



SCA Public Issues Committee Minutes

**May 8, 2013 – 7:00 PM
Renton City Hall Council Chambers
1055 S. Grady Way - Renton, WA 98057**

1. Welcome and Roll Call

Mia Gregerson, Chair, called the meeting to order at 7:11 p.m. Twenty-seven cities had representation. See [Attachment A](#) to these minutes. Guests present included: Michelle Allison, King County Councilmember Joe McDermott's office; Michael Hubner, PSRC; Sara Schott Nikolic, PSRC.

2. Public Comment

Chair Gregerson announced that at the beginning of each meeting of the PIC, there will be an opportunity for the public to speak. She requested that comments be no longer than three minutes. See [Attachment B](#) to these minutes.

Don Gerend, Sammamish Councilmember and AWC President, provided public comment, announcing that there will be an AWC Mayor's Exchange on May 15, 2013. Gerend encouraged all Mayors to attend.

3. Approval of the April 10, 2013 Minutes

Ross Loudenback, North Bend, moved, seconded by Tola Marts, Issaquah, to approve the April 10, 2013 meeting minutes.

There was no discussion. The motion passed unanimously.

4. Chair's Report

Chair Gregerson did not give a report. She noted that in SCA Executive Deanna Dawson's absence, Monica Whitman, SCA Senior Policy Analyst, would provide the Executive Director's Report.

5. Executive Director's Report

Whitman reported that at the May 7, 2013 North End Mayors meeting, Julien Loh from Congresswoman DelBene's Office gave an update on the Marketplace Fairness Act, which recently passed the US Senate with bipartisan support. The North End Mayors expressed interest in SCA sending a letter of support to our congressional delegation, and asked that the PIC consider the issue.

This legislation would allow brick-and-mortar retailers to compete more effectively against out-of-state Internet retailers by closing the current tax loophole that has prevented states from collecting existing sales taxes on internet purchases. While brick-and-mortar retailers collect sales and use taxes from customers who make purchases in their stores, many online and catalog retailers do not collect the same taxes. Whitman inquired if the PIC would support sending a letter, signed by SCA President Law, to our congressional delegation noting that many, but not all, of our delegation have already signed on to the legislation.

There was a robust discussion on this item and several members expressed concern that their councils have not had time to weigh in on this issue. Pete Lewis added that brick-and-mortar businesses have been advocating for taxing internet sales in order for local businesses to be competitive with online retailers. David Baker stated that he previously did not support this legislation, due to the burden small businesses would bear to report sales tax on each sale to individual jurisdictions. Now that there is an exemption for businesses that gross less than \$1M annually, Baker is supportive of the Marketplace Fairness Act.

Kate Kruller inquired if councils would have time to review the proposed letter and provide feedback. Whitman responded that additional information could be made available by email but that the issue is time sensitive.

Tom Odell, Toby Nixon, and Hank Margeson were in strong support of the Marketplace Fairness Act.

Pete Lewis, Auburn, moved, seconded by David Baker, Kenmore, to move forward to the next meeting of the PIC, to recommend to the SCA Board of Directors: that SCA supports the Marketplace Fairness Act.

Tola Marts and Hank Margeson expressed concern that emergency action is necessary as this is a time sensitive issue. Tom Odell stated that this issue has moved from the Senate to the House of Representatives and that emergency action should be taken if SCA is going to send a letter of support.

Pete Lewis withdrew his motion.

Pete Lewis, Auburn, moved, for emergency action, seconded by David Baker, Kenmore, to recommend to the SCA Board of Directors: *that the Sound Cities Association supports the Marketplace Fairness Act.*

There was no discussion. The motion passed with Issaquah voting no and the following cities abstaining: Clyde Hill, Duvall, Enumclaw, Lake Forest Park, Mercer Island, Newcastle, Pacific, Shoreline, and Woodinville.

