



SCA Public Issues Committee

AGENDA

November 13, 2019 – 7:00 PM

Renton City Hall

1. **Welcome and Roll Call** – Ed Prince, Renton, Chair 2 minutes
2. **Public Comment** – Ed Prince, Renton, Chair 10 minutes
3. [Approval of Minutes – October 9, 2019 Meeting](#) 2 minutes
Page 4
4. **Chair’s Report** – Ed Prince, Renton, Chair 5 minutes
5. **Executive Director’s Report** – Deanna Dawson, SCA Executive Director 10 minutes
6. [Proposed King County Regional Homelessness Authority](#) 25 minutes
POTENTIAL ACTION
Page 18
Deanna Dawson, SCA Executive Director
7. [2020 SCA Legislative Agenda](#) 15 minutes
DISCUSSION/POTENTIAL FUTURE ACTION
Page 45
Brian Parry, SCA Policy Director
8. [Metro’s Mobility Framework](#) 10 minutes
DISCUSSION
Page 52
Cynthia Foley, Policy Director
9. [King Conservation District Rates and Charges](#) 10 minutes
UPDATE
Page 64
Alexis Mercedes Rinck, SCA Policy Analyst
10. [King County Waste to Energy and Waste Export Feasibility Study](#) 10 minutes
UPDATE
Page 69
Cynthia Foley, SCA Policy Analyst
11. [Levies and Ballot Measures in King County](#) 15 minutes
UPDATE
Page 74
Brian Parry, Policy Director

12. Potential Upcoming SCA Issues

UPDATE

5 minutes

Page 76

Brian Parry, Policy Director

13. Upcoming Events

- a. SCA Annual Meeting (guest speaker University of Washington President Ana Mari Cauce, sponsor Comcast) – Wednesday, December 4, 2019 – 5:30 to 8:00 PM – Renton Pavilion and Event Center
- b. SCA Public Issues Committee – Wednesday, December 11, 2019 – 7:00 to 9:00 PM (6:00 PM SCA Board Elections) – Renton City Hall

14. For the Good of the Order

15. Adjourn

Sound Cities Association

Mission

To provide leadership through advocacy, education, mutual support and networking to cities in King County as they act locally and partner regionally to create livable vital communities.

Vision

Capitalizing on the diversity of our cities to lead policy change to make the Puget Sound region the best in the world.

Values

SCA aspires to create an environment that fosters mutual support, respect, trust, fairness and integrity for the greater good of the association and its membership.

SCA operates in a consistent, inclusive, and transparent manner that respects the diversity of our members and encourages open discussion and risk-taking.



SCA Public Issues Committee MINUTES

October 9, 2019 – 7:00 PM
Renton City Hall
1055 S Grady Way, Renton WA 98057

1. Welcome and Roll Call

PIC Chair Council President Ed Prince, Renton, called the meeting to order at 7:01 PM. 25 cities had representation ([Attachment A](#)). Guests present included Councilmember Pam Fernald, SeaTac (PIC Alternate); Councilmember Krystal Marx, Burien; Doug Levy, City of Renton consultant; Tom Goff, King County staff; Jenny Huston, King County staff; Shannon Braddock, King County staff; Bill Vadino, City of Federal Way staff; Susan Oxholm, King County staff; Kelsey Beck, City of Seattle staff; and Diana Hart, City of Woodinville staff.

2. Public Comment

Chair Prince asked if any member of the public would like to provide public comment. Seeing none, Chair Prince closed the public comment portion of the meeting.

3. Approval of the September 11, 2019 PIC Minutes

Chair Prince asked if there were any amendments to the September 11, 2019 PIC minutes. **Councilmember Chris Roberts, Shoreline, moved, seconded by Councilmember Lydia Assefa Dawson, Federal Way, to approve the September 11, 2019 minutes. The motion passed unanimously.**

4. Chair's Report

Chair Prince wished Councilmember Ross Loudonback, North Bend, a happy birthday. Prince reported that the SCA Executive Board recently met with King County Executive Dow Constantine. He said that among the issues discussed was the regional homelessness response and noted that this topic would be discussed at greater length in agenda item 8.

5. Executive Director's Report

SCA Executive Director Deanna Dawson reported that the call for nominations for 2020 regional board and committee appointments has been sent out to elected officials and encouraged PIC members to apply to serve. She noted that she would be hosting a call on October 29, 2019 at noon to answer any questions that members may have about applying. Members can also contact Dawson or Policy Director Brian Parry with questions. Applications are due on November 6, 2019.

Dawson noted that the SCA Board would be voting at its October 16, 2019 meeting on proposed 2020 member dues, 2020 SCA budget, and bylaw amendments. Each will be sent to membership for review and comment before being voted on at the SCA Annual Meeting on December 4, 2019. Questions on each can be directed to Dawson.

Dawson noted two upcoming SCA events: the SCA Partner Forum with Seattle/King County Building Trades (topic: Community Workforce Agreements) to be held on Wednesday, October 23, 2019 at 11:30 AM at Local 32, Renton. Lunch will be provided free for members. An SCA Networking Dinner (guest speakers SCA retiring members Mayor Ken Hearing, Councilmember Margaret Harto, and Mayor John Marchione, sponsor Sound Transit) will be held on Wednesday, October 30, 2019 from 5:30 to 8:00 PM at Renton Pavilion Event Center.

Dawson referenced an email she forwarded to members regarding fentanyl safety from King County Public Health, and asked that members share the information with their communities. More information can be found on the Public Health [website](#).

6. Appointment of 2020 PIC Nominating Committee

Chair Prince reported that the SCA bylaws state that the PIC Chair will appoint members of the PIC Nominating Committee annually in October. Chair Prince reported that he is appointing the following members:

- Councilmember Chance La Fleur, Enumclaw, representing the South Valley Caucus
- Councilmember Ross Loudonback, North Bend, representing the Snoqualmie Valley Caucus;
- Council President Ed Prince, Renton, representing the South Caucus; and,
- Councilmember Chris Roberts, Shoreline, representing the North Caucus.

Executive Director Dawson said that the PIC Nominating Committee will meet in November to make recommendations for 2020 regional board and committee appointments, and will continue to meet as needed to fill vacancies that arise during the year.

7. 2020 SCA Legislative Agenda

SCA Policy Director Brian Parry reported that the SCA Legislative Committee recently held its first meeting to begin developing legislative priorities for 2020. At future meetings, PIC will review the recommendations of the Legislative Committee and recommend the proposed Legislative Agenda to the SCA Board, by whom it may be formally adopted. Parry reviewed the SCA 2019 Legislative Agenda, which focused on legislative requests in three priority issue areas: addressing the affordable housing and homelessness crisis; investing in transportation infrastructure and mobility; and, providing tools for cities to address critical local priorities. He noted the legislature did not significantly increase revenue tools for to address local transportation needs; however, significant legislation was approved reflecting SCA priorities for affordable housing, state-shared revenues, and other priorities.

Parry said that at the SCA Legislative Committee meeting, members identified several priorities to begin considering for 2020, including engaging in anticipated discussions around a statewide transportation package to ensure that local funding needs are addressed; the importance of developing a consistent message related to the importance of maintaining local control over issues affecting cities; and, continuing to seek sustainable funding options for cities.

Parry introduced AWC Director of Government Affairs, Candice Bock, who provided an overview of [2020 legislative priorities](#) adopted by the AWC board. The AWC board adopted seven priorities for the 2020 session:

- Adopt a comprehensive city transportation package that provides new resources and options;
- Fully fund the Public Works Trust Fund;
- Create a tax increment (TIF) option for cities;
- Preserve city fiscal health with secure funding sources;
- Support statewide medication assisted treatment (MAT) services in city and regional jails with local flexibility;
- Advance a watershed-based strategic plan to address local fish-blocking culverts along with state culverts; and,
- Continue to pursue new resources and policies to increase affordable housing both at the state and local level.

Executive Director Dawson highlighted that TIF was also discussed by the SCA Legislative Committee and are looking for examples from member cities of projects that such a tool would help move forward. Bock agreed that this would be helpful and noted that it is important to highlight examples showing that TIF would bring more revenue to the state by encouraging development that would not otherwise occur.

Councilmember Catherine Stanford asked if examples could be provided from other states that do allow TIF to show the revenue benefits. Bock said that AWC has created [fact sheets](#) on each of the seven legislative priorities, including a [fact sheet related to TIF](#) that may help address that question.

Bock said that AWC is focused on being a year-round advocate for cities, not just during the legislative session. She said it is important for city elected officials to be speaking with their legislators throughout the year to build relationships and help them understand the needs of cities. Bock encouraged all cities to develop a legislative agenda and asked that the AWC agenda be incorporated if possible.

Mayor Erin Sitterley, SeaTac, said the city adopted their legislative agenda and identified local control as their number one issue.

Councilmember Ross Loudonback, North Bend, said funding the Public Works Trust Fund is critical to smaller cities that require the low interest rate provided by the fund to support major infrastructure improvements, such as wastewater facilities.

Mayor Elaine Cook, Woodinville, said that providing funding tools for cities needs to be a priority for any transportation package. She said the city has been creative in finding strategies to address its transportation infrastructure needs, but that these needs will continue to grow as the city sees new development in its downtown core.

Councilmember Janie Edelman, Black Diamond, said that several cities have worked together to build a coalition to address the needs of Hwy 18, including serious safety concerns. She noted the importance of telling the local story to members of the legislature.

Deputy Mayor Austin Bell, Burien, said that the state needs to work to site a new regional airport outside of the region.

Councilmember Hank Margeson, Redmond, said that affordable housing and mobility are major quality of life needs and should be priorities. He suggested providing more information to legislators about the significant funding benefit the state receives from new growth that is occurring in cities and that those implementing the Growth Management Act should see tangible support from the state in doing so. Bock noted that AWC has developed a "[Washington Cities by the Numbers](#)" handout to help tell the story of city contributions to the state's economy and tax base.

8. Proposed King County Regional Homelessness Authority

SCA Executive Director Deanna Dawson led members in a discussion about the proposed King County Regional Homelessness Authority. She noted that SCA staff sent a list of questions to King County based on the questions raised at PIC, by the SCA Board, at RPC, and through other feedback, including the formal feedback and questions submitted by members that was included in the PIC materials. Those questions were included in PIC materials, as were the answers received to date from the County. SCA is still awaiting responses to some of the questions.

