriented development presents for Lake Forest Park.

Councilmember Tola Marts, Issaquah, noted support for the position and for affordable housing in transit-oriented development projects.

Councilmember Bob Keller, Sammamish, stated the Sammamish City Council has varied views on ST3 and noted that the city is awaiting responses from Sound Transit to questions raised. Given that, it is premature for the city to support the position.

Mayor Dave Hill, Algona, requested clarity that the position is not supporting or opposing the ST3 ballot measure or ST3 System Plan. SCA staff noted the position sets out high level principles for ST3, not support or opposition for the plan or ballot measure.

Chair Mhoon noted that the cities of Bothell and Kenmore supported the SCA policy but could not be in attendance. She also noted Covington support for the position, even though the city is outside of the Sound Transit service area.

The motion passed 21-1-4. The cities/towns of Algona, Auburn, Burien, Carnation, Clyde Hill, Covington, Duvall, Issaquah, Kirkland, Lake Forest Park, Maple Valley, Medina, Milton, Newcastle, Normandy Park, Pacific, Redmond, Renton, SeaTac, Skykomish, and Woodinville voted yes. The city of Sammamish voted no. The cities/towns of Beaux Arts Village, Duvall, Mercer Island, and North Bend abstained from the vote.

7. Best Starts for Kids Levy Implementation Plan

Ella Williams, SCA Policy Analyst, reported that the Children & Youth Advisory Board (CYAB) was formed in January of this year to oversee and plan for the implementation of the Best Starts of Kids Levy. SCA is represented by Auburn Mayor Nancy Backus and Shoreline Councilmember Jesse Salomon. The CYAB has been working since January to provide direction on the general implementation plan, which will fund prevention-oriented strategies for children and youth, families, and communities across the county. The plan is still being worked on and is not yet finalized. It will be transmitted on June 1st.

As discussed at the April PIC meeting, Williams explained that \$19 million of the almost \$400 million Best Start for Kids (BSK) Levy funds will go toward the Youth & Family Homelessness Prevention Initiative. More information can be found on page 33 of the April PIC packet. With the remaining levy funds: 50% will go to services for kids from zero to five; 35% for children and youth from 5 to 24; 10% is for the “Communities of Opportunity” initiative; and 5% is for data and evaluation.

Williams explained that, for ages zero to 5, BSK’s goal is that: “babies are born healthy and establish a strong foundation for lifelong health and well-being.” It has been determined that specific population-level indicators will measure their success along the way, including: infant mortality, pre-term birth, kindergarten readiness, children who are victims of child abuse and neglect and children who are flourishing and resilient. The last indicator, flourishing and resilient, is difficult to measure. However, there is hope that this indicator will show is a child’s curiosity, attachment, resilience, and contentedness. The County is currently working on a new Child Health Survey to gather some baseline data using this indicator.

For investments from age 5 to 24, there are similar population-level indicators to achieve the stated goal: reading at a 3rd grade level, math at a 4th grade level, on-time high school graduation, young adults working or in school, excellent or good health, and again “flourishing and resilient.” This will be similar to the flourishing and resilient measure for children 0-5 and will cover children and youth from ages 5 -18. Unfortunately, it will not capture the 18-24 age group. King County staff is still working on how to incorporate a similar measure for that age group.

To achieve these desired results using these indicators, Williams reported that BSK will provide funding in particular areas which can include a variety of different services. These services will be based on an individual community’s needs. Some of these areas are built into the levy language, while others provide more flexibility for funding. Each of the areas can be broken down into types of services, and more detail can be found in the attachments on pages 40 through 51.

Beyond the zero to five and 5-24 investments, there is also the “Communities of Opportunity” initiative, which is a joint project with King County and the Seattle Foundation. This initiative aims to improve: housing affordability and quality, education and economic opportunity, community safety while reducing health risk factors, and improve access to physical and behavioral health services. This is focused in the geographic regions that have the most need, and communities that have been selected for initial funding are Rainier Valley, White Center,

and SeaTac/Tukwila. Deanna Dawson represents SCA on the Communities of Opportunity Oversight Committee.

Executive Constantine will deliver the BSK General Implementation Plan to the King County Council and the Regional Policy Council (RPC) on June 1st. From there, there will be additional meetings throughout June and the summer as it moves through the legislative process. The Council hopes to take action on the plan this September.

