



SCA Public Issues Committee MINUTES

**May 14, 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 7:03 PM. 32 cities had representation ([Attachment A](#)). Guests present included: John Stilin, Redmond City Council; Benson Wong, Mercer Island City Council; Tamie Deady, Black Diamond City Council; Bob Keller, Sammamish City Council; Layne Barnes, Maple Valley City Council; Stacy Goodman, Issaquah City Council; Dawn Dofelmire, Algona City Council; Carolyn Busch, King County; Matt Kuharic, King County; Megan Smith, King County; Diane Carlson, King County; Craig Kenworthy, Puget Sound Clean Air Agency; Steve DiJulio, Foster Pepper.

2. Public Comment

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

Craig Kenworthy, Puget Sound Clean Air Agency (PSCAA) Executive Director, testified that King County is at risk of violating federal standards for clean air. He discussed the possible consequences were the County to fall into nonattainment, including impacts on businesses and potential loss of federal highway dollars. He stressed the importance of the work that PSCAA is doing to reduce emissions. Kenworthy stated that he is happy to answer any questions during the discussion of the agenda item regarding the PSCAA.

There was no other public comment. Talmas closed the public comment portion of the meeting.

3. Approval of the March 12, 2014 Minutes

Councilmember Amy Ockerlander, Duvall, moved, seconded by Councilmember Toby Nixon, Kirkland, to approve the March 12, 2014 meeting minutes.

There was no discussion. The motion passed unanimously.

4. Chair's Report

Chair Bernie Talmas reported that the SCA Executive Committee of the Board met today and is proposing that the PIC look at principles to respond to King County's proposal for transit funding. These proposed principles will be discussed at the end of this meeting as an additional agenda item and the PIC will have the opportunity to bring this item back to the next meeting of the PIC for potential recommendation to the SCA Board of Directors. There was no objection from the membership to adding on this additional item to the end of the agenda.

5. Executive Director's Report

Deanna Dawson, SCA Executive Director, followed up on Chair Talmas's comments, and noted that these proposed transit principles are in response to King County Executive Constantine's proposal on Monday regarding a "Community Mobility Contracts program," ([Attachment B](#)) and the City of Seattle's proposal to run a ballot measure within the city to purchase additional transit service ([Attachment C](#)). Dawson introduced SCA's new staff member, Lyset Cadena, who will fill the role of Senior Policy Analysts. Members welcomed Lyset with a round of applause.

6. Committee Appointments

Redmond Council President, Hank Margeson, PIC Nominating Committee Chair, reported that the PIC Nominating Committee met on May 5, 2014, at which it approved the minutes of the previous meeting as well as discussed the nominees for the recently vacated member seat on the Domestic Violence Initiative (DVI) Regional Task Force. There were two strong applicants for this position. The PIC Nominating Committee voted to recommend Kent Councilmember Debbie Ranniger for the vacant member seat.

Council President Hank Margeson, Redmond, moved, seconded by Councilmember Ross Loudenback, North Bend, *to recommend to the SCA Board of Directors that Kent Councilmember Debbie Ranniger be appointed as a member to the Domestic Violence Initiative (DVI) Regional Task Force to fill the recently vacated seat.*

There was no discussion. The motion passed unanimously.

Chair Margeson also reported that Nominating Committee members asked SCA to ask the King County Prosecutor's office if the DVI would allow alternate member appointments. Chair Margeson reported that SCA staff reached out to the King County Prosecutor's office and were pleased to have the opportunity to appoint alternates to the DVI. At its May 12, 2014 meeting, the PIC Nominating Committee discussed two nominees for the available alternate seats on the DVI. The PIC Nominating Committee voted to recommend Algona Councilmember Dawn Dofelmire and Auburn Councilmember Yolanda Trout as alternates to the DVI. Margeson reported that there are two additional alternate seats available and encouraged members to apply.

Council President Hank Margeson, Redmond, moved, seconded by Mayor Dave Hill, Algona, *to recommend to the SCA Board of Directors that Algona Councilmember Dawn Dofelmire and Auburn Councilmember Yolanda Trout be appointed as alternates to the Domestic Violence Initiative (DVI) Regional Task Force.*

There was no discussion. The motion passed unanimously.

Chair Margeson reminded members of a recent story where a newborn baby was abandoned near a hospital that would have taken the child, no questions asked. Unfortunately, the baby passed away. The King County Executive has convened a Safety of Newborn Children Task Force to increase the awareness of Washington State's Safety of Newborn Children Law. SCA has been asked to join King County in examining how we can avoid tragedies like this in the future by appointing a representative to the Safety of Newborn Children Task Force. Chair Margeson reported that at the May 12, 2014 meeting, the PIC Nominating Committee reviewed three very strong applicants, had a robust

discussion, and made a difficult decision. The PIC Nominating Committee voted to recommend Tukwila Councilmember Verna Seal to the Safety of Newborn Children Task Force. Council President Hank Margeson, Redmond, moved, seconded by Councilmember Kate Kruller, Tukwila, *to recommend to the SCA Board of Directors that Tukwila Councilmember Verna Seal be appointed to the Safety of Newborn Children Task Force.*

There was no discussion. The motion passed unanimously.

Chair Margeson concluded his report by thanking the applicants.

Chair Talmas thanked the members of the PIC Nominating Committee.

7. Puget Sound Clean Air Agency Proposed Rate Increase

Chair Talmas thanked Craig Kenworthy, Puget Sound Clean Air Agency (PSCAA) Executive Director, for attending the meeting and being available to answer questions. Talmas reported that this issue has been recommended to PIC by the SCA Board of Directors. The SCA Board of Directors sent an initial letter to the PSCAA with concerns about the proposed rate increase.

