



## SCA Public Issues Committee MINUTES

June 11, 2014 – 7:00 PM  
Renton City Hall  
Council Chambers, 7th Floor  
1055 S. Grady Way - Renton, WA 98057

### 1. Welcome and Roll Call

PIC Chair Mayor Bernie Talmas, Woodinville, called the meeting to order at 7:05 PM. 23 cities had representation ([Attachment A](#)). Guests present included Debi Wagner, Burien City Council; Layne Barnes, Maple Valley City Council; Dawn Dofelmire, Algona City Council; Carolyn Busch, King County; Megan Smith, King County; Diane Carlson, King County; Edie Gilliss, City of Seattle; Sara Hemphill, King Conservation District; Steve DiJulio, Foster Pepper; Stacy Goodman, Issaquah City Council; Kathleen Austad, SCA.

### 2. Public Comment

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

### 3. Approval of the May 14, 2014 Minutes

Mayor Dave Hill, Algona, moved, seconded by Mayor David Baker, Kenmore, to approve the May 14, 2014 meeting minutes.

Councilmember Nancy Tosta, Burien, requested a correction to item 10 of the minutes to state that while she personally supports the King Conservation District draft work program, the Council had not yet discussed this issue.

The motion with correction passed unanimously.

### 4. Chair's Report

Chair Bernie Talmas reported that at the last SCA Board of Directors meeting, members discussed the PIC debate surrounding the issue of the Puget Sound Clean Air Agency (PSCAA) and its proposed rate increase. During this conversation, Chair Talmas highlighted the minority view of the PIC. While the Board adopted the position as recommended, it also requested a letter to be sent to the PSCAA Board Chair outlining not only the adopted policy position but also the minority view to ensure that all opinions on the issue were voiced.

Chair Talmas reported that the SCA Leadership met with King County Executive earlier in the day, and deferred the comments about this meeting to a later agenda item.

### 5. Executive Director's Report

Deanna Dawson, SCA Executive Director, reported that the pre-PIC workshop included a presentation on community health by the National League of Cities on the *Let's Move!* Initiative. Dawson

introduced Kathleen Austad who will be SCA's intern during summer 2014. Dawson continued that Austad is graduating from Western Washington University and will be working with SCA members on promoting "Let's Move!" and other healthy community initiatives. Dawson continued that SCA wants to know what cities are doing and what activities are successful. Dawson also mentioned that NLC is going to lend resources to help SCA and cities get involved in the *Let's Move!* Initiative.

Dawson reported that at the June 11, 2014 meeting with the SCA Leadership and King County Executive Dow Constantine, a letter from the Executive and Governor Jay Inslee was shared regarding Victoria, BC not treating its wastewater. Dawson continued that members may wish to weigh in on this issue at a future PIC meeting.

Dawson reported that she and Chair Talmas had a meeting earlier in the day and received a briefing on the Public Health Department of Seattle and King County's budget challenges. Dawson stated that this is new information and an article will be published in the Seattle Times this Friday. Dawson reported that there is a \$30M shortfall over the biennium. This may result in closing up to 4 public health centers in King County. Dawson noted that the Health Department plans to work with cities on this issue moving forward.

Deputy Mayor Catherine Stanford, Lake Forest Park, inquired if the PIC should start developing criteria to help guide the cuts. Dawson responded that SCA is working to be included in the budget process, and that is part of the reason why this initial briefing took place.

Mayor Dave Hill, Algona, questioned what shortfall created this situation. Dawson responded that in the briefing they were informed that it is mostly due to federal and state funding cuts that feed into the county budget. Dawson stated that as SCA receives more information, it will be forwarded to members for review and discussion.

Councilmember Andy Rheame, Bothell, inquired on the total biennium budget. Dawson responded the total budget is \$368M.

Councilmember Tola Marts, Issaquah, asked if SCA was going to provide written information that could be distributed to councils. Dawson noted that as soon as SCA has more information, it will be shared with members, and in the meantime, the article slated to be published this Friday will provide some information that can be shared with councils.

Dawson stated that the Association of Washington Cities (AWC) is next week and asked for a show of hands for who plans to attend, which was the majority of members present. She mentioned that it would be beneficial to reach out to colleagues in eastern and central Washington and find out how we can work better with peers across the state. Dawson continued that it would be valuable to build connections for the next legislative session and help them understand our challenges and vice versa.

Dawson concluded her report that the King County Council took action on the transit cuts earlier this week and will provide more detail during agenda item 8.

## 6. Greenhouse Gas Emissions Targets

Deanna Dawson, SCA Executive Director, noted that this item came before the PIC in order to adopt a policy position to provide direction to the SCA caucus of the GMPC. The proposed position brought forward from the last PIC meeting is:

Sound Cities Association supports the countywide greenhouse gas (GHG) emissions reduction targets of 25% below 2007 levels by 2020; 50% below 2007 levels by 2030; and 80% below 2007 levels by 2050.