Whitman reported that special session of legislature starts Monday, May 13, 2013. Now is the time to let legislators know what your priorities are – even if you have already done so! Items of particular concern include asking the legislature to not take shared revenues from cities, and to pass a transportation package this year. There will be a rally at the state capitol on

state transportation funding on Monday, May 20, 2013. David Baker added that a number of elected officials and business owners are needed to walk the halls showing strong support for transportation funding. Please pass this information along to your councils. Please contact Executive Director Deanna Dawson at 206-310-0599 or deanna@soundcities.org if you are in need of assistance.

Whitman reported that the King County Council is hosting a hearing on potential transit cuts Tuesday, May 14, 2013 at Union Station in Seattle from 4:00 – 7:00 PM. Speakers are needed to testify about the impact to cities throughout the county. Please contact ED Dawson if you are interested in testifying.

Whitman reported that the King Conservation District (KCD) Task Force had its first meeting today. More information will be provided to members as the meetings progress.

Whitman reported that if members are interested in participating in Executive Constantine's Veteran's Initiative, to contact ED Dawson. Pete Lewis is interested and Kate Kruller indicated that Jim Haggerton would also likely be interested.

Whitman reported that the SCA Economic Development Subcommittee kicks off its first planning meeting tomorrow. SCA is also partnering on some initiatives with the Economic Development Council of Seattle and King County (EDC). Contact ED Dawson if you would like more info. Doreen Booth, SCA Policy Analyst, added that King County economic development managers have begun meeting on a regular basis. Booth also stated that ED Dawson was recently asked to join the EDC Board and has begun working with the EDC. A representative from the EDC will be present at the SCA Economic Development Subcommittee meeting tomorrow. Tom Odell asked that there be coordination among all SCA members who participate in the EDC. Pete Lewis commented that the economic development managers' meetings are the ideal type of meeting to send your city's economic development managers to, if you don't have that position in your city, send your parks director or planning director. Whitman reported that many cities are already participating in the King County Aerospace Alliance. If your city is not, and you are interested in participating, please let ED Dawson know.

Whitman highlighted that SCA's intern Jennifer Hooper (present at the meeting) is continuing to work on her SCA intern project, researching ways to engage citizens in local government. If your city hasn't had an opportunity to meet with Jennifer, please contact her at jennifer@soundcities.org, time is running short. Whitman polled members regarding their preference of when the presentation of this project should be given, either at the May 29 SCA Networking Dinner or as a Pre-PIC Workshop prior to the June 7 meeting of the PIC. Members preferred a presentation at the May 29 SCA Networking Dinner. Members requested a pre-PIC workshop on Public Safety Answering Points (PSAP) Consolidation in June.

Whitman reported that the SCA office remodel is almost complete and SCA will have an open house soon.

Whitman reported that speakers for the upcoming 2013 SCA Networking Dinners have been confirmed. SCA will be joined by King County Sheriff Urquhart on May 29, 2013, Attorney General Bob Ferguson on September 25, 2013, and Governor Jay Inslee on November 20, 2013. Whitman asked members if they would be interested in attending an additional dinner event, in either June or July, featuring a high profile keynote speaker including one or more members of Congress. Members were very supportive of an additional dinner.

6. King County Metro Long Range Planning

Monica Whitman, SCA Senior Policy Analyst, reported at the April 10, 2013 meeting of the Public Issues Committee (PIC), the PIC took action on the following position:

To recommend to the SCA Board of Directors that the *Sound Cities Association supports the development of a King County Metro Long Range Plan, based on local comprehensive plans.*

At the April 17, 2013 meeting of the SCA Board of Directors, a number of Board members noted that their councils had expressed concerns with the language in the proposed position. The Board discussed the position, and rather than adopting a revised position without input from the PIC, the Board elected to send the position back to the PIC for further discussion and consideration. Based on feedback from the Board and the discussion at last month's PIC meeting, staff drafted the following amendment for the PIC's consideration:

To recommend to the SCA Board of Directors that the *Sound Cities Association supports the development of a King County Metro Long Range Plan that includes the involvement of jurisdictions and integrates local comprehensive plans.*

Chair Gregerson asked if there was a motion on the amended language.