Williams requested feedback on the proposed plan, how the plan meets the needs of your community and if there are any significant prevention needs that are not addressed in the proposed plan. She noted there will also be the opportunity to give feedback at the upcoming RPC meeting on May 25

Mayor Bernie Talmas, Woodinville, stated that the RPC will continue to receive briefings on the BSK Levy Implementation Plan, and encouraged members to provide feedback to Auburn Councilmember Bill Pelozo, SCA Caucus Chair for the RPC, and Ella Williams, SCA Policy Analyst.

8. King County Metro Long-Range Plan

Katie Kuciemba, SCA Senior Policy Analyst, reported that the first time since 1992, King County Metro has unveiled a new draft long-range plan, entitled METRO CONNECTS, which was released on April 18. It is a 25-year visionary plan which proposes a 70% increase in the total number of service hours between now and 2040. The METRO CONNECTS plan could be considered Metro's "comprehensive plan" by setting a vision for providing increased service; coordinating with cities; pursuing grants and partnerships; developing the Metro workforce, fleet and facilities; and making improvements to the transit system network.

Kuciemba explained that Metro proposes to use an Implementation Program to lay out specific service and capital investments on a six year basis throughout the lifecycle of the plan. The Implementation Program is analogous to a City's Capital Improvement Program. Questions remain as to how Metro intends to roll out the Implementation Program and how projects will be identified and funded within that Program.

The draft METRO CONNECTS plan is predicated on close collaboration with local jurisdictions and stakeholders to improve transit through a variety of partnerships which could include: financial contribution; land uses and planning coordination; traffic operations and reliability partnerships; supportive transportation policies; and grant coordination. Kuciemba stated that questions remain about the reliance on partnerships in the draft METRO CONNECTS plan, including a better understanding of what would be required of cities and what is expected of Metro.

By 2040, Kuciemba reported that an additional \$500 million annually (in 2015 \$) would be needed to implement the operating improvements in the draft METRO CONNECTS plan. Additionally, it is estimated that Metro would invest approximately \$17 billion in year-of-expenditure dollars on capital investments between 2018 and 2040.

It is anticipated that forecasted growth with existing revenue streams of taxes, fares, grants and other funding would cover approximately 2/3 of the investments proposed in the draft METRO CONNECTS plan. An anticipated mobility gain – or redistribution of service hours -- would be created from the integration of Metro and Sound Transit services as Sound Transit's existing, planned, and proposed future investments come online. Kuciemba reported that there is interest by cities in understanding the increased reliance on transit hubs, how Metro would redistribute service hours, and ensuring that Metro is coordinating with regional transit providers, including Sound Transit, Community Transit, and Pierce Transit.

However, Metro will need to look to additional federal, state, and local funding options and partnerships to fully implement the 25-year vision. Kuciemba reported that feedback to date indicates that a better understanding is needed about how Metro intends to fund the investments being proposed in the draft METRO CONNECTS plan, including what is feasible within forecasted growth and what is visionary without new funding options.

Additional feedback that Kuciemba has heard during regional and staff briefing include:

- Support for providing additional parking capacity to attract riders and provide system access, particularly to those transit riders who live outside of the frequent service network. Questions remain about how Metro and Sound Transit are considering the integration of parking expansion and parking management policies.
- Interest in increasing alternative service funding and options, particularly when there is a lack of transit coverage or to meet the needs of local communities. However, questions remain about Metro's assumptions for size, funding and growth of alternative services.
- Interest in better understanding Metro's role with Transit Oriented Development.
- Proactive coordination with cities is critical, including seeing more detailed project information to help in their own planning efforts. Further, cities do not always have the staff resources to participate in briefings or advisory committees.

A public comment period for the draft METRO CONNECTS plan remains open through June 1, 2016 – a recent change from the original May 20 deadline. City and SCA staff requested the extension to provide cities and the public additional time to review three technical appendices (Rapid Ride, Service, and Capital) for the plan which were shared with staff from the staff Technical Advisory Committee on May 11.

Kuciemba stated that the Regional Transit Committee is expected to begin their review of the updated METRO CONNECTS plan in summer 2016, after incorporating feedback received during the public comment period concluding on June 1. King County's Transportation, Economy and Environment (TrEE) Committee and the full Council will follow with formal review and final approval of the METRO CONNECTS plan, which is anticipated in late-2016 or early-2017.

Kuciemba concluded by encouraging members to send comment letters by June 1, 2016 and recommended that copies be sent to SCA staff.