Deanna Dawson, SCA Executive Director, noted that additional information was sent via email to members earlier this week, including the answers to questions posed by member cities. She explained the time frame for the PSCAA's action on the proposed rate increase, and explained why the Board had asked for emergency action to take place.

Council President, Hank Margeson, Redmond, moved, seconded by Councilmember Toby Nixon, Kirkland, to take emergency action on this item.

Margeson noted that if SCA wanted to have any impact, then emergency action would be necessary, given the timing at the PSCAA. Councilmember Tom Odell, Sammamish, asked about the effect of SCA taking action, and asked who was on the PSCAA Board. Dawson stated that the PSCAA Board of Directors is composed of a representative from King, Kitsap, Pierce, and Snohomish counties; one representative from the largest city in each of the four counties; and a member of the public representative. Dawson also noted that there is an Advisory Committee, and that SCA has learned that there is a seat on that for other cities that has remained vacant for some time. She noted that the PIC may wish to ask for some sort of role for SCA in making that appointment, in order to increase transparency and communication in the future.

Chair Talmas asked Kenworthy if feedback would be considered the PSCAA Board. Kenworthy replied that feedback would be welcome. He noted that they had received feedback from cities in Snohomish County other than Everett asking to implement any rate increase in smaller steps instead of one large increase. Kenworthy also noted that at their last meeting, the PSCAA Board had asked for staff to prepare a scenario wherein the increase would be done in two steps instead of all at once. This was due to feedback from cities.

Margeson noted that Snohomish County cities have weighed in, and SCA should weigh in in a timely fashion as well.

Mayor David Baker, Kenmore, commented that it is important to weigh in. He noted some frustrations that the City of Kenmore had with the agency regarding being asked to use city resources and staff to take on the functions of the agency.

Councilmember Barry Ladenburg, SeaTac, inquired on the PSCAA timeline and if it can be extended. ED Dawson stated that the PSCAA Board is scheduled to take action at its May 22, 2014 meeting, and by law, the PSCAA budget has to be adopted by June.

Councilmember Nancy Tosta, Burien, reported that her council has discussed this but has not adopted a position, and was therefore is not prepared to vote at this time. Dawson reminded members about the process at PIC regarding abstentions.

Chair Talmas stated that in order for the matter to be acted upon tonight, 85% of members must agree that an emergency exists. Chair Talmas called for the vote on whether to declare an emergency, and take action this evening. The motion passed unanimously.

On the substantive issue, Toby Nixon moved, seconded by Amy Ockerlander, Duvall, to recommend that the SCA Board adopt the following policy position:

Sound Cities Association (SCA) opposes the Puget Sound Clean Air Agency's proposal to increase rates by \$.25 per capita. The proposed increase of 44% or more is too dramatic an increase to be borne by cities in a year, or a biennium.

Councilmember Toby Nixon, Kirkland, moved, seconded by Councilmember Amy Ockerlander, Duvall, to amend the main motion by adding a third sentence:

SCA recommends that PSCAA develop specific action items, with associated costs, for each strategy in the plan, and prioritize the strategies, so that cities can understand how the additional revenue would be used and how the work could be implemented incrementally.

Chair Talmas opened the floor for discussion on the amendment to the main motion.

Nixon stated that additional information is needed, and that an option to phase in the increase is necessary so that cities aren't hit with an increase all at once. Nixon noted the challenges posed by the timing of PSCAA action. He commented that receiving information may or may not change cities' opinions on whether the increase in dues is warranted. But receiving the information would enable individual cities to weigh in and give feedback to the PSCAA Board on whether they supported the increase.

Mayor Nancy Backus, Auburn, reported that her city met with Kenworthy yesterday and also received a presentation from PSCAA at the Pierce County Cities and Towns meeting to discuss this issue. Auburn agrees with a phased in approach, and appreciates the work being done by the agency.

Councilmember Kate Kruller, Tukwila, reported that Tukwila Mayor Jim Haggerton testified to council on Monday about his meeting with Kenworthy. The Tukwila City Council also opposes the position as originally written. However, the council is supportive of a phased in approach to increasing the rate.

Mayor David Baker, Kenmore, stated that Kenmore is supportive of this motion.

Councilmember Chris Roberts, Shoreline, reported that his council had a good discussion and supports the originally drafted position. Regarding the amendment, Shoreline doesn't want to water the statement down, and would therefore oppose the amendment.

Councilmember Tom Odell, Sammamish, stated that his council has not yet discussed this issue formally, but he has sought feedback informally. While noting the good work of the agency, there are concerns re the size of the increase. He noted that the PSCAA has a budget and staff roughly equivalent to that of the City of Sammamish and that Sammamish has not raised taxes in several years but rather have worked with their existing budget. He expressed the view that any increase should be phased in gradually over a number of years. He raised a concern about changing the formula to one that weights more heavily to assessed value, as that would not be fair to cities like Sammamish. He asked that the PSCAA investigate the possibility of including a factor in the formula for communities that are causing greater pollution.

Mayor Matt Larson, Snoqualmie, stated that his city is supportive of the amendment to the main motion. He noted that from his review of the PSCAA strategic plan, many of the goals contained therein may be worthy, but not strictly necessary. He supported getting more information in order to get to learn how the proposed rate increase would be spent by the agency.