Dawson reported that a revised proposal for GHG emissions reduction targets, EN-17, was submitted to the GMPC at their May 21, 2014 meeting:

Reduce community level sources of greenhouse gas emissions, compared to a 2007 baseline, by at least 25% by 2020, 50% by 2030, and 80% by 2050. For geographic-based emissions, assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) by 2020, 5 MTCO<sub>2</sub>e by 2030, and 1.5 MTCO<sub>2</sub>e by 2050.

Dawson reviewed the changes from SCA's proposed position to the newer version of EN-17. Dawson also discussed the aspirational nature of the targets. She noted that Snoqualmie Mayor Larson wanted to stress that cities can individually decide if they want to set targets and they can map out their own strategies based on community values. Dawson noted staff felt the language in the revised EN-17 in the packet may be better drafted to allow cities to move toward these goals.

Mayor David Baker, Kenmore, moved, seconded by Councilmember Tola Marts, Issaquah, to recommend to the Board of Directors that SCA support the following version of EN17:

**EN-17** Reduce countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050. For geographic-based emissions, assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) by 2020, 5 MTCO<sub>2</sub>e by 2030, and 1.5 MTCO<sub>2</sub>e by 2050.

Mayor Dave Hill, Algona shared his city's concern that targets can turn into mandates in the future. Hill also shared concerns about the challenge of reducing emissions on SR 167.

Deputy Mayor Dan Grausz, Mercer Island, questioned the numbers contained in the targets, as amended. Grausz also stated he did not want to weaken the proposal; he felt that SCA should pass something that says that this issue is important and he strongly believes the language should remain strong and not watered down.

Diane Carlson, King County, in response to Deputy Mayor Grausz's concern, clarified that when the population increases, the per capita emissions decrease due to the increase in population.

Mayor Jim Berger, Carnation, noted he has the same concerns as Mayor Hill related to potential mandates and state highway emissions. He shared that his small city does not have the resources to support this. Carnation sees these targets as unattainable and the Carnation City Council does not support the proposal.

Councilmember Nancy Tosta, Burien, stated that Burien is supportive of the proposal. She did express concerns about emissions from SeaTac Airport and how they would be addressed. Tosta also had concerns about the value of monitoring emissions rather than ambient air quality. Tosta also noted the countywide nature of the issue but stressed that cities can only address issues within their boundaries. Tosta inquired as to how we will know when changes have occurred as we do not have air boundaries.

Councilmember Janie Edelman, Black Diamond, agreed with Mayor Hill's concerns. She stated that residents of Black Diamond have to drive everywhere, mainly on a state highway, and they have no other options for transportation. She further noted that Black Diamond will have an additional 12,000 cars a day on the road when a new master planned development is built. The Black Diamond City Council does not support the proposed policy.

Councilmember Ross Loudonback, North Bend, noted that the costs for policy EN-18A should be discussed as well. ED Dawson noted that we would be discussing that proposed policy later in the agenda.

Councilmember Bob Keller, Sammamish, recognized the concern about targets turning into mandates but noted these are aspirational goals. Keller noted that there is a tie in between climate change and comprehensive plans and that all cities need to address greenhouse gas emissions in their comprehensive plans.

Deputy Mayor Catherine Stanford, Lake Forest Park, felt there was value in looking at aggregate numbers but was concerned about city responsibilities as some cities have more resources to do work than others. Stanford expressed a need for funding, including grants, in order for a GHG reduction program to achieve results. Stanford also noted that two state highways bisected her city and that WSDOT and other entities that manage roads should be accountable as well.

Councilmember Shawn McEvoy, Normandy Park, moved, seconded by Mayor Dave Hill, Algona, to amend the main motion by adding the following sentence to the end of the main motion:

*SCA further recognizes that the proposed greenhouse gas reduction targets are aspirational and countywide in nature and that cities are encouraged but not required to individually adopt such targets.*

Deputy Mayor Grausz noted that he fully agrees that each locality needs to do their part. Grausz also expressed concern that the amendment watered down the policy.

Councilmember Barry Ladenburg, SeaTac, stated that the proposed numbers are meaningless to the cities. Ladenburg noted the focus for cities should be around putting policies in place, for example, policies related to electric car charging stations and requiring new buildings to use building materials with less GHG emissions.

Councilmember Tola Marts, Issaquah, stated that he opposed the amendment; that the aspirational nature of the policy is understood. Marts noted that while cities are not required to adopt targets, Issaquah has already adopted these targets. Marts further noted the open loop nature of the

proposal, while you cannot measure what comes from a specific city, you can get to a carbon budget and determine the effect of various policies implemented to address GHG reduction.

Council President Hank Margeson, Redmond, understood the issues raised by small cities. Margeson noted this is giving direction to the GMPC. Margeson noted that none of the cities have the resources to tackle GHG emissions reduction alone, and a countywide approach and numerical targets are critical.