Bernie Talmas, Woodinville, moved, seconded by Tom Odell, Sammamish, to recommend to the SCA Board of Directors that: *the Sound Cities Association supports the development of a King County Metro Long Range Plan that includes the involvement of jurisdictions and integrates local comprehensive plans.*

Chris Roberts commented that the revised language is a good compromise involving local jurisdictions and long range plans. Roberts recognizes that there is a strong desire for local comprehensive plans to be included in long range plans.

Hank Margeson stated that Redmond does not want to see Metro only address comprehensive plans in an appendix.

Tom Odell stated that based on Sammamish's experience with the Department of Ecology, it is critical to make sure that King County Metro does not override an individual jurisdiction's comprehensive plan.

Pete Lewis stated that there needs to be a stronger and more substantive word than integrates.

Pete Lewis, Auburn, moved, seconded by David Baker, Kenmore, to amend the main motion to recommend to the SCA Board of Directors that: *the Sound Cities Association supports the development of a King County Metro Long Range Plan that includes and integrates local comprehensive plans.*

Hank Margeson stated that he is a proponent of the main motion and shared concern that the position needs to be more actionable. Tom Odell agreed that strengthening the position would force Metro to adjust its long range plan to incorporate cities' comprehensive plans.

Marlla Mhoon questioned the removal of "the involvement of jurisdictions" from the main motion.

Chris Roberts appreciated the desire to make this position more actionable. King County Metro has the difficult task of reducing transit service by 17%, which includes cutting lots of routes around the region. Roberts inquired how this affects long range planning when King County is cutting back on service.

Toby Nixon stated that this position is going to be an aspiration goal. Nixon stated that cities already identify transit needs in their local comprehensive plans; cities want King County Metro to incorporate those transit needs into their long range plan. Pete Lewis agreed with the language that Nixon provided.

Pete Lewis withdrew his amendment to the main motion.

Based on Toby Nixon's recommendation, Pete Lewis, Auburn, moved, seconded by David Baker, Kenmore, to amend the main motion to recommend to the SCA Board of Directors that: *the Sound Cities Association supports the development of a King County Metro Long Range Plan that incorporates transit service needs identified in city comprehensive plans.*

Hank Margeson commented that this language was well thought out and strikes at the heart of the matter. Margeson also thanked Chair Gregerson for voicing concerns expressed by the PIC during the SCA Board of Directors meeting.

There was no further discussion on the amendment. The amendment passed unanimously.

There was no further discussion on the amended main motion. The main motion as amended passed unanimously.

6. Comprehensive Approach to Regional Tolling Implementation

Monica Whitman, SCA Senior Policy Analyst, reported that at the April 10, 2013 meeting of the PIC, members had a discussion on mitigation for tolling. Leading up to the April PIC meeting, a number of SCA members approached staff and expressed interest in having SCA adopt a broader policy position regarding taking a comprehensive approach to looking at tolling in the region, rather than tolling on a piecemeal basis. Based on that feedback, staff prepared a draft position for initial consideration at the April PIC meeting:

The Sound Cities Association supports a more comprehensive approach to regional tolling implementation, through the development of a comprehensive study that would include all tolling projects within SMART Corridors (as identified by the Puget Sound Regional Council Transportation 2040 – Appendix B: Projects and Programs by SMART Corridor). The purpose of the study is to identify potential traffic diversions resulting from tolling; as well as, develop a full list of alternative revenue options for consideration.