Dawson walked members through the draft statement of principles included in the PIC materials:

- **The Sound Cities Association (SCA) recognizes that homelessness is a regional crisis**
 - People are experiencing homelessness throughout the region
 - The acute crisis in Seattle affects the rest of the region
 - There are differences in the challenges, and solutions, in subregions of the county that need to be addressed sub-regionally
- **Sub-regional planning is key to the success of a region-wide effort**
 - We need better clarity on how sub-regional plans would be incorporated into a regional plan, and how sub-regional planning efforts would be supported by a proposed regional entity
 - There must be a commitment that funding will be disbursed equitably throughout county
 - Cities have been told that funds will be distributed without regard to whether a jurisdiction agrees to sign onto an ILA or service agreement – this must be formalized in the legislation
- **SCA members have significant questions about the value of forming a new government (PDA) to tackle the challenges of a fractured system**
 - There are questions about whether the new proposal would be more efficient, or simply more bureaucracy
 - SCA cities have requested details on current administrative costs, and anticipated administrative costs under the new proposal

- Questions remain about how signatories would extricate themselves from the structure if it does not work, and/or if future council budgets do not fund, and whether a sunset clause should be built into the legislation
- We must ensure that the new entity is not creating additional silos (with behavioral health, affordable housing, and other systems)
- **Before a new entity would be formed, there needs to be high level agreement among policy makers across the region on what objectives we have for an entity**
 - A common shared understanding of goals is a minimum – more detail on a plan for how to achieve these goals will likely be necessary for many to decide whether to participate
- **If a new governance structure is established, policy makers (elected officials) should set policy**
 - A board of experts to oversee day to day operations may make sense but large regional policy decisions, and major budgetary decisions, need to be made by elected officials, who are accountable to the public
- **Any board/committee of elected officials should have equitable distribution of power between King County, Seattle, and SCA cities**
 - A minimum of two seats (north/east and south) for SCA members would be necessary to reflect the sub-regional planning efforts
 - Appointments to subcommittees and working board should be made jointly by SCA/County/Seattle
 - Approval of any major decision (budget, regional plan, etc.) should have approval from at least one representative from each of the three (SCA/Seattle/King County) to ensure that there is regional buy in

She noted that this statement of principles was intended to capture the feedback received to date, and noted that an eventual policy position adopted by SCA may differ due to ongoing negotiations and discussions. She sought feedback from members on whether the statement accurately reflected the issues raised by cities to date.

She noted that cities generally seemed to fall generally into one of three camps at this stage: One group does not support pursuing a regional homelessness authority in partnership with King County and Seattle, and would not support moving forward regardless of what changes to the governance structure were made. A second group see value in some form of regional structure, but have questions or concerns about aspects of the current proposal that would need to be addressed before being supportive. And a third group is still digesting the information, and has not yet determined whether the idea is worth pursuing. Dawson noted that it would be helpful for members to identify where their city is at this point. If they have questions, it would be helpful to lay those out so that SCA can assist in getting them answered. If members have specific concerns or amendments to suggest, it would be helpful to hear those, so that we can see where there is alignment. And if cities do not support moving forward at all, it would also be helpful to know that.

Dawson noted that County staff offered to host a meeting on October 25, 2019 from 3:00 to 4:30 PM at the Tukwila Community Center to answer cities' questions. She asked that members share questions with SCA staff in advance of that meeting, so that SCA could assist in getting the questions answered.

Dawson briefed members on a conversation she had with King County Council Chair Dembowski, who had indicated that there did not appear to be support from a majority of County Councilmembers for the current proposal. Dawson noted that she shared this feedback with Executive staff, who noted that the legislative process was ongoing. Specifically, Dembowski indicated that many members of the Council (himself included) were not supportive of forming a PDA, and that while there may be support for addressing a fractured crisis response system the case had not been made that formation of a PDA was necessary to address the issue.

Dawson also addressed the timing of decision-making by the Regional Policy Committee (RPC), and County and City Councils. This point was raised at the RPC meeting just before the PIC meeting. RPC Chair von Reichbauer and King County Council Chair Dembowski indicated at RPC that the timing was not settled. Von Reichbauer noted that he was committed to getting the issue right, not meeting what he viewed as an artificial deadline. Dembowski suggested that the legislation might be ready by December.

Dawson noted that the previously appointed "Executive Leadership Group" appointees consisting of PIC Chair Ed Prince and Mayors John Chelminiak, Bellevue, and Nancy Backus, Auburn, were continuing to represent SCA in discussions. A meeting of those SCA representatives and representatives of the King County and Seattle City Councils to discuss possible amendments to the proposed legislation is scheduled for Friday October 11.

Dawson invited members to ask questions and share feedback on the proposal, including any potential amendments. She also asked members to share whether their cities had opposition to the proposal that could not be addressed by potential amendments.

Council President Tola Marts, Issaquah, commended County staff for the amount of outreach they had conducted to seek feedback and address questions. He noted that Issaquah wanted to get to yes, but that many questions remained. He opined that the statement of principles in the PIC materials described the questions and concerns well. He noted that it was a good idea to do something different as the current system is not working. He noted concerns with the proposed governance model, and felt that some compromise could be reached. He suggested that perhaps elected officials should have operational oversight, with advice and guidance from technical experts. He felt that experts could provide input on policies. He stated that control of the entity would need to be accountable, and that meant leadership by elected officials in some form – whether the body was directly elected or made up with elected officials from jurisdictions.

Councilmember Kate Kruller, Tukwila, agreed that the statement of principles did a good job of capturing city input. She noted that Tukwila also wanted to get to yes. She noted challenges on partnering due to past misstatements from Seattle about how Tukwila dealt with

homelessness. She noted that some issues would need to be addressed via contract on a city by city basis. She felt that more detail would be needed on how to address these issues. She noted that to move forward, there would need to be more representation from SCA members in any governance structure.

Councilmember Traci Buxton, Des Moines, agreed that the draft statement of principles captured the questions and concerns raised by cities. She said Des Moines supports a regional approach. She noted that the fractured nature of the system was not limited to crisis response. She recalled an earlier briefing at PIC on One Table, and the systemic factors leading to homelessness (affordable housing, behavioral health, child welfare system, criminal justice system, employment). She was concerned that the proposal did not address the root causes of homelessness, and prevention of homelessness. She noted that simply addressing the symptoms would not lead to meaningful progress.

Councilmember Chris Roberts, Shoreline, said that most would agree that our current crisis response system is fragmented. He noted challenges for providers dealing with multiple grant applications and reporting requirements, as well as duplicated administrative costs. While he agreed that this fragmentation should be addressed, he was concerned with any proposal that did not put elected policy makers in a decision-making role. He questioned the need to form a PDA, wondering whether the fragmentation issues could be addressed by an ILA between Seattle and King County.

Councilmember Chance La Fleur, Enumclaw, stated that Enumclaw did not support creation of a regional entity. Enumclaw will be sending a letter to this effect to the King County Executive. He noted concerns with how the City of Seattle is addressing the homelessness crisis, and expressed skepticism over entrusting regional decision-making to Seattle. He noted concerns about the acute challenges of Seattle spreading to the rest of the region. He stated that a regional approach that did not create a new government might be better than the current proposal, but that a regional governance structure tied to Seattle was not something that Enumclaw would support regardless of changes to the model.

Deputy Mayor Catherine Stanford, Lake Forest Park, stated that Lake Forest Park does not support the creation of a PDA and that the city had adopted a resolution to that effect. They encouraged looking at other models, such as a Public Health model. Lake Forest Park does want to move forward with a regional approach, but does not feel that this is the way to do it. Stanford was insulted by the County's one-word response to SCA's question regarding whether another model could address the challenges of a fractured system. She also wanted more information about the in-progress Regional Action Plan prior to taking action. She felt that moving forward with a governance structure without a plan was putting the cart before the horse.

La Fleur noted that Seattle appears to be addressing symptoms of a problem rather than the underlying issues.

Councilmember Lydia Assefa-Dawson, Federal Way, referred PIC members to the statement in the PIC materials from Federal Way Mayor Jim Ferrell, which lays out the questions and

concerns of the City of Federal Way. Federal Way questions whether creation of a new governmental entity is necessary to address the fractured system. She wondered whether a new entity would eventually become a new taxing district.

Dawson (SCA) noted that it may be possible through legislation to expressly preclude an entity from seeking taxing authority, and/or to limit the administrative costs of an entity. She asked members to consider what other sorts of amendments they might wish to propose. She noted that based on feedback prior to the meeting, it appeared that members agreed without exception that at a minimum, any new entity would need to have representation from SCA that is equal to that of Seattle and King County. Members agreed unanimously that this would be necessary.

Councilmember Hank Margeson, Redmond, commented on the benefits of SCA in bringing together diverse perspectives. He said his concerns centered on the impacts of a new authority on existing human services investments in communities. He noted that dollars from “King County” were revenues raised from cities. Our cities need representation. Sub-regional planning is critical. Margeson wanted to see what measures of success would be, and what the goals of the entity would be. He agreed that something needs to be done to address the crisis.

Mayor Elaine Cook, Woodinville, recalled the points raised by Bellevue Mayor Chelminiak at the prior PIC meeting about the need to set high level, but specific goals on measures of success. We need to have agreement on what those goals will be before moving forward. We need to measure, and have tangible results.

Mayor Erin Sitterly agreed on the need for goals. She stated that high-level goals are not enough and that we need to get to a granular level. She pointed to the work of [HealthierHere](#) as a model to emulate. She pointed to the need for objective goals and data.

Dawson asked members if they wished to consider bringing back a position for possible action at the next PIC meeting.