Councilmember Bill Peloza, Auburn, did not see the value in having numerical targets, rather than the percentages. He noted the Auburn rail yard has high diesel emissions as do Highways 18 and 167.

Mayor Talmas, Woodinville, supported the amendment and noted his council wants to ensure the policy is aspirational not mandatory.

The amendment to the main motion passed 19-4, to add the following language to the main motion: *SCA further recognizes that the proposed greenhouse gas reduction targets are aspirational and countywide in nature and that cities are encouraged but not required to individually adopt such targets.* The cities of Algona, Auburn, Black Diamond, Bothell, Burien, Carnation, Clyde Hill, Covington, Kenmore, Kirkland, Lake Forest Park, Maple Valley, Normandy Park, North Bend, Redmond, Renton, SeaTac, Tukwila, and Woodinville voted yes. The cities of Issaquah, Mercer Island, Sammamish, and Shoreline voted no.

Councilmember Shelley Kloba, Kirkland, noted that the air is shared. Some cities may have carbon emissions due to more jobs and industries; other cities for other reasons. The countywide concept balances it out. Kloba stated that Kirkland is in favor of adopting the proposed policy.

Councilmember Erin Weaver, Maple Valley, reported that with limited Metro service, Maple Valley residents depend on cars to get to and from work. Councilmember Weaver questioned the language on “geographic based emissions.” Weaver further noted that the Maple Valley City Council did not have enough data yet to support the proposal.

Councilmember Peloza, Auburn, stated he was concerned with the metric tons language and could not support that language in the policy.

Councilmember Layne Barnes, Maple Valley, SCA’s GMPC caucus chair, also noted he would like the language around the geographic-based emissions struck as it could be more narrowly construed as individual city emissions while the policy is countywide in nature.

Councilmember Shawn McEvoy, Normandy Park, moved, seconded by Councilmember Erin Weaver, Maple Valley, to amend the amended main motion by striking the language in the 2<sup>nd</sup> sentence that reads, “For geographic based emissions,”. The proposed amended policy would read as follows:

**EN-17** Reduce countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) by 2020, 5 MTCO<sub>2</sub>e by 2030, and 1.5 MTCO<sub>2</sub>e by 2050. SCA further recognizes that the

proposed greenhouse gas reduction targets are aspirational and countywide in nature and that cities are encouraged but not required to individually adopt such targets.

Councilmember Ladenburg, SeaTac, asked if there was a desire to replace the geographic-based emissions language with a reference to countywide emissions.

The amendment striking language to the main motion passed 22-1. The cities of Algona, Auburn, Black Diamond, Bothell, Burien, Carnation, Clyde Hill, Covington, Issaquah, Kenmore, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Normandy Park, North Bend, Redmond, Renton, Sammamish, SeaTac, Tukwila, and Woodinville voted yes. The city of Shoreline voted no.

Chair Talmas read the amended motion.

Deputy Mayor Grausz questioned the per capita language in the policy. Megan Smith, King County, noted that is it translating the aggregate number, assuming population growth, into a per capita number.

Council President Margeson, Redmond, noted this allows us to compare like information.

Councilmember Bill Pelosa, Auburn, moved, seconded by Mayor Bernie Talmas, Woodinville, to amend the amended main motion by striking the 2<sup>nd</sup> sentence completely. The proposed amended policy would read as follows:

**EN-17** Reduce countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050. SCA further recognizes that the proposed greenhouse gas reduction targets are aspirational and countywide in nature and that cities are encouraged but not required to individually adopt such targets.

Councilmember Pelosa, Auburn felt the most important part of the policy was the targets and that the remainder of the language was ambiguous.

Mayor Hill, Algona, supported the motion to strike the second sentence as the desire is to reduce the aggregate emissions, not per capita emissions. Mayor Hill inquired as to how emissions from other counties are factored in, giving the example of commuters on Highway 167.

Councilmember Marts, Issaquah, opposed the motion. Marts noted that while the numbers themselves may not be well understood, the intent is to have per capita numbers. Marts further noted that the proposed policy was developed by K4C staff and disagreed with the statement that the numbers were meaningless.

Council President Margeson, Redmond, noted that cities need numbers to measure their actions against. Margeson also noted that if the numbers are not attainable, they can be reassessed in the future.

Councilmember Ladenburg, SeaTac, stated that he did not support the amendment as he supported the inclusion of per capita numbers in the policy.

The amendment striking language to the main motion failed 3-20. The cities of Algona, Auburn, and Woodinville voted yes. The cities of Black Diamond, Bothell, Burien, Carnation, Clyde Hill, Covington, Issaquah, Kenmore, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Normandy Park, North Bend, Redmond, Renton, Sammamish, SeaTac, Shoreline, and Tukwila voted no.