Councilmember Amy Ockerlander, Duvall, reported that her council has concerns about the size of the increase, percentage of the increase, and lack of information as of last Thursday. Since then more information has been provided, but not in time for the council to take a formal vote. Ockerlander commented that it's important to have the information readily available, especially for a smaller city with limited staff.

Councilmember Andy Rheume, Bothell, reported that Bothell is supportive of the rate increase and feels it's very important work for our region.

Vice Chair Marlla Mhoon, Covington Councilmember, inquired if the PSCAA's budgets, policies, and records are available to the public on its website. Kenworthy replied that while those items are all available to the public, he was interpreting the amendment to break down all of the costs. Some strategies are more easily broken down than others due to levels of complexity determined by the location of the issue.

Kruller expressed concern that while the amendment states that we do not have sufficient information, the main motion jumps to the conclusion that we should oppose an increase. She noted the importance of the air we breathe and its quality. Kruller provided an example of diesel fumes going into a school in Pierce County. She stated that information on PSCAA is available, and members should seek it out rather than opposing the increase.

Councilmember Bill Boyce, Kent, reported that Craig Kenworthy attended a Kent council meeting. The increase is going to be approximately \$25,000 for the city of Kent. Boyce stated that the city understands the importance of the work of the PSCAA and that it was important to support the increase.

Larson stated that the City of Snoqualmie understands the importance of clean air, and has been a regional leader on efforts to address climate change. Nonetheless, the city supports the amendment to send a message to the PSCAA that asking for an increase of this magnitude requires additional public outreach.

Councilmember Barry Ladenburg, SeaTac, noted that this wasn't about whether a city supports clean air. It is about whether a 44% increase is acceptable. He noted it was hard to tell whether the increase was needed to maintain the current level of work, to implement something new, or if something has not been managed correctly within the agency.

Chair Talmas called for a vote on the motion to amend the main motion as follows:

*The Sound Cities Association (SCA) opposes the Puget Sound Clean Air Agency's proposal to increase rates by \$.25 per capita. This proposed increase of 44% or more is too dramatic an increase to be borne by cities in a year, or a biennium. **SCA recommends that PSCAA develop specific action items, with associated costs, for each strategy in the plan, and prioritize the strategies, so that cities can understand how the additional revenue would be used and how the work could be implemented incrementally.***

The motion passed 23-8-1. The cities of Algona, Auburn, Black Diamond, Clyde Hill, Covington, Des Moines, Duvall, Enumclaw, Federal Way, Issaquah, Kenmore, Kirkland, Maple Valley, Mercer Island, Newcastle, Normandy Park, Pacific, Redmond, Renton, Sammamish, SeaTac, Snoqualmie, and Woodinville voted yes. The cities of Beaux Art Village, Bothell, Carnation, Kent, Lake Forest Park, North Bend, Shoreline, and Tukwila voted no. Burien abstained from the vote.

Chair Talmas invited further discussion on amended motion.

Councilmember Marlla Mhoon, Covington moved, seconded by Councilmember Chris Roberts, Shoreline, to amend the motion to include that the PSCAA add SCA representation on its Advisory Council.

Baker asked if this could be dealt with as a separate motion. Odell agreed.

The maker and seconder of the motion concurred that this should be treated as a separate motion, and withdrew the motion.

Chair Talmas asked if there was any further discussion on the amended motion.

Councilmember Tola Marts, Issaquah, noted the continuing financial crisis that many cities are still dealing with. He was supportive of the motion, as not enough information had been provided to justify the increase. He noted that he was skeptical of requests for additional funding for public agencies without sufficient justification. He also noted that he had done some independent research on tropospheric ozone.

Councilmember Chris Roberts, Shoreline, noted that there were many agencies that cities are members in (SCA, AWC, NLC, etc.) doing good work. He expressed concerns about what would happen if all of them were to come forward and asking for large rate increases, and the impact to

cities. He expressed a preference for increases being more manageable, such as limited to the rate of inflation.

Kruller stated that this appears to be a communication issue and that no one has said that the PSCAA work is not valid.

Backus commended the PSCAA for not raising rates for several years and working toward getting Pierce County out of its nonattainment status. In hindsight, it might be better to increase the rates a little each year rather than all at once.

Mayor Mary Jane Goss, Lake Forest Park, reported that her council hasn't had a discussion on this topic. As mayor, she stated that Lake Forest Park supports PSCAA and its work, especially since Lake Forest Park is a downstream city in the watershed.

Margeson said while Redmond supports clean air, it is taken aback by a 44% increase. While there had not been a base rate change since at least 2008, a 3% increase per year would not be as much as 44%. He felt the agency needed to do some prioritization, and demonstrate what the \$.25 per capita increase would be used for.

Council President Margeson, Redmond, moved, seconded by Mayor Nancy Backus, Auburn, to amend the amended motion to add a fourth sentence: SCA supports implementation of \$.15 per capita increase in 2015, \$.05 in 2016, and \$.05 in 2017.

Baker stated that Kenmore has asked for help from PSCAA with installing air quality monitors, but was told that even if the city paid for them, it can't be done. Baker added that he'd like to see information on how this additional money is going to be used in communities.

Councilmember Amy Ockerlander reported that without further discussion with her council, she will have to oppose this amendment.

Vice Chair Mhoon stated that Covington is supportive of a two-year step increase, but questions if there is enough information to dictate the PSCAAs budget for the next three years.