Mayor Dave Hill, Algona, speaking as the Vice Chair of the Regional Transit Committee (RTC), explained that METRO CONNECTS could be compared to a city's Comprehensive Plan. He

encouraged members to work with Metro to ensure that each city's comprehensive plan is reflected accurately in METRO CONNECTS. Hill went on to say that the METRO CONNECTS plan is a living document which will be updated on a regular basis. It is unclear where all of the funding for the long-range vision will come from so it will be important that the RTC and cities identify impacts. Hill stated that transit-orient development and integration with other transit agencies will be important. SCA members are encouraged ask him questions or express concerns about METRO CONNECTS. He concluded that Metro has been working hard to brief communities and councils about the plan – which is a very different level of interaction by Metro than even a few years ago.

Dawson reminded PIC members of the Call for Nominations for the RTC. The vacancy is from a departure by a member from Snoqualmie Valley; however the call is for all members.

Chair Mhoon stated that Metro presented to the Covington Council recently. She encouraged members to visit kcmetrovision.org to learn more about the plan or provide comments through an online survey.

Mayor Pro Tem Ross Loudanback, North Bend, questioned the impact to individual taxes if both a Metro revenue measure and ST3 were to pass. He also questioned the impact on local jurisdictions.

Council President Hank Margeson, Redmond, expressed that METRO CONNECTS is an industrious plan reflective of the comprehensive plans from local jurisdictions. However, suggested an extension of the public comment period to better address questions raised to date, such as where the revenue is expected to come from and when it will be needed. Margeson commented that the coordination with ST3 is critical. He also stated that the Metro draft service network is comparable to network that Redmond developed – a demonstration that Metro is listening to feedback and incorporating it into the long-range plan.

Deputy Mayor Sheree Wen, Medina, expressed her interest in assessing the transit investment and stated that the investment will be important for our economy. If Sound Transit and Metro can take cars off the road, we all benefit. The plan could help to distribute affordable housing throughout the County, enabling smaller cities to benefit from economic development.

Hill stated that METRO CONNECTS includes a capital element including buses, layover space, and bus bases. He reiterated the importance of cities being engaged in this process to better understand the impacts to their communities.

Mayor Rich Crispo, Newcastle, stated that Metro and Sound Transit presented to the City Council in April. He expressed concern that Metro is not doing preparing for the dramatic growth in population and jobs. He then provided an example of congestion on Coal Creek Parkway. When asked how they were planning to get drivers out of their cars to use transit, Metro staff did not have an answer. He is concerned for communities located between regional centers and the amount of pass-through traffic that cities become responsible for managing.

Margeson suggested that cities work internally and externally to identify transportation and transit needs. He stated it is particularly important that cities coordinate with neighboring jurisdictions to plan for through traffic. Dawson agreed, noting the challenges of cities in not only planning for traffic caused by their own residents, but traffic from others traveling through their cities.

Councilmember Bob Keller, Sammamish, explained that Sammamish is at a disadvantage for transit service due to geography and system access challenges. Keller expressed concerns about the potential elimination of express bus service. Regional centers such as Issaquah and Redmond will be central transit hubs; however, Sammamish residents currently cannot get to those hubs.

Mayor Bernie Talmas, Woodinville, stated that cities such as Woodinville are affected by commuters from outside of their jurisdiction who are passing through to access the transit system.

Councilmember Tola Marts, Issaquah, expressed understanding of pass through traffic concerns. He stated the State has seen extraordinary growth; however, our region is still trying to catch up to through needs placed upon the transportation network and other challenges that growth presents.

9. Mental Illness and Drug Dependency Oversight Committee (MIDD) II – Levy Planning Update

Doreen Booth, SCA Policy Analyst, provided an update on the status of the Mental Illness and Drug Dependency (MIDD) Sales Tax renewal. MIDD I, a 0.1 percent sales tax adopted by the King County Council in 2007, expires at the end of 2016. The sales tax supports a variety of programs related to chemical dependency, mental health services and therapeutic courts. Renewal planning for MIDD II began in 2015 with the passage of an ordinance by the King County Council. That ordinance required three work products, including a Retrospective Report, an examination and assessment of MIDD 1, and a review of the MIDD evaluation process. The Retrospective Report is discussed in the [May 11, 2016 PIC packet](#) (see page 72). The MIDD Oversight Committee will be taking action on this report on May 26, while the Regional Policy Committee will be briefed on the draft report at their May 25 meeting.