Chair Talmas called for the vote on the main motion as amended. The revised policy to be forwarded to the Board for support read as follows:

***EN-17** Reduce countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050. Assuming 1% annual population growth, these targets translate to per capita emissions of approximately 8.5 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) by 2020, 5 MTCO<sub>2e</sub> by 2030, and 1.5 MTCO<sub>2e</sub> by 2050. SCA further recognizes that the proposed greenhouse gas reduction targets are aspirational and countywide in nature and that cities are encouraged but not required to individually adopt such targets.*

The main motion as amended passed 18-5. The cities of Algona, Auburn, Bothell, Burien, Clyde Hill, Covington, Issaquah, Kenmore, Kirkland, Lake Forest Park, Mercer Island, Normandy Park, Redmond, Renton, Sammamish, SeaTac, Shoreline, and Tukwila voted yes. The cities of Black Diamond, Carnation, Maple Valley, North Bend, and Woodinville voted no.

Executive Director Dawson provided background on a new policy proposed to the GMPC, EN-18A. ED Dawson noted this is the first time this policy has been before the PIC. ED Dawson explained this proposal related to GHG monitoring efforts. County staff had acknowledged at the GMPC that this was the sole responsibility of King County.

Councilmember Erin Weaver, Maple Valley, moved, seconded by Council President Hank Margeson, Redmond, to bring back to following potential policy position to the next meeting of the PIC:  
*King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and other local government buildings, on road vehicles and solid waste at least every two years. King County shall also update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years.*

Councilmember Loudonback, North Bend, requested information as to which department at King County will do the assessment, the cost of the assessment and the portion of that cost allocable to each city in the county.

The motion passed 22-1. The cities of Algona, Auburn, Black Diamond, Bothell, Burien, Carnation, Clyde Hill, Covington, Issaquah, Kenmore, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Normandy Park, Redmond, Renton, Sammamish, SeaTac, Shoreline, Tukwila, and Woodinville voted yes. The city of North Bend voted no.

## **7. Oil Train Safety**

Chair Talmas reported that this issue was raised by Councilmember Bill Peloza, Auburn, at the Regional Policy Committee (RPC) and asked Lyset Cadena, SCA Senior Policy Analyst, to provide any updates to this item.

Cadena reported not much has changed since the item was before the PIC in May. Four items were brought forth as part of an update. Cadena mentioned the policy statement had been formatted to make it easier to read. On May 7<sup>th</sup>, USDOT issued an emergency order for train cars transporting crude oil requiring railroad carriers to provide notification regarding the expected movement of oil trains through counties to the State Emergency Response Commission. Tank car designs should also be at the highest level of integrity. On May 23, eight legislators sent a letter to the Dept. of Ecology and the City of Hoquiam asking for the environmental impacts statements for two proposed storage facilities to be expanded to include impacts felt by cities. Cadena also mentioned that AWC created an ad hoc rail committee and will be meeting on June 20<sup>th</sup>. Councilmembers Pelozo and Higgins and Mayor Haggerton have been appointed to the committee.

Councilmember Bill Pelozo, Auburn, moved, seconded by Councilmember Shawn McEvoy, Normandy Park, to recommend to the SCA Board of Directors the following potential policy position:

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

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

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

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

Councilmember Bill Pelozo, Auburn, stated he is the chair of the National League of Cities (NLC) committee working to on this issue and will bring this issue to the NLC committee in Minnesota the last week of July. This issue needs to be kept on the front burner. Pelozo mentioned the South County Area Transportation Board sent a letter to the Governor demonstrating how proactive they are being on the issue.

Councilmember Bob Keller, Sammamish, referring to the staff report, asked about whether rail companies already have to report information and the state has that information and should be sharing with the local jurisdictions.

Deanna Dawson noted that currently, the rail companies are not required to do so. Dawson stated the SCA policy statement encourages rail companies to be forthcoming.

Councilmember Barry Ladenburg, SeaTac, confirmed BNSF does not have to disclose information.

Peloza agreed and stated that rail companies are not telling communities or the state what is being shipped on the rail lines.

Woodinville Mayor Bernie Talmas mentioned that a rail representative has not presented at the RPC. The item was scheduled for this month, but had to be rescheduled due to BNSF unavailability.

Council President Hank Margeson, Redmond, supports the SCA policy position and believes the rail companies should be reporting what they are carrying, but they are not. We need to make sure we are safe and prepared for an accident. We don't want to have an accident along the rail lines. The number of oil trains has increased from 0 in 2010 to 117 in 2012. We need to get ahead of this issue and we cannot assume the state will handle it.

Councilmember Shelley Kloba, Kirkland, read a section from a Seattle Times article from June 5<sup>th</sup> asking rail road companies to disclose information. Rail road companies are trying to get out of disclosing information.

Kenmore Mayor David Baker is supportive of the SCA policy position but questioned whether it was SCA's role to be involved in matters that are federal and state concerns, rather than local. Baker suggested focusing efforts into directing the county to continue working on updating the county's incident response plans.