Marts noted that Issaquah agrees that funding environmental programs is of critical importance, and that there are many important environmental issues facing our state. However, on the issue of air quality, Washington is doing fairly well, and he therefore questioned whether this was the best place to spend scarce resources. He continued that even a \$.15 per capita rate is very high, approximately a 23% increase.

Kruller stated that Tukwila can support this amendment.

Councilmember Jeanette Burrage, Des Moines, stated that this increase is too much money.

Chair Talmas called for the vote. The motion failed.

Chair Talmas asked if there was any further discussion on the amended main motion.

Mayor Jim Berger, Carnation, reported that Carnation opposes this increase. It's too much money for a small city to bear. He questioned whether his city was getting good value from the dollars they already give to the agency.

Ladenburg questioned whether the dollars were being spent on the right programs. He noted how much cleaner vehicle emissions were these days. He raised a question about the impact of the airport on air quality. He noted the recent failure of Proposition 1 and the increased cars that would be on the road. He questioned whether we had our priorities and objectives right in terms on reducing emissions.

Kenworthy noted that the PSCAA does not have jurisdiction over emissions caused by SeaTac airport.

Kruller noted that SCA has a policy of not taking positions that would harm a member city. She expressed her view that all cities would be harmed if this rate increase were not approved.

Larson said that Snoqualmie will support this motion He raised a question about the assessed value method for determining rates. Kenworthy commented that the method used will be the 50:50 method (half based on population, half on assessed valuation). Larson thanked him for the clarification.

Backus referred members to page 57 of the PIC packet for further information on the rate calculation.

Councilmember Dan Grausz, Mercer Island, reported that his city will be voting against this motion, although it was in favor of the amendment proposed by Redmond. Mercer Island supports the work of the agency and does not want to simply oppose an increase. He was supportive of SCA requesting representation on the PSCAA Advisory Council.

Chair Talmas called for the vote on the amended main motion. The motion passed 23-8-1. The cities of Algona, Beaux Arts Village, Black Diamond, Carnation, Clyde Hill, Covington, Des Moines, Duvall, Enumclaw, Federal Way, Issaquah, Kenmore, Kirkland, Maple Valley, Newcastle, Normandy Park, Pacific, Renton, Sammamish, SeaTac, Shoreline, Snoqualmie, and Woodinville voted yes. The cities of Auburn, Bothell, Kent, Lake Forest Park, Mercer Island, North Bend, Redmond, and Tukwila voted no. Burien abstained from the vote.

Councilmember Chris Roberts, Shoreline, moved, seconded by Councilmember Amy Ockerlander, Duvall, to bring back to the next meeting of the PIC a policy position requesting a position on the Puget Sound Clean Air Agency (PSCAA) Advisory Council.

Ladenburg asked that staff bring back additional information on the role of the advisory body, and responsibility of members on that body. Staff indicated that they would work with Kenworthy to get that information for members.

There was no further discussion. The motion passed unanimously.

8. Greenhouse Gas Emissions Targets

Doreen Booth, SCA Policy Analyst, reported that in 2013, the King County Council adopted countywide planning policies (CPPs), which included a policy requiring the establishment of a countywide greenhouse gas emissions reduction target that meets or exceeds the statewide reduction requirement that is stated as the 2050 goal of a 50 percent reduction below 1990 levels. Since 2013, cities and King County, through the King County Cities Climate Collaborative (K4C) have been working on determining a proposed target. Booth stated that the GMPC is tasked with making a recommendation to the King County Council on GHG reduction targets in order to comply with this policy. Booth reported that SCA's GMPC caucus met recently to review the proposed target. The caucus asked how realistic it is to achieve the target; the answer from K4C staff members was that the goal is ambitious but achievable. Booth noted that some cities in King County have already adopted the 2050 target being proposed.

Councilmember Jeanette Burrage, Des Moines, inquired if there is information on the costs. Booth responded that there are a number of options that range from adopting policies, to actions that will have an upfront cost, but then lead to cost savings over time. Dawson added that each city can choose individual projects. Booth directed members to page 89 of the PIC material packet where there are examples of programs and projects.

Chair Talmas asked if a member would like to make a motion.

Mayor David Baker, Kenmore, moved, seconded by Councilmember Kate Kruller, Tukwila, to bring the following policy position back to the next meeting of the PIC:

That the GMPC approve 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.

Baker noted that the target was ambitious, but achievable and said we should try to attain the targets.

Council President Hank Margeson, Redmond, noted Redmond has a number of questions. Margeson noted that the staff reports states that global temperature increases should be limited to no more than 2° C compared to 1900, and asked what the temperature was in 1900. Margeson also asked what the greenhouse gas emissions were in 2007. He also asked for the target amounts of reductions for the years 2020, 2030 and 2050. Margeson also asked how we are doing when compared to the U.S, Mayors Climate Action Plan target of 7% below 1990 levels. And lastly, Margeson stated that not all greenhouse gasses are created equal or created in King County and asked how we measure GHG emissions from things that are made outside King County and brought in.

ED Dawson stated that staff would provide responses to questions asked at the PIC within one week.

Mayor Matt Larson, Snoqualmie, stated that Snoqualmie is in support of the proposed targets and he encouraged other cities to join the K4C.

Mayor Dave Hill, Algona, supported moving the proposed targets forward and supports getting answers to Redmond's questions.

Councilmember Tola Marts, Issaquah, stated that Issaquah strongly supports the proposal. Marts noted that he believes this is one of the preeminent issues in our society, ranked just below global nuclear warfare. Marts also noted that there are climate change is occurring right now, noting that some tropical diseases like dengue fever are now being seen in Florida. Marts further noted that this allows cities to spotlight sustainable building standards.