Councilmember Chris Roberts, Shoreline moved, seconded by Deputy Mayor Catherine Stanford, Lake Forest Park, to bring back the following principles back for possible action at the next PIC meeting:

- **The Sound Cities Association (SCA) recognizes that homelessness is a regional crisis**
 - People are experiencing homelessness throughout the region
 - The acute crisis in Seattle affects the rest of the region
 - There are differences in the challenges, and solutions, in subregions of the county that need to be addressed sub-regionally

- **Sub-regional planning is key to the success of a region-wide effort**
 - We need better clarity on how sub-regional plans would be incorporated into a regional plan, and how sub-regional planning efforts would be supported by a proposed regional entity

- There must be a commitment that funding will be disbursed equitably throughout county
- Cities have been told that funds will be distributed without regard to whether a jurisdiction agrees to sign onto an ILA or service agreement – this must be formalized in the legislation
- **SCA members have significant questions about the value of forming a new government (PDA) to tackle the challenges of a fractured system**
 - There are questions about whether the new proposal would be more efficient, or simply more bureaucracy
 - SCA cities have requested details on current administrative costs, and anticipated administrative costs under the new proposal
 - Questions remain about how signatories would extricate themselves from the structure if it does not work, and/or if future council budgets do not fund, and whether a sunset clause should be built into the legislation
 - We must ensure that the new entity is not creating additional silos (with behavioral health, affordable housing, and other systems)
- **Before a new entity would be formed, there needs to be high level agreement among policy makers across the region on what objectives we have for an entity**
 - A common shared understanding of goals is a minimum – more detail on a plan for how to achieve these goals will likely be necessary for many to decide whether to participate
- **If a new governance structure is established, policy makers (elected officials) should set policy**
 - A board of experts to oversee day to day operations may make sense but large regional policy decisions, and major budgetary decisions, need to be made by elected officials, who are accountable to the public
- **Any board/committee of elected officials should have equitable distribution of power between King County, Seattle, and SCA cities**
 - A minimum of two seats (north/east and south) for SCA members would be necessary to reflect the sub-regional planning efforts
 - Appointments to subcommittees and working board should be made jointly by SCA/County/Seattle
 - Approval of any major decision (budget, regional plan, etc.) should have approval from at least one representative from each of the three (SCA/Seattle/King County) to ensure that there is regional buy in

Kruller asked for clarification on whether there was an understanding that the position might be amended in the meantime to reflect ongoing feedback from cities. Members noted agreement.

Cook asked for clarification on when the County Council might act, and whether they might act without input from SCA. Dawson noted that the legislation had been referred to RPC, and that

PIC would be giving direction to SCA members on RPC. The timing of County Council action was unclear, but based on discussions at RPC it appeared unlikely that action would happen prior to the next PIC meeting.

Roberts asked whether anything was known about where candidates for Seattle City Council and King County Council stood on the proposal, and noted that this could affect the matter if action were not taken by the end of the year. The positions of candidates were not known.

Buxton asked for Dawson to clarify expectations of members before the next meeting. Dawson asked that members provide SCA staff with remaining questions in advance of the October 25th briefing, so that County staff could prepare responses to the questions in advance of the meeting. She asked that all cities send a representative to that meeting. She asked that cities share with SCA staff their feedback so that their representatives in negotiations (Prince, Backus, Chelminiak) and representatives on RPC could accurately reflect the concerns of all cities. She also asked that cities be candid about where they are, and that they let SCA know if they simply do not support the proposal, regardless of any amendments that might be able to be negotiated.

Councilmember John Holman, Auburn, spoke in favor of the motion, noting that it was important to keep discussions ongoing. He also noted that too much focus on details could mean missing a window to make an impact.

The motion passed 24-1, with Enumclaw voting against.

9. Affordable Housing

SCA Policy Director Brian Parry provided an update on the work of the King County Regional Affordable Housing Committee. The Committee is made up of representatives from SCA, King County, the City of Seattle, housing providers, private sector partners, housing advocates, philanthropy, and others. The Committee is tasked with developing, overseeing, and supporting recommendations to implement the Five-Year Action Plan developed in 2018 by the Regional Affordable Housing Task Force.

The AHC recently adopted [recommendations](#) related to the state sales tax credit established by House Bill 1406, and is working to develop a prioritized work plan from the actions identified in the [Regional Affordable Housing Task Force Five-Year Action Plan](#).

The Regional Affordable Housing Task Force's Five-Year Action Plan contained over 100 separate actions that were identified as opportunities to address the region's affordable housing crisis. These actions are summarized [here](#). Parry noted that these recommendations were approved not as mandates – recognizing the effectiveness of strategies will depend in part on local circumstances and housing market – but instead as a menu of options for jurisdictions to consider where the region could collaborate and provide mutual support toward implementation.

At its most recent meeting the Committee identified [top priorities](#) from the Action Plan for public feedback and possible action by the Committee in 2020. The Committee is soliciting

feedback on the identified priorities with a goal of further refining the list to two or three priorities that will be selected by the Committee in November.

Parry said that during prior PIC discussions as the Regional Affordable Housing Task Force Five-Year Action Plan was being developed, PIC members provided feedback that they would like to see priority given to providing technical assistance, recommended policies, and other support the work of cities to implement housing strategies. Cities expressed that solutions cannot be one-size fits all and that resources are needed to tailor potential solutions to local housing markets. Cities also expressed support for monitoring the results of new housing policies and having more information available as to what efforts were succeeding and where.

Of the priorities being considered by the AHC, what do PIC members feel would be most valuable to your city to assist with addressing the region's affordable housing crisis? What other priority actions should be the focus of the AHC?

Parry encouraged members to review the approved goals, strategies, and actions and provide additional recommendations on the areas of greatest need or where coordination through the KCACH would be most beneficial to their cities.

Councilmember Traci Buxton, Des Moines, said that some of the priorities identified by the Committee should be combined rather than being lost when the list is further refined. She said that one of the priorities may be addressed as part of the update to VISION 2050, which will focus additional housing around transit.

Councilmember Kate Kruller, Tukwila, cited the [Housing Market Conditions Across America's Cities](#) report recently published by the National League of Cities as a useful tool for cities to better understand their local housing market and how to address the need for affordable housing within each market type.

Councilmember Hank Margeson, Redmond, said that the priorities being considered by the Affordable Housing Committee are good ones, but that they focus too much on what cities should give rather than opportunities to lower the cost of construction consistent with the Challenge Seattle [Call to Action](#).

Mayor Penny Sweet, Kirkland, said that she was working with other mayors on the north end on an effort to have a common, streamlined permitting process to promote affordable housing development. Margeson said that he agreed that timelines and certainty can be as important as reducing development costs.

Councilmember Chance LaFleur, Enumclaw, said that affordable housing is largely a supply and demand issue and that more needs to be done across the spectrum of housing types to increase supply, including streamlining permitting and looking at the cost of impact fees.

Councilmember James McNeal, Bothell, said that permitting can create a barrier in some jurisdictions. He said there are ways cities can incentivize affordable housing development, but that infrastructure to support that growth still needs to be paid for.

10. Levies and Ballot Measures in King County

SCA Policy Director Brian Parry reported on levies and ballot measures that will be on the November general election ballot. He noted that the SCA member cities of Covington, Duvall, Federal Way, Medina, and Shoreline all have measures going before voters. He also highlighted that the Medic One Emergency Medical Services countywide levy will be on the ballot.

Mayor Elaine Cook, Woodinville, informed members that the Northshore Parks and Recreation Services Area levy on the ballot in November is to fund capital improvements to the Northshore senior center but that they were unable to have that information included in the title of the measure.

11. Potential Upcoming SCA Issues

SCA Policy Director Brian Parry reported that the Pre-PIC in November will be on the Martin vs. the City of Boise.

Executive Director Deanna Dawson said that in board elections will be held at the December PIC meeting. She noted that Mayor Guier will rotate into the past president seat and a new member will be needed to represent the South Valley Caucus.

12. Informational Items

Chair Prince noted that an informational item is included in the PIC packet related to I-976, King County Charter Regional Committees, and VISION 2050.

13. Upcoming Events

Upcoming SCA events include:

- a. SCA Networking Dinner (guest speakers SCA retiring members Mayor Ken Hearing, Councilmember Margaret Harto, and Mayor John Marchione, sponsor Sound Transit) – Wednesday, October 30, 2019 – 5:30 to 8:00 PM – Renton Pavilion Event Center;
- b. SCA Public Issues Committee – Wednesday, November 13, 2019 – 7:00 to 9:00 PM (6:00 PM Pre-PIC Workshop on Martin v. City of Boise decision and implications for cities) – Renton City Hall;
- c. SCA Partner Forum with CenturyLink (topic: infrastructure and economic development) – Thursday, November 21, 2019 – 3:00 PM – location to be determined;
- d. SCA Annual Meeting (guest speaker University of Washington President Ana Mari Cauce, sponsor Comcast) – Wednesday, December 4, 2019 – 5:30 to 8:00 PM – Renton Pavilion and Event Center; and,
- e. SCA Public Issues Committee – Wednesday, December 11, 2019 – 7:00 to 9:00 PM (6:00 PM SCA Board Elections) – Renton City Hall.

14. For the Good of the Order

Councilmember James McNeal, Bothell, said that the City of Bothell recognized the heroic actions of five people who worked together to save someone from jumping from a bridge and onto I-405. McNeal also recognized Lieutenant Kirk Robinson of the Bothell Fire Department for his service to the community. Robinson recently passed away following a battle with cancer. PIC members observed a moment of silence in his honor.

Councilmember Traci Buxton, Des Moines, said that she attended Purple Light Nights in Covington, which is an event to raise awareness about domestic violence. She said that she also attended the Algona-Pacific Purple Light Night run. Buxton noted that the Silent Witness Project in Renton City Hall is very moving. She commented that it is important to keep focus on this issue impacting everyone's communities.

15. Adjourn

The meeting was adjourned at 9:00 PM.