Algona Mayor David Hill mentioned he is the chair of the Valley Regional Fire Authority and rail companies are not disclosing information to fire districts. Hundreds of cars are passing through the Auburn depot and we do not know what those cars are carrying. The rail road companies do not own the rail cars; they are owned by the shippers. Rail cars should be safer and new rail cars that are double hull tankers should be used. Mayor Hill states he is supportive of the SCA policy position but understands others concerns.

Councilmember Bob Keller, Sammamish, agreed that is federal issue and we are going to get nowhere.

Deanna Dawson agreed that true changes must be made at the federal level. Given the public safety issues, this is something many cities have expressed concerns about.

Councilmember Peloza made a clarification stating that the new type of rail cars is not being used. BNSF has issued an RFP for the purchase of 5,000 new rail cars but they will not be ready until sometime next year. Right now 100-120 rail cars move through Auburn, and Auburn could see an increase of 170 rail cars.

The motion passed unanimously.

## **8. Metro Transit Principles**

Deanna Dawson, SCA Executive Director, introduced the item, noting that staff had worked with the Executive Committee to redraft the principles based on feedback from PIC, and due to the fact that the original principles were drafted very quickly. The revised principles were not a change in substance, but in grammar and clarity.

Dawson noted that SCA Leadership met with the Executive this morning and discussed the principles, including the need for the system to remain regional. SCA leadership stressed that we do not want to see a balkanization of the transit system. Dawson also mentioned several Seattle Times articles and the action from the King County Council on Monday on a motion and ordinance. The ordinance was vetoed shortly after it was passed.

The motion was initially brought forward by Councilmembers Dembowski and Hague. All members of the County Council signed on as co-sponsors of the motion as amended except for Councilmember McDermott.

The motion as amended calls for a review of 3 things:

1. Fare policy at Metro;
2. Costs at Metro; and
3. Fund balance policies at Metro.

More specifically:

1. On fares, the motion calls for a review of policies. It references an option of farebox recovery of 30%. The current policy is 25%. The actual recovery is currently 29%, but is expected to dip to 27.5% based on the low income fare policy. The motion calls for looking at whether fares can or should be raised;
2. On costs, the revised motion acknowledges the work of the Regional Transit Task Force (RTTF) and other reform efforts already done. The maker of the motion noted that Metro is currently at a cost of \$.99 per mile, while agency peers are at \$.98. The intent is to look at even more reforms ("continuous improvement"). The motion also calls for an independent audit;
3. On fund balance policies, here again the motion acknowledges the work of the RTTF, and also calls for a review of fund balance policies, and an independent review of the fund balance policies.

The motion passed unanimously.

There were two ordinances before the council. The first ordinance would have adopted the first round of cuts and called for an assessment of the other cuts based on budget discussions in November. There was also an amendment to review DART service. This first ordinance had been moved out of the TrEE Committee with a "do pass" recommendation. The second ordinance would have adopted all the cuts at this time. This ordinance was proposed by the Executive. It came out of TrEE with no recommendation.

It was a heated discussion and in the end five members voted in favor of the first ordinance. The Executive shortly thereafter vetoed the ordinance.

SCA Leadership had urged the Executive to work with the Council to find common ground in their meeting earlier in the day.

Deputy Mayor Catherine Stanford, Lake Forest Park, moved, seconded by Councilmember Tola Marts, Issaquah to recommend to the SCA Board of Directors the following potential policy position:

1. *Metro Transit must remain a regional transit system;*
2. *Reforms at Metro Transit need to be fully explored, understood, and clearly communicated;*

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

Councilmember Allan Ekberg, Tukwila, mentioned principle #3 limits all cities who wish to look at options for buying back service.

Deanna Dawson stated that the intent of principle #3 was to make clear that any city that goes out on their own needs to consider coming back to the table and looking at a regional system.

Algona Mayor Dave Hill stated he likes principle #3. Seattle may not be the only city considering going out on their own and it could lead to wealthier cities having bus service and other cities not having any service.

Councilmember Chris Roberts, Shoreline, stated that the Shoreline council is divided on next steps. Some like Councilmember Dembowski's proposal (the ordinance that was passed, and vetoed) and others support making the four rounds of service cuts at this time. Shoreline will abstain from this vote unless changes are made to principle #3. The point is that all cities should continue to reengage on a system-wide financial plan while looking at others ways to serve their citizens. Shoreline might consider going out for additional service in the future, and may not wish to be limited.

Woodinville Mayor Bernie Talmas stated that during the discussion with the Executive today the issue of sunseting was discussed and it is important to keep the language so we avoid further balkanization of the system. This was an important issue for SCA Board leadership.