The PIC had a discussion about that language at the April 10 PIC meeting, and asked staff to bring back for discussion a revised and refined possible policy position for initial consideration at the May PIC meeting. After the April 10, 2013 PIC meeting, a number of SCA cities along with Seattle, Bellevue, and King County transmitted a letter expressing similar sentiments to Puget Sound Regional Council (PSRC) Executive Director Bob Drewel and Washington State Department of Transportation (WSDOT) Secretary Lynn Peterson.

Based on feedback from SCA members, SCA staff worked with members, and staff from King County and member cities to draft a revised policy position for consideration at the May 8, 2013 PIC meeting.

Whitman read the proposed position aloud. To recommend to the SCA Board of Directors: *The Sound Cities Association supports a more comprehensive approach to regional tolling implementation, through the formation of a special task force convened by the Puget Sound Regional Council that would advance the review of a system-wide approach to tolling our region's major highway facilities as an alternative to the current path of implementing tolling on a corridor by corridor basis. This comprehensive review should include consideration of the following components:*

- *Ability to demonstrate the value to toll payers and the region at large;*
- *Equity for toll payers across the region and a fair distribution of costs and benefits;*
- *Analysis of the direct and external costs and benefits of relatively recent tolling on Tacoma Narrows Bridge, SR 520 and SR 167, and future facilities, including an assessment of overall system performance across modes, greenhouse gas emissions, vehicle miles travelled, traffic diversion and potential mitigation measures, and experiences of the traveling public;*
- *Review the impact of tolling by income quintile, based on household car ownership and use;*
- *Review of the technology available to achieve a regional solution, the implementation challenges, and a proposed phasing plan with greater definition than that provided in the region's Transportation 2040 Plan;*
- *A robust discussion of the uses of both near and long-term revenues for transit to maximize the efficiency and equity of the tolled corridors and the system as a whole;*
- *Timing and staging of tolling implementation in tandem with the availability of choices, such as transit, that provide alternatives to paying tolls to address inequitable impacts as well as system operations; and*
- *Review and comparison of alternative finance options including Road Usage Charges (VMT).*

Whitman highlighted that the position is reflective of the letter transmitted to PSRC Executive Director Bob Drewel and Washington State Department of Transportation (WSDOT) Secretary Lynn Peterson, with the inclusion of Road Usage Charges, thanks to Councilmember Don Gerend.

Tola Marts reported that Issaquah had concerns on the initial proposed language. Marts continued that the Issaquah Council supports the revised language especially the last bullet point.

Toby Nixon stated that the Kirkland Council supports the study of regional tolling; however there are concerns that this could delay projects that are already approved, funded, and moving forward. Nixon sought clarification if the intent is specifically for future projects or if it would include current projects. Kirkland will support this position if it's only for future projects.

David Baker addressed Kirkland's concern by stating that this position has developed into a much larger platform than originally intended. The position was never intended to delay current projects.

Bernie Talmas inquired if PSRC is the correct agency to oversee this work. Members agreed that PSRC is the proper agency.

Tola Marts, Issaquah, moved, seconded by Hank Margeson, Redmond, to recommend the position as stated to the SCA Board of Directors.

There was no discussion. The motion passed unanimously.

7. Growing Transit Communities

Deputy Mayor Catherine Stanford, Lake Forest Park, gave an update on the Growing Transit Communities work at the PSRC. In 2011, a broad range of stakeholders came together to identify what was needed to create the sustainable, equitable communities envisioned in Vision 2040 and supported by the voter-approved investments in light rail and other transit projects. Supported by a \$5M grant from the Federal Partnership for Sustainable Communities (HUD, DOT, EPA), this coalition initiated a three-year work program as the Growing Transit Communities (GTC) Partnership. The \$5M grant was targeted towards work in the three high capacity light rail corridors in the north, east, and south areas of the region. Stanford encouraged members to review the draft report, [*Growing Transit Communities: A Corridor Action Strategy for the Central Puget Sound Region*](#).