**Public Issues Committee Meeting
October 9, 2019**

City	Representative	Alternate
Algona	Dave Hill	Bill Thomas
Auburn	Nancy Backus	John Holman
Beaux Arts Village	Tom Stowe	Aletha Howes
Bellevue	John Stokes	Janice Zahn
Black Diamond	Janie Edelman	Tamie Deady
Bothell	James McNeal	Davina Duerr
Burien	Austin Bell	Nancy Tosta
Carnation	Dustin Green	Kim Lisk
Clyde Hill	Barre Seibert	George Martin
Covington	Fran Hollums	Joseph Cimaomo, Jr.
Des Moines	Traci Buxton	Matt Mahoney
Duvall	Michelle Hogg	Jennifer Knaplund
Enumclaw	Chance LaFleur	Mike Sando
Federal Way	Lydia Assefa-Dawson	Martin Moore
Hunts Point	Joseph Sabey	
Issaquah	Tola Marts	Chris Reh
Kenmore	David Baker	Nigel Herbig
Kent	Bill Boyce	Toni Troutner
Kirkland	Toby Nixon	Jay Arnold
Lake Forest Park	Catherine Stanford	Tom French
Maple Valley	Sean Kelly	Linda Johnson
Medina	Sheree Wen	Alex Morcos
Mercer Island	Benson Wong	Tom Acker
Milton	Shanna Styron Sherrell	Mary Tompkins
Newcastle	Allen Dauterman	Carol Simpson
Normandy Park	Sue-Ann Hohimer	Jonathan Chicquette
North Bend	Ross Loudenback	Ken Hearing
Pacific	Leanne Guier	David Storaasli
Redmond	Hank Margeson	Angela Birney
Renton	Ed Prince	Armondo Pavone
Sammamish	Christie Malchow	Karen Moran
SeaTac	Erin Sitterley	Pam Fernald
Shoreline	Chris Roberts	Keith Scully
Skykomish	Henry Sladek	
Snoqualmie	Katherine Ross	Matt Larson
Tukwila	Kate Kruller	Zac Idan
Woodinville	Elaine Cook	
Yarrow Point	Dicker Cahill	
SCA	Deanna Dawson Brian Parry	Cynthia Foley Alexis Mercedes Rinck Leah Willoughby

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

Item 06:

Proposed King County Regional Homelessness Authority

POTENTIAL ACTION

SCA Staff Contact

Deanna Dawson, Executive Director, deanna@soundcities.org, (206) 495-3265

Executive Leadership Group Members

Mayor Nancy Backus, Auburn; Mayor John Chelminiak, Bellevue; Council President Ed Prince, Renton

Regional Policy Committee members

Deputy Mayor Austin Bell, Burien; Council President Angela Birney, Redmond; Mayor Dave Hill; Algona (alternate); Councilmember James McNeal, Bothell (alternate); Councilmember Bill Pelozza, Auburn; Councilmember John Stokes, Bellevue

Potential Action

On September 4, 2019, King County Executive Dow Constantine and Seattle Mayor Jenny Durkan transmitted legislation to their respective councils that would charter a King County Regional Homelessness Authority, along with companion legislation that authorizes the Executive to execute an Interlocal Agreement (ILA) with cities across King County. The proposed entity would address homelessness crisis response.

At the October 9, 2019 PIC meeting, members discussed whether SCA should consider adoption of principles to provide feedback to the County Council, and to guide members on the Executive Leadership Group (ELG) and Regional Policy Committee (RPC) as they weigh-in on the proposal. It was noted at PIC that these principles were intended to capture feedback received to date, but that an eventual policy position adopted by SCA may differ due to ongoing negotiations and discussions.

The PIC voted at that meeting to bring back a statement of principles to the November 13, 2019 PIC meeting, including proposed changes. The statement considered at the October PIC meeting can be found in [Attachment A](#). A revised statement that incorporates member feedback is copied below.

A meeting was held on October 25, 2019 between SCA members and staff from King County to address some of the questions raised to date by SCA. Materials provided at the October 25 meeting are included here as [Attachment B](#). SCA staff anticipate potentially significant amendments might be proposed as negotiations continue. Should new information be provided ahead of the meeting on November 13 it will be provided to PIC members.

Proposed Statement of Principles:

- **The Sound Cities Association (SCA) recognizes that homelessness is a regional crisis**
 - People are experiencing homelessness throughout the region
 - The acute crisis in Seattle affects the rest of the region
 - There are differences in the challenges, and solutions, in subregions of the county that need to be addressed sub-regionally

- **Sub-regional planning is key to the success of a region-wide effort**
 - Cities need better clarity on how sub-regional plans would be developed and how sub-regional planning efforts and subsequent implementation of recommended programs and actions would be supported by a proposed regional entity
 - Cities and other entities already working on homelessness in the sub-regions must be integrally involved in the development of sub-regional plans
 - There must be a commitment that staff and resources will be disbursed equitably throughout the county to develop and implement sub-regional plans as well as the Regional Action Plan and Five-Year Plan(s)
 - Cities have been told that funds will be distributed without regard to whether a jurisdiction agrees to sign onto an ILA or service agreement; this must be formalized in the legislation

- **Cities must be involved in the development of a Regional Action Plan and Five-Year Plan(s)**
 - Cities must be involved in the development of the Regional Action Plan and Five-Year Plan(s) and these should be based on sub-regional plans
 - King County's funding to address homelessness is due in large part from city populations
 - As such, cities are not the same as other interested stakeholders, and have a distinct interest in the development of sub-regional and regional plans and the expenditure of resources to address homelessness occurring within their borders
 - Cities and entities already working on homelessness in the sub-regions must be integrally involved in the development of the Regional Action Plan and Five-Year Plan(s) to address homelessness

- **SCA members have significant questions about the value of forming a new government (PDA) to tackle the challenges of a fractured system**
 - There are questions about whether the new proposal would be more efficient, or simply more bureaucracy; the County must explain how efficiencies would be realized
 - SCA cities have requested details on current administrative costs, and anticipated administrative costs under the new proposal
 - Questions remain about how signatories would extricate themselves from the structure if it does not work, and/or if future council budgets do not fund, and whether a sunset clause should be built into the legislation

- We must ensure that the new entity is not creating additional silos (with behavioral health, affordable housing, and other systems)
- **There needs to be high level agreement among policy makers across the County on the objectives for a new entity before a new entity is formed**
 - A common shared understanding of goals and outcomes is required, at a minimum. These goals and outcomes must include reducing the number of unsheltered people throughout King County and increasing permanent supportive housing for these people. More detail on a plan for how to achieve these goals will likely be necessary for many elected officials to decide whether to participate in the new entity
- **If a new governance structure is established, policy makers (elected officials) should set policy**
 - A board of experts to oversee day to day operations may make sense but large regional policy decisions, and major budgetary decisions, need to be made by elected officials, who are accountable to the public
- **Any board/committee of elected officials should have equitable distribution of power between King County, Seattle, and SCA cities**
 - A minimum of two seats (north/east and south) for SCA members would be necessary to reflect sub-regional planning efforts
 - Appointments to subcommittees and working board should be made jointly by SCA/County/Seattle
 - Approval of any major decision (budget, regional plan, etc.) should have approval from at least one representative from each of the three (SCA/Seattle/King County) to ensure that there is regional buy in

Background

A number of reports have identified the fractured nature of the current system as a barrier to addressing homelessness in King County. On September 4, 2019, the King County Executive and Seattle Mayor transmitted [legislation](#) to their respective councils that would charter a King County Regional Homelessness Authority, along with [companion legislation](#) that authorizes the Executive to execute an Interlocal Agreement (ILA) with cities across King County. The form of the proposed entity would be a Public Development Authority (PDA). The PDA would address homelessness crisis response. It would not have authority over upstream interventions, behavioral health, or affordable housing. A summary of the proposed entity is included as [Attachment A](#).

More detail on the process leading up to this proposal can be found in the [September 11](#) and [October 9, 2019](#) PIC materials. Detailed information on the findings of consultants that led to the recommendation can be found in the [January 9, 2019 PIC packet](#), and additional materials can be found in the [March 13](#), [April 9](#), [May 8](#), and [June 12, 2019](#) PIC materials. More information on the consultant work that formed the basis for the recommended governance structure can also be found at www.regionalhomelessnessystem.org.

The PIC had a robust discussion on the proposal at its most recent meeting on October 9 (see draft minutes). Additionally, King County hosted a forum on October 25 to answer city questions, and to provide additional information on the proposal.

Materials provided at the October 25 meeting are included here as [Attachment B](#). The Regional Policy Committee was scheduled to discuss the proposed Authority at its regular meeting on November 13, but that meeting is being rescheduled to a later date. If new legislation or more specific information about what amendments might be proposed is provided, it will be distributed to PIC members ahead of the meeting on November 13. The Seattle Times recently published an [editorial](#) urging King County and the City of Seattle to take the time necessary to address the issues raised by SCA members and others to ensure any regional approach will be structured to be effective at reducing homelessness.

Next Steps

The Regional Policy Committee (RPC) will be discussing the legislation at its October 9, 2019 meeting. As noted in last month's materials, this is a "mandatory referral" to the RPC, triggering the following process:

- The RPC must complete its review and recommend an action within 120 days of referral (or a longer timeframe jointly agreed to by the Committee and the Council). The deadline for action by the RPC is January 9, 2020.
- If the RPC does not act within this timeframe the Council can take action with a supermajority (six votes).
- A countywide plan or policy recommended by the RPC may be adopted, without amendment, by the county council by five affirmative votes.
- A countywide plan or policy that differs from the plan or policy recommended by the RPC may be adopted by the county council by six affirmative votes after the RPC has had the opportunity to review all county council amendments.

The matter was also referred to the Health, Housing and Human Services (HHHS) Committee at the County Council.

For more information contact SCA Executive Director Deanna Dawson at deanna@soundcities.org or 206-499-4159.

DRAFT SCA Statement of Principles, Regional Homelessness Authority Proposal 10/9/2019 PIC:

- **The Sound Cities Association (SCA) recognizes that homelessness is a regional crisis**
 - People are experiencing homelessness throughout the region
 - The acute crisis in Seattle affects the rest of the region
 - There are differences in the challenges, and solutions, in subregions of the county that need to be addressed sub-regionally
- **Sub-regional planning is key to the success of a region-wide effort**
 - We need better clarity on how sub-regional plans would be incorporated into a regional plan, and how sub-regional planning efforts would be supported by a proposed regional entity
 - There must be a commitment that funding will be disbursed equitably throughout county
 - Cities have been told that funds will be distributed without regard to whether a jurisdiction agrees to sign onto an ILA or service agreement – this must be formalized in the legislation
- **SCA members have significant questions about the value of forming a new government (PDA) to tackle the challenges of a fractured system**
 - There are questions about whether the new proposal would be more efficient, or simply more bureaucracy
 - SCA cities have requested details on current administrative costs, and anticipated administrative costs under the new proposal
 - Questions remain about how signatories would extricate themselves from the structure if it does not work, and/or if future council budgets do not fund, and whether a sunset clause should be built into the legislation
 - We must ensure that the new entity is not creating additional silos (with behavioral health, affordable housing, and other systems)
- **Before a new entity would be formed, there needs to be high level agreement among policy makers across the region on what objectives we have for an entity**
 - A common shared understanding of goals is a minimum – more detail on a plan for how to achieve these goals will likely be necessary for many to decide whether to participate
- **If a new governance structure is established, policy makers (elected officials) should set policy**
 - A board of experts to oversee day to day operations may make sense but large regional policy decisions, and major budgetary decisions, need to be made by elected officials, who are accountable to the public
- **Any board/committee of elected officials should have equitable distribution of power between King County, Seattle, and SCA cities**
 - A minimum of two seats (north/east and south) for SCA members would be necessary to reflect the sub-regional planning efforts
 - Appointments to subcommittees and working board should be made jointly by SCA/County/Seattle
 - Approval of any major decision (budget, regional plan, etc.) should have approval from at least one representative from each of the three (SCA/Seattle/King County) to ensure that there is regional buy in