Deputy Mayor Catherine Stanford, Lake Forest Park, stated that the council unanimously supports the principles, but they have not had a chance to talk about minor revisions. We need the ability to go to voters to increase transit service and we also need a county wide viable transportation system. Stanford mentioned she would like to hear any new language from Shoreline and maybe the principle needs to be more specific.

Councilmember Andy Rheaume, Bothell, stated that Bothell is divided by two counties. At the Eastside Transportation Partnership (ETP) meeting graphs were handed out depicting the Eastside paying 33% but only receiving 17% of service. There is a problem and maybe we should be looking at subarea equity or a bifurcated countywide system. The system is broken and we will get the same outcome from the voters if we continue to ask them for funding. He questioned whether even the current system was truly "regional."

Councilmember Bill Pelozza, Auburn moved, seconded by Councilmember Shawn McEvoy, Normandy Park, to amend the language in guideline 3. The proposed amendment read as follows:

- 1. Metro Transit must remain a regional transit system;*
- 2. Reforms at Metro Transit need to be fully explored, understood, and clearly communicated;*
- 3. Any transit tax increase adopted by any city to increase service should be sunsetted after three years, in order to ensure that all cities in King County reengage on a system-wide financial plan;*
- 4. The Regional Transit Committee (RTC) should define a minimum level of service standard for all communities in order to preserve connections and service throughout King County;*
- 5. Metro Transit must provide consistent and transparent reporting on financial and service level data;*
- 6. The productivity model at Metro Transit should be reviewed in order to ensure that travel between centers is evaluated fairly; and*
- 7. We must continue to work in partnership with cities, King County, and other coalition members toward the shared goal of a statewide transportation package to address our critical transportation infrastructure needs.*

Councilmember Nancy Tosta, Burien, stated she agrees with the 3 year sunset language and mentioned the “no more than” language should be included in principle #3.

Councilmember Bill Pelozza, Auburn, agreed to the friendly amendment.

Councilmember Chris Roberts, Shoreline, stated that regardless of how it is amended, all cities must continue to engage in the development of a regional wide system. He understood the intent of the motion to amend, but noted it did not address the issues raised by Shoreline.

Councilmember Barry Ladenburg, SeaTac, mentioned he is concerned that if cities buy back service they may not have a stable income to fund the entire regional system.

Deputy Mayor Catherine Stanford, Lake Forest Park, stated that the Seattle plan would add another department to manage. There is no funding for roads in Seattle’s plan and it is not the most responsible path forward especially on a fiscal perspective.

The amendment to the main motion passed 22-0-1. The cities of Algona, Auburn, Black Diamond, Bothell, Burien, Carnation, Clyde Hill, Covington, Issaquah, Kenmore, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Normandy Park, North Bend, Redmond, Renton, Sammamish, SeaTac, Tukwila, and Woodinville voted yes. The city of Shoreline abstained.

Chair Talmas read the main motion as amended:

- 1. Metro Transit must remain a regional transit system;*
- 2. Reforms at Metro Transit need to be fully explored, understood, and clearly communicated;*
- 3. Any transit tax increase adopted by any city to increase service should be sunsetted after no more than three years, in order to ensure that all cities in King County reengage on a system-wide financial plan;*
- 4. The Regional Transit Committee (RTC) should define a minimum level of service standard for all communities in order to preserve connections and service throughout King County;*

5. *Metro Transit must provide consistent and transparent reporting on financial and service level data;*
6. *The productivity model at Metro Transit should be reviewed in order to ensure that travel between centers is evaluated fairly; and*
7. *We must continue to work in partnership with cities, King County, and other coalition members toward the shared goal of a statewide transportation package to address our critical transportation infrastructure needs.*

Councilmember Ross Loudenback, North Bend, stated he would like the Executive Board of SCA to ask that the County convene a public transit improvement conference under RCW 36.57A. He noted that some areas of the County were receiving such poor service that it may be time to look at whether it made sense for them to continue participating in the Metro system at all.

Dawson asked if Councilmember Loudenback wished to make a motion to that effect, noting that the SCA Board policies and bylaws would not provide for the Board taking that sort of action unless it was the will of cities as indicated by PIC taking action. Councilmember Loudenback indicated that he understood, and that he would make a request on his own.

Councilmember Shelley Kloba, Kirkland, stated she has been a multi-county commuter and a subarea split would make it more difficult for multi-county transit users. It is important to keep principle #3 as amended. One of the high schools in our area subsidizes bus passes through Metro. We need to make sure we meet the needs of our school children. Kloba also mentioned she likes the 3 year sunset and the regional system emphasis.

Deanna Dawson mentioned that some school districts are working with Metro to buy back service that is proposed to be cut.

Council President Hank Margeson, Redmond, stated Redmond has been involved with the drafting of these principles. There is a problem with Metro and we cannot continue on the same path. Margeson supports principle #5 and mentioned Metro did not do a good job of telling their story and how the loss of MVET income impacted their funding. If they continue to cut service to our cities, this will end up being a system that only truly serves Seattle.