Councilmember Bill Boyce, Kent, supports moving the proposed policy forward. Kent does not want this to lead to unfunded mandates. Boyce also asked for further information on whether the targets were achievable.

Councilmember Tom Odell, Sammamish, noted air pollution issues he had encountered in his work at Boeing and in the People's Republic of China. Odell said that Sammamish would likely support the targets but noted they will also be concerned about unfunded mandates arising from the targets.

Councilmember Barry Ladenburg, SeaTac, said SeaTac was supportive of the proposal and noted healthy communities are part of their vision. Ladenburg also noted that SeaTac may have concerns as to where the pollution is coming from.

Mayor Bernie Talmas, Woodinville, stated that he supported bringing the position back to the next meeting. Talmas asked for further information on what impact the targets would have on cities' comprehensive plans and development regulations.

The motion passed unanimously.

9. 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 an overview.

Cadena reported that Washington has been experiencing a dramatic increase in the amount of oil moving through the state as well as an unprecedented change in the way oil is transported. Crude oil shipments arriving by tanker to Washington refineries is declining and is being replaced by crude oil shipments by rail from the Bakken formation in North Dakota. The U.S. Department of Transportation Pipeline and Hazardous Materials and Safety Administration has determined that crude oil from the Bakken formation is prone to ignite at a lower temperature compared to oil from elsewhere, presenting a serious public safety concern. Recent derailments, spills, and fires such as the derailment in Lac-Megantic, Quebec, and Lynchburg, Virginia, illustrate the potential impacts to public safety and economic disruption that could result from the transport of petroleum by rail. Cadena read the draft policy position.

Chair Talmas asked if Peloza had any additional information. Peloza stated that he is the chair of the National League of Cities (NLC) Energy, Environment & Natural Resources Committee, which is working to adopt a petroleum transport by rail resolution by the end of this year.

Mayor Dave Hill, Algona, moved, seconded by Councilmember Kate Kruller, Tukwila, to bring back the following potential policy position to the next meeting of the PIC:

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) supports asking 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.

During discussion of this motion, Councilmember Tom Odell, Sammamish, stated that this is a major issue and he is dealing with this issue on the NLC Transportation & Infrastructure Services Committee. Odell continued that this is a federal issue and efforts have to be aimed at the federal government.

Councilmember Toby Nixon, Kirkland, noted that the verbiage of the position as drafted was challenging, suggested that policy position should be broken up into multiple paragraphs for greater ease of reading. He also asked if line four could be amended from "supports asking" to either "supports" or "asks."

Councilmember Barry Ladenburg, SeaTac, shared concern that oil trains, as well as coal trains, are very long and will split a city for long periods in time during travel. Ladenburg continued that our region doesn't have the infrastructure to support this and asked that adding language to address this public safety concern.

Hill reported that he is the Chair of the Valley Regional Fire Authority and shared concerns that the rail cars carrying this more unstable crude oil are marked the same as other rail cars carrying less explosive types of crude oil. There are empty rail cars in between those carrying the oil and it's very dangerous for firefighters. Hill would like to see the cars containing this substance to be marked differently for safety reasons.

Kruller stated that trains carry all kinds of volatile products, and asks that the new construction of the rail cars be changed, and that substandard rail cars be retrofitted.

Councilmember Dini Duclos, Federal Way, reported that the Regional Policy Committee (RPC) raised the issue of the ability for emergency medical services to get through the long trains. The RPC did address the issue of constructing the walls of the rail cars to a greater thickness. Duclos stated that there is a lot of concern and many more questions need to be raised, one of which should be who maintains the rails. Duclos reported that there was a derailment in Grays Harbor County earlier in the week.

The motion passed unanimously.

10. King Conservation District

Deanna Dawson, SCA Executive Director, gave background on this item. She noted that it was on for discussion tonight, with a possible policy position on KCD work plan and budget coming forward in June and July, in advance of these items going to the County Council by August 1. Dawson reported on the work of the KCD Advisory Committee, noting that they have been meeting very frequently. She commended KCD for their outreach and increased transparency. The draft work plan before the PIC for discussion was drafted based on input from the committee. She noted that SCA has a previously adopted position regarding the KCD opposing any rate increase. The issue before the PIC will be whether these new programs suggested by the Advisory Committee are valued by cities, and whether cities therefore would support an increase to support the programs and if so, should the rate be increased all at once, or in phases.

Carnation Mayor Jim Berger, KCD Advisory Committee vice chair and SCA caucus chair; Tukwila Councilmember Kate Kruller, SCA caucus vice chair; and Lake Forest Park Mayor Mary Jane Goss, SCA alternate were all present at the meeting.

Berger clarified that the funding does not come from each city's budget, but rather as a per parcel charge to property owners. Dawson agreed, noting also that by law the highest charge is \$10 per parcel, and that a good portion is put back into cities through the maintenance of jurisdictional grants that fund projects in each city.

Mayor Dave Hill, Algona, reported that the current working relationship between the KCD and cities is night and day from years ago when he was the SCA caucus chair and he supports bringing this back to the next meeting of the PIC.

Kruller reported that the programs are well thought out and included in the PIC packet on 113, and page 114 provides the time table for the work of the KCD Advisory Committee.

Vice Chair Mhoon stated that she has worked individually with the KCD staff and values promotion of individual stewardship, educational programs, small grant programs, and their work to be more visible. Mhoon has asked KCD Executive Director Sara Hemphill to provide the KCD e-newsletter to all councilmembers in the county.