King County Regional Homelessness Authority
“Listen, Change, Check” on SCA Questions and Interests

Issue Area	What We Heard	How We Incorporated What We Heard	What Key Interests We are Still Hearing
Role of Elected Leaders	“Elected officials need a role in oversight and providing accountability”	<ul style="list-style-type: none"> • Created a Steering Committee comprised primarily of elected officials • S.C. approval required for every annual budget and 5-year implementation plan • S.C. always confirms Governing Board • S.C. may remove Governing Board • S.C. must receive effectiveness reports • All Councils/Mayors retain existing controls <ul style="list-style-type: none"> ○ Authority over budget decisions ○ Representation on Joint Recommendations Committee, MIDD Advisory Committee, and VSHSL Advisory Board ○ RPC/KCC fund source implementation plan approval 	<ul style="list-style-type: none"> • Steering Committee powers should enable accountability • Elected Officials should have final approval of KCRHA goals and top-level metrics
Regional Representation	“Equal authority should be given to King County, Seattle, and the Sound Cities Association cities”	<ul style="list-style-type: none"> • Added a second SCA seat to the Steering Committee, contingent upon ILA participation 	<ul style="list-style-type: none"> • Equal S.C. seats without condition • S.C. seats should reflect variety of communities in King County • Governing Board make-up and appointments
Sub-Regional Planning	<p>“There is no one size fits all approach to addressing homelessness in diverse communities”</p> <p>“Different communities have different needs/priorities and background in homelessness issues”</p> <p>“These different needs and priorities should be reflected and valued in KCRHA’s work”</p>	<ul style="list-style-type: none"> • Stated in principle that the organization “<i>shall value distinctions in local context, needs and priorities</i>” • Specify that sub-regional planning, “<i>with capacity to work with stakeholders from geographically diverse parts of the region, to be a critical part of the organization’s planning framework</i>” • Require that KCRHA provide sub-regions with planning staff 	<ul style="list-style-type: none"> • Confirmation that this supports bottom-up rather than top-down planning • Clarify how sub-regional plans will drive KCRHA’s 5-year implementation plans
ILA Participation	<p>“Participation should not require funding and be completely optional”</p> <p>“Cities should be able to decide to join on a timeline that works for them”</p>	<ul style="list-style-type: none"> • Removed any requirement for dues to fund sub-regional planning capacity • Specified that services shall be funded countywide regardless of jurisdictional participation • Eliminated any specified timeline for a city join—cities may join whenever 	<ul style="list-style-type: none"> • “What happens if my city does NOT join the ILA?”
Why a Public Development Authority?	“Why did you propose a PDA instead of any other legal form?”	<ul style="list-style-type: none"> • Need to create a specialized but accountable single agency that multiple jurisdictions can trust • Need to avoid forms that are created to exercise State-delegated power, even without local agreement 	<ul style="list-style-type: none"> • Ensure legal form is not a path to future ability to supersede local control • Ensure that PDA is in fact more efficient and that admin costs do not balloon
Do not take over existing Municipal	“Will KCRHA be able to force siting a shelter/service in a city, have eminent domain, or create new taxes?”	<ul style="list-style-type: none"> • Proposed a legal form (PDA) that state law does not allow to levy taxes or exercise eminent domain • Ensured that proposed PDA has no ability to compel a local jurisdiction to take any action 	<ul style="list-style-type: none"> • Provide robust and mandatory role for Steering Committee in asking for additional resources

King County Regional Homelessness Authority
“Listen, Change, Check” on SCA Questions and Interests

WHAT THIS IS	WHAT THIS ISN'T
Unified crisis response system that recognizes that crisis response is a different discipline and skill set than homelessness prevention	Does not abandon regional efforts to address root causes— instead it allows specialization
Re-Balancing authority to formally integrate SCA jurisdictions and people experiencing homelessness, neither of whom have a structurally guaranteed role in our current system (there is no formal sub-regional planning in our current system)	Cannot impose taxes, exercise police powers, land use authority, or eminent domain
Bottom-Up Integration of Sub-regional planning	Will not engage in top-down planning or impose Seattle policies
Voluntary	Does not require membership or penalize non-members

REMAINING QUESTIONS FOR DISCUSSION

- ? What are the goals/objectives of the authority?
- ? Can it impose new taxes?
- ? What is the Regional Action Plan, and when will it be complete?
- ? What is motivating the timeline?
- ? How would this Authority be dissolved? What if it doesn't work?

AGENDA
SCA Homelessness Governance Discussion

Tukwila Community Center
October 25, 2019, 3-4:30pm

1. Introductions and Opening Remarks
2. Review and Discussion of:
 - a. What King County has heard,
 - b. What has been incorporated into the existing proposal,
 - c. What interests King Count is still hearing
3. Additional Q&A
4. Next Steps

What will the Executive and Seattle Mayor Transmit & When?

- The County Executive and Seattle Mayor will transmit to their respective Councils by early September an ordinance (with an attached Public Development Authority Charter) seeking authorization to enter into an Interlocal Agreement (ILA), creating a Regional Authority to oversee and administer regional homelessness response systems and services.
- If enacted by both King County and Seattle, the County will also simultaneously enact an ordinance to establish in County Code the PDA that is agreed upon in the ILA.

What will be in the Proposed ILA and the Charter?

Both the ILA and Charter contain definitions as appropriate in addition to the contents for each listed below:

The ILA	The Charter
<ul style="list-style-type: none"> • Statement of purpose • Agreement for the County to charter the PDA as attached • Eligibility for ILA Parties • Principles to guide the PDA • Brief description of the <ul style="list-style-type: none"> ◦ Steering Committee ◦ Governing Board ◦ Advisory Committee(s) • PDA Scope of Work • Initial Agreements for provision of <ul style="list-style-type: none"> ◦ Program Funding ◦ Administrative Funding ◦ Start-Up Funding • Agreement on Obligations of the PDA to King County and Seattle • Provisions for PDA Term, Withdrawal, Termination, and Amendment of the ILA • Provisions for Modification & Disestablishment of the PDA • Additional Provisions of the ILA as legally necessary • The proposed PDA Charter as an attachment 	<ul style="list-style-type: none"> • Creation of the Regional Authority as a PDA • Necessary limitations on liability and disclaimers • Establishment as a perpetual PDA (unless terminated) • Purpose and Scope of the PDA • Powers of the PDA • Explicit limitation of PDA powers • Creation & definition of the PDA's Steering Committee-Governing Board-Advisory Committee Structures, Powers, Procedures & Appointment Processes • Identification of key Officers and Staff, including the Executive Director and Office of the Ombuds • Additional provisions of the Charter as legally necessary

What is the Proposed PDA's Scope?

Programs and System Scope

The PDA's scope of work will be the region's homelessness response system. The PDA's scope contemplates that in addition to unifying homeless response services of Seattle and King County, it will also replace and encompass the current functions of All Home, the region's current Continuum of Care lead.



Financial Scope

The ILA will establish initial funding minimum expectations, subject to appropriation by Councils, based upon the sum of King County's and Seattle's 2019 annualized value of programs and administration for programs within the PDA's scope of work. The ILA will also make minimum funding expectations contingent upon the ongoing availability of funds sources while also providing that any fund source subsequently attributed directly to the PDA may trigger a proportionate reduction in the minimum funding expectations for Seattle and/or King County.

King County's 2019 Annualized Program & Administrative Value \$ 55 M approximate	Seattle's 2019 Annualized Program & Administrative Value \$ 73 M approximate	Total 2019 Annualized Program & Administrative Value \$ 128 M approximate
Value of King County's Proposed Contributions to PDA start-up costs \$ 1.8 M approximate	Value of Seattle's Proposed Contributions to PDA start-up costs \$ 2 M approximate	Total Value of Proposed Contributions to PDA start-up costs \$ 3.8 M approximate

Geographic Scope

In accordance with the agreed upon ILA, the County will create the PDA with geographic scope coincident with the boundaries of King County.

How will the ILA provide for participation of other cities?

Regional participation is critical—the ILA eliminates barriers that otherwise limit participation:

- **Who?** Cities or housing authorities in King County may join
- **When?** May join immediately or over time to take advantage of the efficiencies of scale created by the PDA structure.
- **What does joining mean?** All participants would commit to align provision of in-scope homelessness response services with the PDA's 5-Year implementation plan and sub-regional plans
- **How?** The joining city or housing authority may join by becoming party to the ILA

Service Contracts: Each party would sign a Service Contract with the PDA, describing their respective commitments to provide resources (funding or in-kind contributions inclusive of staff time, facility space, development sites, etc.) to support the operation of the PDA or the operation of related services.

The Proposed Board

Steering Committee

Primarily of elected officials ensuring overall electoral, financial, strategic, and community accountability and outcomes.

Up to 8 Members

KC Executive
x1 KC Councilmember
x1 SCA Member
x1 SCA Member once 20 cities have joined ILA

Seattle Mayor
x1 SEA Councilmember
x2 Lived Experience (appointed by a Continuum of Care body representing persons with lived experience)

Powers

- Confirm Governing Board Appointees
- Remove Governing Board Members for Cause
- Confirm w/o amendment or Reject 5-Year Plans
- Confirm w/o amendment or Reject Annual Budget
- Receive Annual Performance Report

Governing Board

Subject matter experts empowered by the Steering Committee to provide robust, persistent, and detailed guidance, fiscal and operational management, and oversight of the PDA and its mission.