Booth noted the packet contains the initial draft funding and programmatic recommendations for MIDD II, the basis for the development of the Service Improvement Plan (SIP). The recommendations are organized into four overarching strategy areas echoing the continuum of behavioral health care and services: prevention and intervention, crisis diversion, recovery and reentry, and system improvement. Two additional areas funded are therapeutic courts and administration/evaluation/reserves. Booth noted a substantial amount of public outreach was undertaken to ensure the community's voice was heard in the development of MIDD II funding proposals. The SIP will be before the MIDD Oversight Committee in June and July and will be transmitted to the King County Council in September, where it will be dually referred to a council committee and the Regional Policy Committee.

10. Future Levies and Ballot Measures in King County

Katie Kuciemba, SCA Senior Policy Analyst, reported that the list of future levies and ballot measures had been updated with information from King County Elections as of May 4.

Councilmember Bill Peloza requested levy values be included. Kuciemba noted she included values where available.

11. Potential Upcoming SCA Issues

Deanna Dawson, SCA Executive Director, noted the Tacoma methanol plant issue has been removed from the list as the project has been cancelled. Members expressed interest in keeping property crime on the list of potential issues and also in adding a discussion of violent crime to the list.

Councilmember Toby Nixon, Kirkland, requested a pre-PIC workshop related to disruptive public comment. Dawson suggested a pre-PIC workshop with Jurassic Parliament and an attorney. When asked, members expressed interest in a pre-PIC media training.

Councilmember Nixon suggested adding recreational marijuana licensing and revenue to the list. Dawson added that she had reached out to Attorney General Bob Ferguson about this issue and asked other members who have marijuana licensing issues in their cities to contact her.

12. Informational Items

Chair Mhoon reported that there is one informational item in the packet regarding the King Conservation District 2015 Annual Report. Deanna Dawson, SCA Executive Director, reported that she is a member on the hiring committee for the open Executive Director position at the King Conservation District. Dawson invited members to encourage strong candidates to apply.

13. Upcoming Events

The next SCA Networking Dinner will be held on Wednesday, June 1, 2016, at 5:30 PM at the Renton Pavilion Event Center.

The next Public Issues Committee Meeting will be held on Wednesday, June 8, 2016, at 7:00 PM at Renton City Hall.

Mark your calendars for a second SCA Networking Dinner in June. This event is scheduled for June 29, 2016. Details are forthcoming.

14. For the Good of the Order

Councilmember Bill Peloza, Auburn, noted that Auburn was granted an injunction to shut down an unlicensed marijuana store. The Auburn International Farmers Market opens on June 5.

Councilmember Tola Marts, Issaquah, provided an update on Mayor Fred Butler. Mayor Butler is recovering well and is returning to the office part time in mid-May.

Councilmember Amy Ockerlander, Duvall, noted Duvall is in search of a public works director.

Councilmember Bob Keller, Sammamish, invited members to tour the newly opened Sammamish Community and Aquatic Center project developed in partnership with the YMCA.

Council President Hank Margeson, Redmond, said the Redmond and Sammamish councils have a joint meeting on May 24 to tour the new community and aquatic center and discuss common issues, including homelessness, human services and ST3.

Deanna Dawson, SCA Executive Director, noted that SCA Board leadership had a positive meeting with Seattle Mayor Ed Murray. Meeting topics included homelessness, Sound Transit, economic development, and affordable housing. The SCA Board will explore the potential for SCA convening a countywide approach to affordable housing to develop potential strategies that cities could advocate for or support. Dawson also noted Representative Joan McBride is hosting a summit on affordable housing on May 17. Council President Margeson mentioned the Regional Equitable Development Initiative (REDI) TOD Fund as a possible strategy.

Chair Marlla Mhoon thanked Ella Williams for her work at the PIC and congratulated Katie Kuciemba on her one year anniversary with SCA. She also congratulated the City of Snoqualmie for winning an [AWC Award for Excellence for their Solarize Snoqualmie program](#).

15. Adjourn

The meeting was adjourned at 8:35 PM.

Public Issues Committee Meeting May 11, 2016

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

Community Conversation: Heroin and Prescription Opiate Overdose and Addiction



Heroin and opiate addiction has become a crisis throughout King County. A county and city task force has formed to address this issue and develop meaningful solutions to the problems of addiction and overdose.

We want to hear from you!

Join the conversation and voice your thoughts on:

Prevention Health services Treatment expansion

Tuesday, May 31, 2016
6:15 - 8:45 p.m.

Renton Community Center
1715 SE Maple Valley Highway
Renton, WA 98057

Register at : <https://www.eventbrite.com/e/heroin-and-prescription-opiate-taskforce-community-meeting-tickets-25305119293>



Sponsored by:
King County Heroin & Prescription Opiate Addiction Task Force