Councilmember Toby Nixon, Kirkland, commented that the report is very detailed with price tags associated with all programs, and can understand exactly what the KCD is proposing. Nixon continued that he has no problem supporting it, and would like the report to be used as a template for other organizations such as the Puget Sound Clean Air Agency. He asked that Dawson provide this information to the PSCAA. Other members concurred.

Councilmember Nancy Tosta, Burien, reported that she'd attended the King County Farm to City Roundtable and is personally supportive because of the opportunities to enhance local food systems. The Burien City Council has not yet had an opportunity to discuss the proposal, but will at an upcoming meeting.

Councilmember Janie Edelman, Black Diamond, stated that her city is supportive and that it's important for her small city, especially with the large watershed with which it's associated.

Relieving Auburn Mayor Nancy Backus, Councilmember Bill Peloza, Auburn, commented that the Auburn International Farmers Market benefits from the work of the KCD. The farmers market was started with funding from a KCD grant. He continued that citizens, farmers, and fish all benefit from this project, and Auburn is supportive.

Goss commented that the KCD Advisory Committee has been fun to work on, and found the regional effort very refreshing. Goss stated that it's important that part of the work of the KCD include urban farming.

Council President Hank Margeson, Redmond, reported that increasing the rate to \$10 per parcel is a 97% rate increase. Margeson shared concerns that the King County Flood Control District was put in charge of managing the funds because the KCD wasn't able to in the past. He continued that while the list of proposed programs is impressive, it's still a large increase in rates and reads as a wish list. Dawson noted that this item was on the agenda to get this sort of feedback.

Mayor Matt Larson, Snoqualmie, commented that this is exactly what was needed to see the value of the work of the KCD. Previously, the KCD was not transparent, but that has now changed. Larson thanked the members who have worked with the KCD on this process.

Kruller commented that she was excited to receive feedback and that many have seen a difference and improvement in the KCD.

Berger stated that the KCD staff did a good job putting this information together and commended them for listening to the concerns of cities. Berger responded to Redmond's concerns that the list was developed by KCD staff as a response to what cities asked them to do in 2013. KCD came up with a plan to achieve all of the requested projects, and if all of the projects are desired, then the KCD can complete them with a rate increase to \$10 per parcel. In the alternative, they could be phased in. Or, no new programs could be added. The Advisory Committee was seeking feedback from the PIC on this.

Hill noted that previously, \$5 of the \$10 per parcel went to funding the Water Resource Inventory Areas (WRIA).

Peloza stated that the KCD funds projects for rivers and fish, and without it WRIA 9 cannot accomplish many projects.

Councilmember Barry Ladenburg, SeaTac, asked for some additional information on work that the KCD is currently doing. Dawson clarified that the programs detailed in the PIC materials were new programs. No rate increase would be needed to continue existing programs.

Dawson asked that all feedback and questions be sent to her, deanna@soundcities.org, as soon as possible so that the KCD has time to provide information prior to the next meeting of the PIC. The KCD has been working along with the PIC time frame, and it is an aggressive time frame to complete all work by August.

11. Transit Plan Principles

Deanna Dawson, SCA Executive Director, reported that the Executive Board of SCA met to discuss the Community Mobility Contracts Program proposed by Executive Constantine on Monday, and the proposal released on Tuesday by Seattle Mayor Ed Murray to run a levy in November to preserve transit service in Seattle. The Executive Board also met with King County Council Chair Larry Phillips and Executive Constantine yesterday and shared their concerns about balkanizing the transit system, and expressed the need for keeping Metro Transit a truly regional system. The Executive Board drafted seven principles for discussion and possible adoption by the PIC. Dawson passed around handouts regarding the county and city of Seattle's proposals ([Attachment B](#)) as well as a handout concerning the SCA Executive Board's proposed principles ([Attachment C](#)) and stated that the PIC has the opportunity to vote to bring this item back to the next meeting of the PIC.

Mayor Dave Hill, Algona, moved, seconded by Councilmember Amy Ockerlander, Duvall, to bring the following principles back to the next meeting of the PIC:

1. We must keep METRO as a regional transit system.
2. METRO reforms need to be explored, understood, and communicated clearly.
3. We ask Seattle to sunset any transit tax increase after no more than three years and re-engage in a system-wide Financial Plan.
4. Through the Regional Transit Committee (RTC), define a minimum level of service standard for all communities in order to preserve connections and service throughout King County.
5. We want consistent and transparent reporting from METRO on financial and service data.
6. Review the Productivity Model to ensure travel to centers is evaluated fairly.
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.

Chair Talmas asked if there was any discussion of this issue.

Councilmember Tom Odell, Sammamish, commented that he attended the pre-PIC workshop and that this is just a band aid on the issue. He expressed concern on whether Seattle acting alone would provide a convenient excuse for legislators to avoid passing a statewide transportation package.

Mayor Matt Larson, Snoqualmie, noted a concern that the Communities Mobility Contract Program could become permanent, rather than a temporary band aid. Larson noted any use of such contracts should be time limited.

Mayor Dave Hill, Algona, stated that this should move forward and that #7 on the list is important. He noted we had a coalition last year but that transportation is not now being addressed in a statewide fashion. He further noted that this would lead to richer cities funding their own buses, while other cities fell further behind.

Councilmember Chris Roberts, Shoreline, noted that Seattle's proposal was under the Transportation Benefit District (TBD). He asked whether there was a built in sunset with the TBD. Diane Carlson, King County, noted that the voters have to approve the sales tax increase every ten years, but there was no built in sunset for the license fee.