11 Members

Board Member Expertise & Skills

Each member has expertise in one or more of the following with a requirement that all expertise & skills are present:

- Equity Implementation
- Fiscal Oversight
- Business Operations or Strategy
- Affordable Housing Finance/Development
- Physical or Behavioral Healthcare
- Labor Unions & Workforce
- Provision of services for persons experiencing homelessness
- Data-Based Performance Evaluation or Academic Research
- Criminal Justice
- Continuum of Care expertise

Overall Board Characteristics

In its total composition, the board must

- Include 3 persons representing persons with **lived experience** of homelessness
- Strive to reflect a **diversity of geographies** in King County
- Include individuals with connections to or experience with the **Business Community, neighborhood or community associations, and faith/religious groups**
- A majority of the members of the Governing Board shall be persons whose identity, personal experience, or professional expertise enables them to credibly represent the perspectives of, and to be accountable to, marginalized demographic populations that are statistically disproportionately represented among people experiencing homelessness in King County
- No member shall be an elected official, an employee of ILA parties, nor an employee, official, agent or representative of current contract holders or any entity that is likely to directly benefit from the actions of the Authority

Powers

The Governing Board is responsible for the management, vision, community accountability, and oversight of the PDA. Specified powers include:

- Hire, fire, and review the performance of the PDA's Executive Director
- Adopt & transmit for Steering Committee confirmation a 5-Year Plan
- Appoint Governing Board Members for confirmation by the Steering Committee after the initial appointment process
- Annually adopt & transmit an operating budget for confirmation by the Steering Committee and approval by the respective funding jurisdictions
- Annually adopt a performance report
- Oversee the PDA's implementation of the 5-Year Plan, Annual Budget, and additional plans and policies necessary to carry out the duties and responsibilities of the PDA
- Other powers legally necessary for the management of the PDA as provided in the Charter

Initial Appointment Process

All appointing bodies in the Steering Committee will bring multiple potential nominees in order to work together to seat the Governing Board consistent with the required skills and characteristics.

- King County Executive, King County Council, Seattle Mayor, Seattle City Council **each appoint 2 Governing Board Members** for Steering Committee Confirmation
- Steering Committee's 2 Lived Experience members **jointly appoint 3 Governing Board Members** for Steering Committee Confirmation

Ongoing Appointment Process

After 5 years, the Governing Board appoints persons to fill Governing Board vacancies subject to Steering Committee confirmation.

Advisory Committee(s)

The Governing Board can create and maintain an Advisory Committee or Committees as needed to ensure that the Governing Board receives the advice of a wide range of stakeholders, including providers and advocates of homelessness services. The Advisory Committee(s) may be constituted, if duly empowered, to perform the functions of the mandatory Federal Continuum of Care Board.

Sub-Regional Planning

The Authority will value distinctions in local context, needs and priorities through effective Sub-Regional Planning, including:

- **collecting and analyzing data** that enables tailored approaches for communities disproportionately impacted by the experience of homelessness and different sub-regions within King County
- **articulating local needs, priorities and solutions** to address homelessness across the different areas of the County
- **providing capacity** to work with stakeholders from geographically diverse parts of the region to analyze, identify, and implement priority services distinct to those sub-regions.

How will the ILA and Charter specify the PDA's planning cycle & staffing?

5-Year Implementation Plan required by the ILA & Charter within 18 months of the PDA's formation

- Incorporates requirements of Service Agreements from funders and the Regional Action Plan to guide the PDA's operations
- Developed by the PDA, approved by the Governing Board, and confirmed or rejected by the Steering Committee
- Inclusive of sub-regionally tailored context, needs, priorities, and approaches

Annual Budget

- Proposed by the Executive Director, approved by the Governing Board, and confirmed or rejected by the Steering Committee
- The annual budget would inform resource requests to be made to each party in accordance with the 5-year Strategic Plan, Service Agreements from funders, and subject to appropriation

Staffing

- The Charter mandates an **Executive Director**, hired by the Governing Board, with authority to hire additional staff as needed
- The Charter mandates an **Ombuds Office** to serve as a single point of contact for direct customer accountability within the PDA and the homeless service delivery system more broadly, ensuring customer accountability in the regional homeless response system, informing continuous improvement of the PDA, and increasing transparency and public trust.
- The Charter **empowers the ED to hire staff** to implement the 5-year strategic plan, including sub-regional planning, subject to budget authority and appropriation

King County Regional Homelessness Authority



**Unified
Governance**

**Equity
Efficiency
Accountability**

**Briefing to the
Kenmore City Council**
October 21, 2019

Leo Flor
Director
King County Department of
Community & Human Services

Fragmentation

+

Inequity

Persistent problems in the system
we have now

Fragmentation | *A Well Studied Problem*

“Countless hours of thought, discussion and planning have led to this watershed moment, intended to address major shortcomings in a fragmented regional system which has lacked strong central leadership or direction.”

<https://www.seattletimes.com/opinion/editorials/organize-regional-homelessness-response-carefully/>

“...leading significant changes may not be possible as currently structured.”

<http://www.seattle.gov/documents/departments/pathwayshome/FS.pdf> at 51.

“...[D]iffuse authority still hinders regional homeless response.”

<https://www.kingcounty.gov/~media/depts/auditor/new-web-docs/2018/homeless-2018/2018-homeless-rpt.ashx?la=en>

“With decision making spread across multiple bodies, the system lacks agility to quickly implement change”

<https://www.bizjournals.com/seattle/news/2018/05/17/mckinsey-study-king-county-homelessness-crisis.html#g/434959/16> at slide 16.

“Fragmentation across programs and systems is a critical weakness of the homeless service systems in Seattle and King County.”