The motion as amended passed 19-3-1. The cities of Algona, Auburn, Black Diamond, Burien, Carnation, Clyde Hill, Covington, Issaquah, Kenmore, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Normandy Park, Redmond, Renton, Sammamish, SeaTac, and Woodinville voted yes. The cities of Bothell, North Bend, and Tukwila voted no. The city of Shoreline abstained.

## **9. King Conservation District Program of Work**

Deanna Dawson, SCA Executive Director, gave an update on this item. She noted that this item had been before the PIC for discussion and feedback previously. She noted that the work plan in the packet had been amended to provide additional detail on programs. The King Conservation District (KCD) Advisory Committee was enthusiastic about the program, and had recommended that the entire program of work be brought forward for consideration, and funding. Dawson turned to Mayor Jim Berger of Carnation, who chairs the SCA caucus of the KCD Advisory Committee and serves as Vice Chair of the Committee.

Mayor Jim Berger, Carnation, moved, seconded by Councilmember Shawn McEvoy, Normandy Park, to bring back to the next meeting of the PIC, the following potential policy position:  
*Sound Cities Association supports adoption and funding of the 2015 King Conservation District (KCD) Draft Program of Work, as recommended by the KCD Advisory Committee.*

Mayor Berger noted that the KCD Advisory Committee did support adoption of the entire program of work, rather than the program and associated funding being adopted incrementally over the course of several years. While this would take the per parcel rates and charges level from just over \$5 per parcel to nearly \$10 (\$5.14 to \$9.45) that is a small amount of actual dollars. He referred to the detail on the programs ([Attachment B](#)), and noted that this would be money well spent.

Councilmember Bill Pelozo noted that Auburn was very supportive, and referenced a pilot project involving the Auburn Farmers Market.

Council President Hank Margeson, Redmond, noted that this was nearly a 100% increase in funding. Redmond is not supportive of any program doubling its level of funding at this time. He asked that cities be provided with additional detail on the budget for each program area, including on how under the rates and charges model each program in the proposed program of work would benefit rural areas, and urban areas.

Berger referred to the level of detail contained in the materials contained in the Program of Work contained in the packet. Dawson noted that attorney Steve DiJulio was present, and that he would be working with the KCD to develop the rates and charges. She asked that DiJulio and KCD Executive Director Sarah Hemphill (also present) provide Margeson with the requested information. Chair Talmas agreed, and noted this matter, if passed, would come back at the next meeting for final action.

The motion passed 22-1. The cities of Algona, Auburn, Black Diamond, Bothell, Burien, Carnation, Clyde Hill, Covington, Issaquah, Kenmore, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Normandy Park, North Bend, Renton, Sammamish, SeaTac, Shoreline, Tukwila and Woodinville voted yes. The city of Redmond voted no.

#### **10. School Siting Guidance Policy**

Doreen Booth, SCA Policy Analyst, provided background on the proposed policy's genesis. In the summer of 2011, SCA adopted two policies addressing the extension of sewer service to school properties in the rural area. As a result of those policies, a School Siting Task Force was formed. The Task Force report contained a number of recommendations; one of those was to put into a place a collaborative process requiring school districts and cities to work together to address school siting and capacity. Booth further noted that some SCA-appointed staff members to the Interjurisdictional Team (IJT) expressed reservations about a number of issues related to the proposed policy. SCA Executive Director Deanna Dawson noted one of the concerns of staff was that this policy would require cities to collaborate but since school districts are not subject to GMA, districts are not similarly required to collaborate.

Councilmember Ed Prince, Renton, stated that Renton currently meets with its three school districts and is doing this work as part of its school impact fee program.

Councilmember Ed Prince, Renton, moved, seconded by Councilmember Janie Edelman, Black Diamond, to bring back to the next meeting of the PIC the following potential policy position: SCA supports adoption of the following policy by the GMPC:

*Work cooperatively with public school districts to ensure there is sufficient capacity to accommodate each district's projected student population and to support school siting consistent with PF-18 and PF-19. To accomplish these goals, all jurisdictions shall:*

- *Meet annually with each school district located within its boundaries to accomplish the following:*
  - *Analyze demographic trends, jurisdictional growth targets and other data and information used to compile student projection numbers;*
  - *Review the district's plans for accommodating its projected student population; and*
  - *Discuss the district's strategy for addressing any shortfalls, including: temporary or portable classrooms; renovations or conversions of existing schools; and new schools.*

*With the agreement of all parties, such meetings may be consolidated. After the initial meeting, subsequent annual meetings may be cancelled on a year to year basis if both parties agree it is not needed.*

*Prepare a plan jointly with each school district to address capacity needs in districts where there is an identified shortfall that cannot be addressed with existing facilities or sites. Innovative strategies for providing adequate capacity should be considered. Examples of such strategies include:*