The Growing Transit Communities Strategy consists of three elements: a Growing Transit Communities Compact; Recommended Strategies and Actions, which are supported by a People + Place Typology; and Local Implementation Plans. The Compact calls for a continuing regional effort involving the region's diverse partners. The Compact does not obligate partners to implement all recommendations, but rather to consider and adopt tools that fit best with community needs and available resources.

Stanford introduced Michael Hubner and Sara Nikolic, PSRC staff, and invited them to add to her report. Hubner stated that the PSRC Executive Board will be looking at the Compact as a much more aspirational statement. While the funding for this grant was for work on the region's long-range light rail corridors, the effort could be expanded beyond the light rail corridors that are the focus of the Partnership's work to include other high capacity transit nodes in the region and to involve new partners across multiple sectors. This could include bus rapid transit, streetcar service, other bus service, current and future light rail, and other transportation methods.

Doreen Booth, SCA Policy Analyst, reported that this is an opportunity for PIC members to provide feedback on the Corridor Action Strategy. PIC members are encouraged to take this information back to their cities to consider commenting on the report; public comment continues through June 7, 2013.

Pete Lewis expressed his concern regarding who can sign onto the Compact. Hubner responded that the Compact is not restricted to light rail jurisdictions; it is open for all jurisdictions to sign.

Chair Gregerson encouraged members to review the report.

John Stilin, member of the GTC Oversight Committee, commented that the goal of the \$5 million grant is to help communities invest \$15 billion dollars into the transit system. The oversight committee members looked at transit oriented communities and best practices for transit implementation. The report is a good starting point to develop plans for transit implementation so that every city has a jump start in the planning and development process.

8. PSRC Transportation 2040 – Pavement Condition Index (PCI)

Monica Whitman, SCA Senior Policy Analyst, reported that this item was brought back from the April 10, 2013 PIC meeting for additional discussion and feedback. Concerns have been raised regarding PSRC's Transportation 2040 Pavement Condition Index (PCI) Target or Goal of 70. PCI is a numerical index between 0 and 100 that is used to indicate the condition of a pavement, widely used in transportation civil engineering. Very few cities or counties in the region have a surplus of financing for pavement preservation. The region needs to invest heavily in those arterials that are between PCI 70–PCI 80 to gain an additional 8-10 years of life before serious drops in roadway condition occur. The PSRC Transportation Policy Board and Executive Board want to make sure that a PCI goal of 70 is an appropriate target.

Pete Lewis stated that King County has said that any road that drops below a PCI 50 will be turned to gravel. Preservation is a small portion of any federal grant. PSRC is the metropolitan planning organization for our region and needs to look at planning for preservation. Most public works directors know the PCI for all the roads in their city. Members need to pay attention and work together to maintain and preserve roads in our region. A road is only valued at PCI 100 the day that it is completed. PCI 70 is a conservative average by engineering standards.

Toby Nixon added that Kirkland's citywide average goal is PCI 70 and the current condition average is PCI 67. Kirkland has made this goal a priority.

Jim Berger expressed concern regarding the accuracy of the costs included in the staff report (*Note: Berger recalculated the costs and verified that the estimates are within reason*).

Pete Lewis commented that the costs are provided as national standards and it is required that these figures be used by municipalities.

Bernie Talmas commented that the roads in Woodinville are in very good condition. The Woodinville Council adopted a 20-year plan to maintain the roads within the city. The funding is a large part of the city's operating budget. The challenge is city roads connect with county roads, which are not being maintained.

9. Informational Items

Chair Gregerson asked that members take the two informational items included in their packets back to their councils: The Washington State House Environment Committee – Interim Stakeholder Group and the Mental Health and Drug Dependency (MIDD) Annual Report 2013.