Councilmember Tola Marts, Issaquah, liked that SCA is trying to craft something positive. Marts added that this vote on Proposition 1 should not be viewed as saying that cities on the eastside did not want transit. He noted that his city and others have supported transit measures in the past. There was a large gap in his city between how voters have supported previous measures, and the lack of support for this measure.

Mayor Larson reviewed the voting results tracked with the service provided in specific geographic areas. Larson noted that if voters didn't get service, they didn't vote for the proposition, while voters who already get good transit service supported it.

Councilmember Barry Ladenburg, SeaTac, asked about the opportunity to buy additional services that did not correspond to routes being cut.

Council President Hank Margeson, Redmond, suggested that the first principle should be reworded to state "Metro must remain a regional transit system."

Chair Talmas called for the question on bringing the seven principles back for possible adoption at the next PIC meeting. The motion passed unanimously.

Dawson asked that members share these with your councils and staff, and contact Deanna@soundcities.org if you have feedback or questions prior to next month's PIC meeting.

12. Upcoming Events

- a) SCA Women's Leadership Breakfast – Thursday, May 15, 2014 – 7:30 AM Aljoia Mercer Island
- b) The next SCA Networking Dinner – Wednesday, May 28, 2014 – 5:30 PM
Renton Pavilion Event Center – Governor Jay Inslee, Keynote Speaker
- c) The next Public Issues Committee Meeting – Wednesday, June 11, 2014 – 7:00 PM
Renton City Hall

13. For the Good of the Order

Councilmember Dini Duclos, Federal Way, said the RPC had discussed marijuana regulations at the RPC caucus earlier in the day. The caucus would like SCA to develop a survey to provide information as to where SCA members' are in terms of regulations and moratoria. Mayor Talmas agreed such a survey would be helpful. It was agreed that planning directors would be the best source of information. Doreen Booth was tasked with bringing this item to the planning directors, in order to compile a comprehensive list of city regulations. The regulations could also be shared with MRSC.

Councilmember Amy Ockerlander, Duvall, shared that Duvall's new police chief, promoted from within the department, is being sworn in on May 22.

Councilmember Tola Marts, Issaquah, noted that Issaquah's police chief had just retired and Issaquah had also promoted a new chief from staff.

Mayor Dave Hill, Algona, said his city's police chief had also retired and Algona had a new interim chief.

Duclos noted that Federal Way also had a new police chief.

14. Adjourn

The meeting was adjourned at 9:19 PM.

**2014 Roll Call – Public Issues Committee Meeting
May 14, 2014**

City	Representative	Alternate	Other	Staff
Algona	Dave Hill	Dawn Dofelmire		
Auburn	Nancy Backus	Bill Peloza		
Beaux Arts	Tom Stowe	Richard Leider		
Black Diamond	Janie Edelman	Tamie Deady		
Bothell	Andy Rheame	Tom Agnew		
Burien	Nancy Tosta	Stephen Armstrong		
Carnation	Jim Berger	Lee Grumman		
Clyde Hill	Barre Seibert	George Martin		
Covington	Marlla Mhoon	Margaret Harto/Jeff Wagner		
Des Moines	Melissa Musser	Jeanette Burrage		
Duvall	Amy Ockerlander	Scott Thomas		
Enumclaw	Mike Sando	Liz Reynolds		
Federal Way	Dini Duclos	Jeanne Burbidge		
Hunts Point	Joseph Sabey			
Issaquah	Tola Marts	Stacy Goodman		
Kenmore	David Baker			
Kent	Bill Boyce	Dennis Higgins		
Kirkland	Toby Nixon	Shelley Kloba		
Lake Forest Park	Catherine Stanford	Tom French	Mary Jane Goss	
Maple Valley	Erin Weaver	Layne Barnes		
Medina	Michael Luis			
Mercer Island	Dan Grausz	Benson Wong		
Milton	Jim Manley	Debra Perry		
Newcastle	Lisa Jensen	John Drescher		
Normandy Park	Shawn McEvoy	Susan West		
North Bend	Ross Loudenback	Ken Hearing		
Pacific	Leanne Guier	Vic Kave		
Redmond	Hank Margeson	John Stilin		
Renton	Ed Prince	Denis Law		
Sammamish	Tom Odell	Bob Keller		
SeaTac	Barry Ladenburg	Mia Gregerson		
Shoreline	Chris Roberts	Chris Eggen		
Skykomish	Henry Sladek			
Snoqualmie	Kingston Wall	Matt Larson		
Tukwila	Kate Kruller	Verna Seal		
Woodinville	Bernie Talmas	Susan Boundy-Sanders		
SCA				Deanna Dawson Kristy Burwell Lyset Cadena Doreen Booth

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

Community Mobility Contracts Program

Metro's Community Mobility Contracts program allows cities to purchase transit service above what Metro is currently able to provide given current financial constraints. This program should not be viewed as a permanent solution to the region's transit funding challenges, but rather as an option for cities to enhance or restore transit service. The program is similar to Metro's existing Service Partnership Program, but allows for a more significant investment that covers the full cost of providing service.

The Community Mobility Contracts program is based on three principles:

- Contracts must reflect the full cost of providing the service.
- Contracts cannot come at the expense of other cities or the regional allocation of service.
- The program is intended as a bridge to keep buses on the street until the state legislature provides a sustainable funding tool for local transportation needs.