- *Shared public facilities such as fields, parking lots, and access;*
- *School district acquisition or lease of undeveloped or underutilized public properties;*
- *Land use tools to increase the supply of land available for public schools within the UGA, such as allowing schools in additional zoning classifications, the creation of special district overlays for public purposes, and flexible development standards for school projects; and*
- *School designs that reduce the need for land such as: smaller building footprints, multistory buildings, reduced parking, and centralized district amenities.*

*The GMPC shall annually review all joint plans to determine if the goals of this policy are being met. If the goals of this policy are not being met, the GMPC shall consider remedial actions as necessary. Such actions may include but are not limited to: developing new or amended policies, joint legislative strategies, or reconvening the School Siting Task Force or a similar work group.*

Mayor Hill, Algona, was concerned with the use of the word shall in the policy and would propose that we should or encourage such meetings, as opposed to requiring them. Hill noted that his city is part of a school district that covers three cities.

Council President Margeson, Redmond, supported a change in language from shall to either should or encourage. Margeson noted communication issues with the Bellevue School District that already exist in Redmond that could make mandatory meetings a challenge.

Councilmember Ladenburg, SeaTac, noted his city already meets with its school district as part of its impact fee program. Ladenburg inquired if SCA should look at encouraging cities to adopt school impact fees.

Councilmember Chris Roberts, Shoreline, noted he generally supports Redmond's proposal. Roberts asked if we need to formally direct staff now to change the language or can staff just clean up the language before next month.

Dawson suggested that if members want staff to bring a revised policy back in July, she would respectfully suggest amending the policy now. Changing the word "shall" to "should," would represent a substantive change in the policy, not merely a grammatical change. If that is the policy supported by the PIC, then the change should be adopted now.

Councilmember Tola Marts, Issaquah, moved, seconded by Council President Hank Margeson, Redmond, to amend the first occurrence of the word shall to should.

Councilmember Marts, Issaquah, noted Issaquah is very supportive of its school district but cautioned that not only are there a lot of government models for cities, there are also different government models for school boards. Marts said that while you could get city elected officials together with the elected school board, the decision maker might not be at the table. Marts agreed with the proposed amendment.

Council President Margeson, Redmond, noted that the two sentences following the first bulleted list in the policy become moot with the policy language changing from shall to should.

Councilmember Marts, Issaquah, agreed.

Chair Talmas suggested staff bring back further proposed amendments to clean up the language as necessary to reflect the change in policy caused by changing the word shall to should.

The amendment to the main motion passed unanimously.

Chair Talmas called for the vote of the amended main motion. The amended main motion passed unanimously.

### **11. Puget Sound Clean Air Agency Representation**

Deanna Dawson, SCA Executive Director, reported on the action of the Puget Sound Clean Air Agency (PSCAA) in response to action taken by PIC last month. She reminded members that under the current state law, only counties and the largest cities have seats at the Board of the PSCAA. The PSCAA has an Advisory Council. This is more of a technical body. It has one seat for a representative from a suburban city. Dawson noted that there were 3 questions before the PIC:

1. Did it wish to seek representation on the Advisory Council for representatives from cities from each of the 4 counties, rather than just the current 1 representative?
2. If so, for a King County "other city" seat, did SCA wish to have appointing authority?
3. Did it wish to pursue possible changes to state law to allow for suburban representation on the Board itself?

Councilmember Shawn McEvoy, Normandy Park, moved, seconded by Chris Roberts, Shoreline, to bring back to the next meeting of the PIC the following potential policy position:

*The Sound Cities Association (SCA) supports the PSCAA providing seats for other cities in each of the 4 member counties on its Advisory Committee. For the King County seat, SCA should have appointing authority. SCA also supports amending RCW 70.94.100 to provide for representation on the Board of the PSCAA for other cities.*

Councilmember Chris Roberts, Shoreline, supported the motion. He noted that the PSCAA has a similar role in the region as the PSRC, and should have a similar governance structure with representation from cities other than just the largest city in each county.

Council President Hank Margeson, Redmond, questioned whether an elected official would be a good representative on the Advisory Council, which was a more technical body. Dawson noted that in the past the one suburban city seat was filled by staff. If the position were adopted, SCA could conceivably appoint either a staffer from a city, or an elected official. SCA does appoint staff members from cities to some committees currently.

Councilmember Nancy Tosta, Burien, asked whether other counties wanted seats. Dawson noted that she had spoken to the Presidents of the Snohomish and Pierce County city associations. Both had been similarly concerned about the rate increase, and lack of involvement from other cities. Dawson indicated she would follow up with both.

The motion passed unanimously.

## **12. Upcoming Events**

- a) The next Public Issues Committee Meeting – Wednesday, July 9, 2014 – 7:00 PM  
Kirkland City Hall

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

Chair Talmas noted that a number of members will be out of town in August and the August PIC meeting may be cancelled.

## **14. Adjourn**

The meeting was adjourned at 9:14 PM.