10. Upcoming Events

- a) SCA Networking Dinner – Wednesday, May 29, 2013, 5:30 p.m. at the Embassy Suites, Tukwila – SCA will be joined by King County Sheriff John Urquhart
- b) Next SCA Public Issues Committee Meeting – Wednesday, June 12, 2013, 7:00 p.m. at Renton City Hall
- c) SCA Pre-PIC Workshop - Wednesday, June 12, 2013, 6:00 p.m. at Renton City Hall
- d) Future SCA Networking Dinners:
 - Wednesday, September 25, 2013, 5:30 p.m. at the TPC Snoqualmie Ridge Golf Club, Snoqualmie – SCA will be joined by Attorney General Bob Ferguson
 - Wednesday, November 20, 2013, 5:30 p.m. – Location TBD – SCA will be joined by Governor Jay Inslee (note: this is also the 2013 SCA Annual Membership Meeting)

11. For the Good of the Order

Amy Ockerlander announced that Duvall Days will be the first Saturday in June. The City will be unveiling centennial projects including walkways and public art.

Kate Kruller thanked members for involving her in the King Conservation District Task Force. Kruller attended the first task force meeting earlier that day and is excited to be a part of the process.

David Baker asked that members mark their calendars for the National League of Cities (NLC) conference from November 13-16, 2013 in Seattle. Baker added that the opening and closing events will not want to be missed!

Bill Pelosa announced that the fifth season of the Auburn International Farmers Market opens June 9, 2013. Pelosa encouraged all members to attend.

12. Adjourn

The meeting was adjourned at 8:27 p.m.

Attachment A to the May 8, 2013 PIC Minutes

**2013 Roll Call – Public Issues Committee Meeting
May 8, 2013**

City	Representative	Alternate	Other	Staff
Algona	Dave Hill	Lynda Osborn		
Auburn	Pete Lewis	Nancy Backus	Bill Peloza	Michael Hursh
Beaux Arts	Richard Leider	Tom Stowe		
Black Diamond	Rebecca Olness			
Bothell	Andy Rheaume	Tom Agnew		
Burien	Jerry Robison	Bob Edgar		
Carnation	Jim Berger			
Clyde Hill	Barre Seibert	George Martin		
Covington	Marlla Mhoon	Margaret Harto		
Des Moines	Matt Pina	Melissa Musser		
Duvall	Amy Ockerlander	Will Ibershof		
Enumclaw	Liz Reynolds			
Federal Way	Jeanne Burbidge	Dini Duclos		
Hunts Point	Fred McConkey			
Issaquah	Tola Marts	Paul Winterstein		
Kenmore	David Baker			
Kent	Jamie Perry	Dennis Higgins		
Kirkland	Toby Nixon	Amy Walen		
Lake Forest Park	Sandy Koppenol	Tom French	Catherine Stanford Mary Jane Goss	
Maple Valley	Layne Barnes	Erin Weaver		
Mercer Island	Tana Senn	Bruce Bassett		
Milton	Jim Manley	Debra Perry		
Newcastle	Lisa Jensen	Rich Crispo		
Normandy Park	Shawn McEvoy	Susan West		
North Bend	Ross Loudenback	Ken Hearing		
Pacific	Leanne Guier	John Jones		
Redmond	Hank Margeson	John Stilin		
Renton	Rich Zwicker	Ed Prince		
Sammamish	Tom Odell	Ramiro Valderrama	Don Gerend	
SeaTac	Mia Gregerson	Tony Anderson		
Shoreline	Chris Roberts	Chris Eggen		
Skykomish	Henry Sladek			
Snoqualmie	Matt Larson	Kingston Wall		
Tukwila	Jim Haggerton	Kate Kruller		
Woodinville	Bernie Talmas	Susan Boundy-Sanders		
SCA				Monica Whitman Doreen Booth Kristy Burwell Jennifer Hooper

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

SCA Public Issues Public Comment Sign In Sheet
May 8, 2013 7:00 p.m. – Renton City Hall

Name	City of Residence	Contact Number/Email	PIC Agenda Topic
Don Berend	Sammamish	425.295.6550	