How the Community Mobility Contracts Program will work

Under this program, any city or group of cities in King County can contract with Metro to avoid planned cuts. The program could also provide enhanced transit services to advance a community's economic, planning and development, and livability goals. Contracted services give cities the flexibility to tailor transit services to meet unique local transportation needs.



The program is based on a contracted service model. Cities can invest in additional transit hours beyond the countywide level of service provided by Metro. Cities participating in this program will pay the full cost associated with the enhanced level of service.

There are several reasons why cities may consider a contracted services model:

- Preserve service slated for cuts: Cities can choose to invest in routes that are proposed to be reduced or eliminated.
- Enhance service on underserved corridors: Metro's 2013 service review found that more than 500,000 additional hours of bus service are needed annually to meet demand throughout the County. Many of the hours are needed to adequately serve underserved corridors that connect important employment and educational centers. Cities could choose to invest in meeting this existing demand.
- Tailored service: Cities could use this program to develop services tailored to their unique community needs. Cities can contract for enhanced services such as circulators and shuttles.

Metro will offer technical assistance to interested cities to help identify service investments that meet the communities' transit and economic objectives. Once a contract is signed, service would begin at the time of Metro's next quarterly service change, when practical.

Maintaining a regional transit system

Metro's regional bus service is essential to maintaining a strong economy and mobility throughout King County. The county remains committed to finding a sustainable funding source to restore and grow regional transit service to meet the large and growing demand. The Community Mobility Contracts program provides an option for cities to offset transit

service cuts or tailor an enhanced form of transit service, during the near term, when the current system will experience service reductions.

Metro's service reduction proposal

This approach to contracting service does not solve Metro's financial situation. In the absence of new revenue, the Metro will have to reduce 550,000 service hours, or 16 percent, based on current projected revenues. Contracted services can be used by cities to help restore lost service hours.

Metro's service guidelines

Metro uses adopted service guidelines to plan where to add or reduce bus service, and these guidelines will be used to help jurisdictions identify routes that could provide productive service and meet the needs of their communities.

Every year, Metro analyzes our transit system using the service guidelines. The 2013 analysis identified 58 corridors in which the current service level does not meet ridership demand in one or more time periods of the day. These corridors could be candidates for city investments in transit service.

Cities could also invest in preserving service that Metro has proposed to eliminate or reduce in response to the funding shortfall. Metro planned these reductions following the service guidelines. The first priority in the guidelines is to cut the lowest performing service—service that carries fewer people or carries them for shorter distances to fewer of the places the route goes. The second priority is to restructure service—changing a group of routes in an area so the network serves the most riders and costs less to operate, and cuts have the least impact on our riders. In the case of the current shortfall, Metro is also recommending third priority reductions--cutting services that are not the lowest performing.

Use of the guidelines can help ensure that communities keep service where it is needed most: highly productive routes that carry many riders, low-income and minority communities where many people rely on buses, and routes that get people to key destinations across King County.

King County Metro Transit
King Street Center, KSC-TR-0415
201 S Jackson St
Seattle, WA 98104

Questions or comments? Please email MetroTransitGM@kingcounty.gov

www.kingcounty.gov/metro

Preserving Metro Transit Service

\$40 Million Seattle funding plus \$3 Million Regional Partnership Fund

The Mayor's Plan

To preserve Metro bus service in the City of Seattle and along key inter-city routes, Mayor Murray is proposing a transit funding plan, expected on the November 2014 ballot. Through the following two revenue sources, the plan would generate \$45 million per year:

\$60 vehicle fee: Approximately \$24 million per year

0.1% sales tax: approximately \$21 million per year

Of the \$45 million:

\$40 million would be used to preserve the vast majority of service that would otherwise be cut in second, third, and final rounds of cut during 2015.

\$3 million would establish a Regional Partnership Fund to partner with key suburban cities and employers to maintain cross-jurisdiction routes.

\$2 million would establish a \$20 low-income vehicle fee rebate.

The first round of Metro service cuts are scheduled to occur in September 2014. Because this funding plan cannot be approved in time to avoid first round cuts, the Mayor plans to reallocate existing SDOT funds to retain night-owl service hours that would be lost.

Funding could be phased out starting in 2016 if new regional revenue is approved in 2016.

90% Reduction in Rider Impacts

Full Metro cuts would impact more than 110,000 Seattle boardings, or approximately 55,000 people, per average weekday.

The Mayor's City of Seattle funding measure would prevent significant impacts on nearly 100,000 of those boardings.

\$3M Regional Partnership Fund

The City of Seattle will partner with other cities, employers, and King County to preserve key peak hour service. Partners will identify their top priorities for protecting Metro routes that connect suburban residents with Seattle employers and institutions.

The City of Seattle will contribute up to 50% toward the cost of partner services. Partnerships might center on peak-period commuter routes to Seattle such as (examples only):

- Bellevue, Issaquah: Route 215, I-90 to Downtown via Eastgate
- Kent: Route 158, East Hill to Downtown
- Lake Forest Park, Shoreline: Routes 304 and 308, Richmond Beach and Horizon View to Downtown via I-5 and N. 145th Street
- Renton: Route 167, Renton Transit Center to University District

King County Metro Participation

Under this plan, King Country Metro would collaborate with the City of Seattle to finalize use of funds and recognize the City's authority to allocate funds, while the City recognizes the need to honor Metro's Service Guidelines with flexibility to address specific demands.

Metro would commit: To continuing efforts to improve efficiency, to minimizing the amount of capital and overhead included in cost per service hour, and to the pre-cut plan of replacing the entire electric trolley bus fleet with modern electric trolleys.