<https://hrs.kc.nis.us/actions/2/>

Focus Strategies Report
Sep 2016

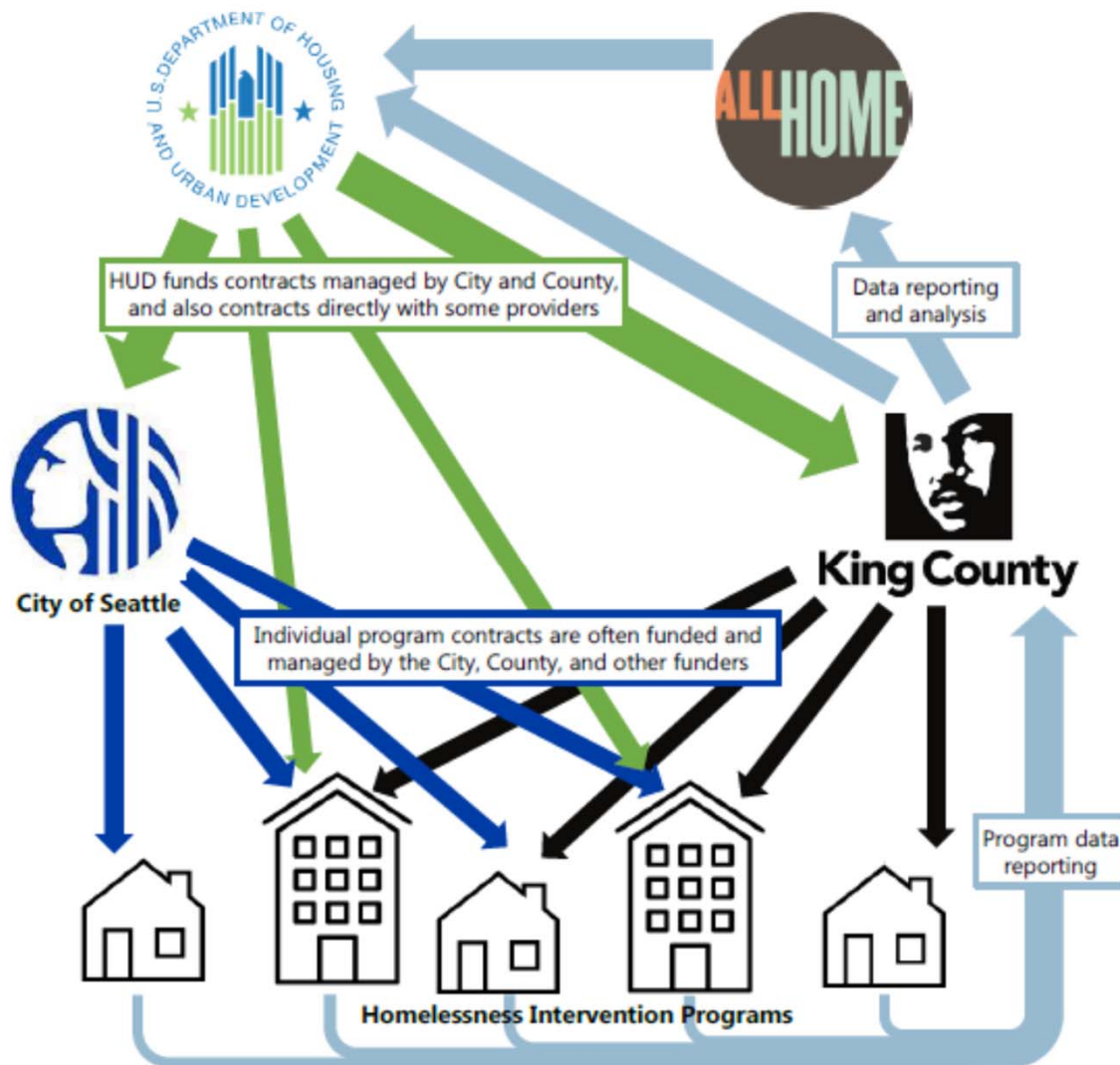
McKinsey Report
Dec 2017

King County Auditor's Report
May 2018

Future Labs Actions
Dec 2018

Seattle Times
July 2019

Fragmentation | *A Well Studied Problem*

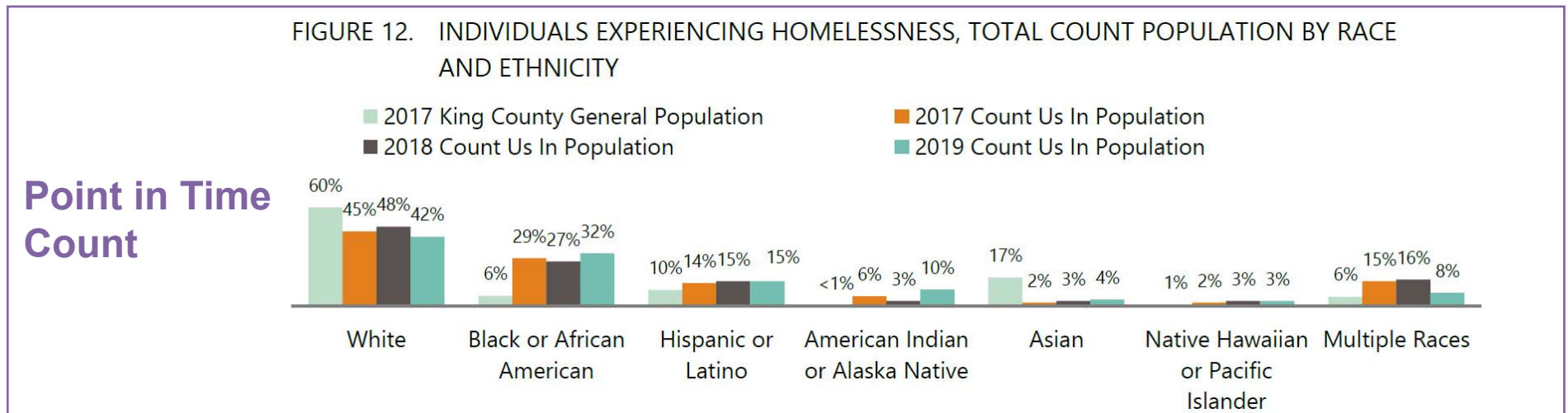
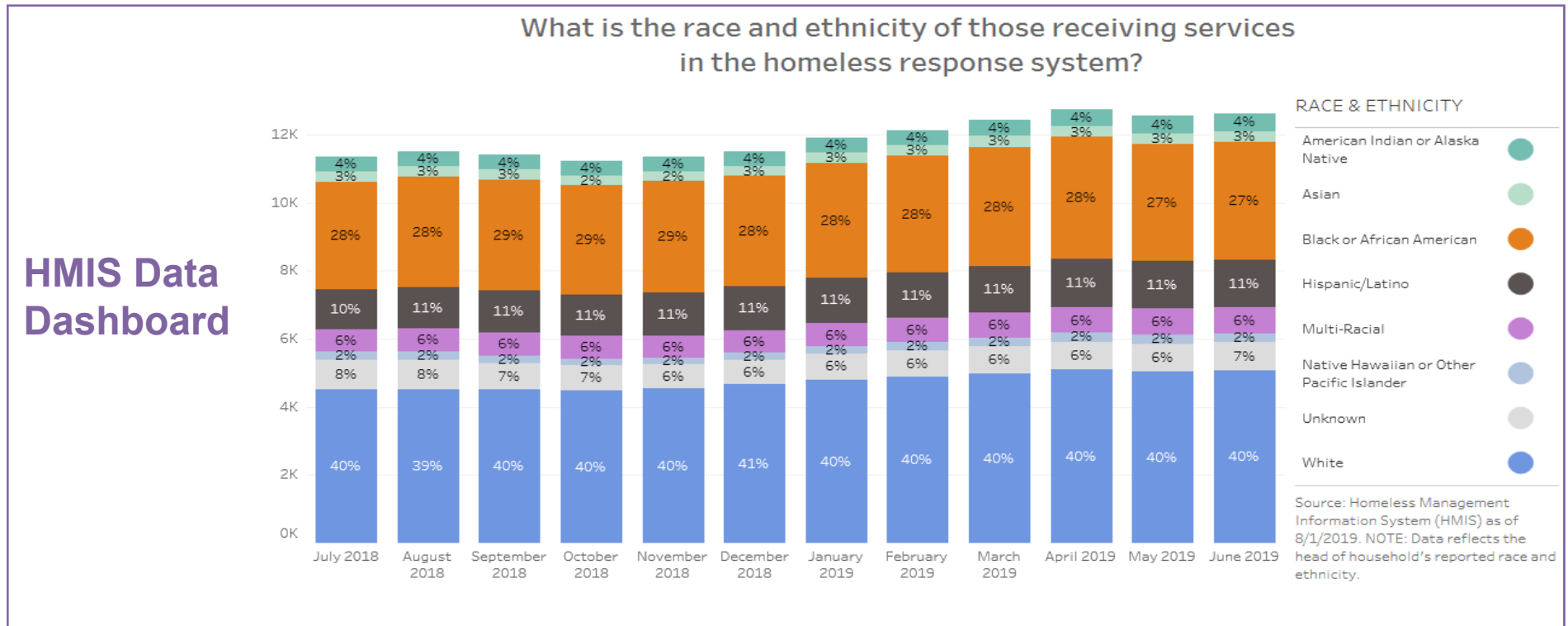


Source: King County Auditor's Office

- **Cumbersome for providers**
Contracts & Duplication
- **Hard to implement systemic change**
CEA & perf. measures
- **Confusing for clients**
"Where do I go?"
- **Difficult for sub-regions**
"Where/How to influence approaches?"
- **Diffuse accountability**

Inequity & Disparity

<http://allhomekc.org/data-overview/>



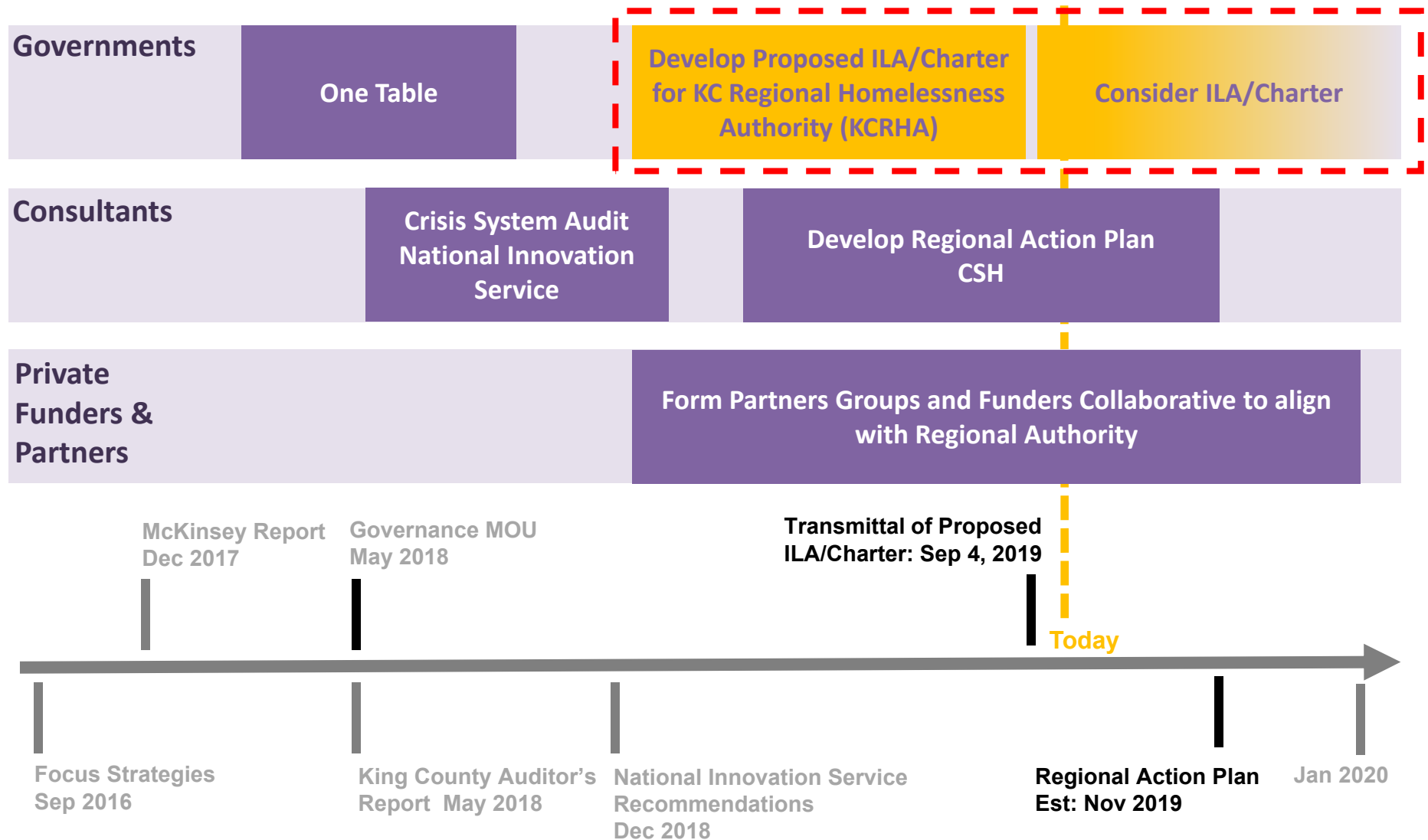
We can solve
fragmentation & inequity

Unify Regional
Governance

+

Pro-Equity &
Person-Centered

Process Overview & Timeline



KCRHA | Engagement

SCA Engagement

- **SCA designated leadership** (Nancy Backus, John Chelminiak, Ed Prince) participated in an Executive Leadership Team in fall 2018 and received two briefings spring 2019
- **SCA Leads and SCA Director** invited/participated in 3 joint KC CMAT/Sea Client Group/SCA meetings. 1 additional meeting is forthcoming.
- **SCA PIC** received briefings nearly monthly on ongoing conversations, including the September meeting
- **SCA Pre-PIC workshop** in fall, 2018 to inform homelessness system redesign recommendations
- DCHS and SCA hosted a briefing/discussion for **all SCA jurisdictions, July 30 & Oct 25**

Additional Jurisdiction/sub-regional Engagement

- **RPC** briefings June 12, July 10, August 21
- **Shoreline City Council** presentation, June 17
- **Bellevue City Council** presentation, September 23
- Individual outreach with elected and/or administrative (city manager or administrator) leadership from: **Auburn, Bellevue, Burien, Kenmore, Kirkland, Redmond, Renton, Tukwila, Shoreline.**
- Briefings/workshops with sub-regional collaborations including **Eastside Homelessness Advisory Committee (EHAC)**, June 6 and August 1

KCRHA | The Basics

Timing

- Council Briefings started 7 months ago at both Seattle and County Councils
- Transmitted on September 4th
- Both Councils currently deliberating

The Legislation & Legal Form

A proposed Interlocal Agreement and Charter to form a **Regional Public Development Authority (PDA)**

Scope

- **Geography**
King County
- **Levels of Government**
Federal Continuum of Care, King County, Seattle, Cities that choose to join
- **Services & Programs**
The Homelessness Response System
- **Unification of Existing Programs & Funding**

KCRHA | Why a PDA?

- **Reduces fragmentation, unifies** governance and administration in a single agency
- **Improves** governmental **efficiency** from **3** to **1** distinct lead entities
- Honors and **retains legislative authority**, including land use and police powers
- **Transforms** to a system centered on equity and customers
- Enables county government to focus on **root causes and upstream prevention**

What is the Homelessness Response System?



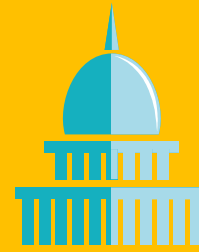
Key Issue: How to coordinate with key systems that the Regional Authority won't control? E.g., Behavioral, & Public Health; Courts; Jails.

Proposed Board Structure

STEERING COMMITTEE

(5-6 Elected Officials; 2 L.E. Appointed)

- King County Executive
- King County Council
- Seattle Mayor
- Seattle City Council
- 1 Sound Cities Member
- 1 additional SCA Member if majority of SCA jurisdictions participate
- 2 Representatives appointed by People who have experienced



Confirm or Reject Members

Approve or Reject Implementation Plan

Approve or Reject Annual Budgets

GOVERNING BOARD

(11 Seats)

- **Experts** with technical skills, knowledge or connections needed to drive the work
- **Majority of the members** would with experience, expertise or identify to credibly represent and be accountable to populations disproportionately experiencing homelessness



Detailed and Persistent Direction of KCRHA

ADVISORY COMMITTEE

(Appointed by Governing Board as Needed; May Perform CoC Board Role if authorized)

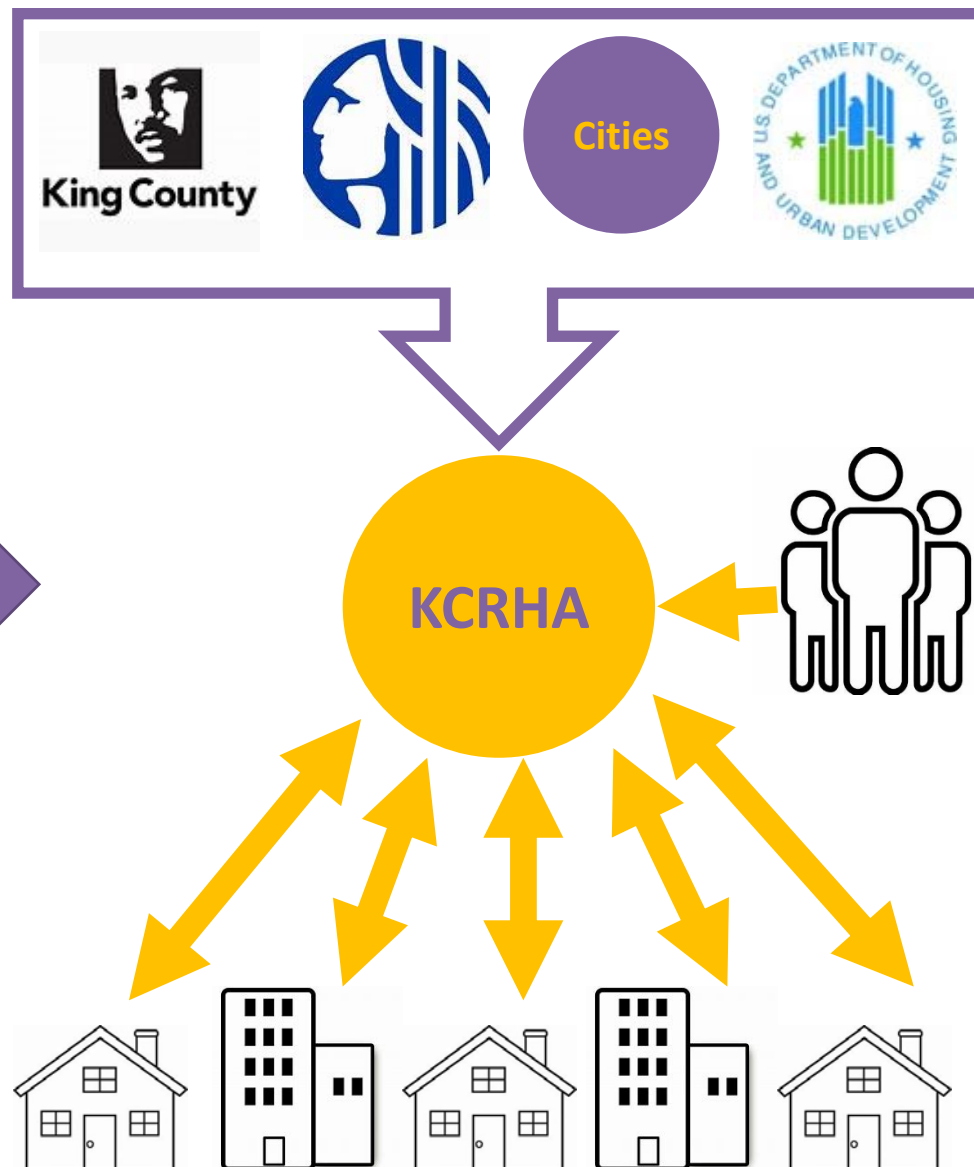


CoC Integration

How will KCRHA improve Equity?

- **Office of the Ombuds**
- **Equity-Based Decision Making Framework**
- **Lived Experience at all levels of Governance**
- **Pro-Equity Board Composition**
- **Principles of Equity in ILA**
 - **Equity Performance Measures**
 - **Customer Accountability**
 - **Theory of Change**

How will KCRHA reduce fragmentation?



Source: King County Auditor's Office

How will KCRHA increase accountability?

- **Single and Standard Data Region-Wide**
- **Unified Contracting, Technical Assistance, & Performance Measurement**
- **Clear Answer to “Where do I go?”**
- **Requirement for Sub-Regional Planning**

We’ve transformed our data systems & surfacing. Visit <http://allhomekc.org/data-overview/> to see the capability that--matched with complete regional data--will drive our unified system.

Questions?

**Unified
Governance**



**Equity
Efficiency
Accountability**

**Briefing to the
Bellevue Chamber of Commerce**
October 9, 2019

Leo Flor
Director
King County Department of
Community & Human Services

King County Regional Homelessness Authority Select Language

SUB-REGIONAL REQUIREMENTS INCLUDED IN THE CURRENT PROPOSAL

ILA

- **Section 1. Definitions:** *“Sub-Regional Planning” means efforts to analyze and articulate local needs, priorities and solutions to address homelessness across the different areas of the County, inclusive of Seattle and north, east, south, and rural King County.*
- **Section 2, c, 5 and 8, Principles:**

(c) *Principles. The Parties agree that the establishment of the Authority is necessary to consolidate homeless response systems under one regional authority which acts according to the following principles:...*

 5. *The Authority shall make data-driven decisions and develop policies and practices to incorporate best practices and quantitative and qualitative data in the development of policies, programs, and funding decisions. It shall collect and analyze a broad array of data reflecting the performance and impact of its funded programs. The Authority shall collect and analyze data that enables tailored approaches for communities disproportionately impacted by the experience homelessness and different sub-regions within King County. The Authority shall establish community-informed indicators, performance measures, and outcomes that draw on both quantitative and qualitative data.*
 8. *The Authority shall value distinctions in local context, needs and priorities through effective Sub-Regional Planning. The Authority shall provide capacity to work with stakeholders from geographically diverse parts of the region to analyze, identify, and implement priority services distinct to those sub-regions. Sub-regions shall be defined by the Authority, taking into consideration established sub-regional definitions including the spheres of influence for A Regional Coalition for Housing (ARCH) and the South King Housing and Homeless Partners (SKHHP) as well as any established County guidance.*
- **Section 2, h, (2), Scope of Work:**

(h) *Scope of Work. In addition to complying with the terms of Service Contracts that provide funding to the Authority, the Authority will, among other things:*

 2. *Within the first 18 months of operations, the Authority shall work with current and former Customers and other stakeholders to develop a Five-Year Plan. The Authority’s Five-Year Plan shall be informed by the Regional Action Plan, adopted by the Governing Board, confirmed by the Steering Committee and periodically updated. The Five-Year Plan shall:*
 - i) *include a theory of change;*
 - ii) *include specific, measurable actions, informed by the Regional Action Plan, that the Authority will take; and*
 - iii) *include Sub-Regional Planning.*

Charter

- **Article I. Definitions:** *“Sub-Regional Planning” means efforts to analyze and articulate local needs, priorities and solutions to address homelessness across the different areas of the County, inclusive of Seattle and north, east, south, and rural King County.*
- **Article VII, Section 2, h, vii:** *Implement the Five-Year Plan through setting policies and funding criteria, hiring staff to support the implementation of the Sub-Regional Planning component of the Five-Year Plan, contracting for services, making funding awards and doing all things necessary to oversee and carry out the implementation of programs and plans.*

COUNTYWIDE SERVICE PROVISION

ILA, Section 3, (e): All Additional Parties shall either provide funds to the Authority or align the provision of related services consistent with annual budget requests, the Five-Year Plan, and goals and policies as adopted by the Governing Board and ratified by the Steering Committee, in accordance with the Charter. The Authority shall fund services across the County regardless of whether a local jurisdiction is a Party to this Agreement.

Charter, Article VII. Purpose and Scope of Authority:

1. Providing consolidated, aligned services for individuals and families who are experiencing homelessness or who are at imminent risk of experiencing homelessness **in the jurisdictional boundaries of King County**, as the same may be revised or expanded from time to time consistent with the Five-Year Plan and principles set forth in the Interlocal Agreement.

TERMINATION & DISSOLUTION

ILA, Section 5. Initial Duration; Withdrawal and Termination; Termination of the Authority:

- a) *Initial Term.* The initial duration of this Agreement shall be year to year with an automatic renewal for an indefinite period from its Effective Date.
- b) *Withdrawal from Agreement; Termination by the Parties.* Any Party to this Agreement may withdraw its participation in this Agreement (and corresponding representation on the Governing Board) by providing written notice to the other Party or Parties hereto. No Party is permitted to withdraw until this Agreement has been in force at least five (5) years from the initial Effective Date. Once this Agreement has been in force for five (5) years from the initial Effective Date, any Party may withdraw by providing at least one-year notice of its intent to withdraw.
- c) *Termination of the Authority.* The County Council may terminate the Authority with an affirmative finding of the Seattle City Council that dissolution is warranted, with the concurrence of any Additional Parties, as further provided in the Charter. Furthermore, upon expiration of this Agreement or termination of this Agreement by the Parties hereto, the County Council may, in its discretion, terminate the Charter of the Authority.

Charter, Section 5. Dissolution:

Dissolution proceedings may be initiated by the County Council on its own motion, by request of the Seattle City Council or the council of an Additional Party or, if the Governing Board makes an affirmative finding that dissolution is necessary or appropriate, the Governing Board may adopt a resolution requesting the County to dissolve the Authority.

In all cases, dissolution of the Authority requires an affirmative finding of the County Council and Seattle City Council that dissolution is warranted, with the concurrence of any Additional Parties. The County Council and the Seattle City Council shall make such affirmative finding in a resolution at or after the County Council and the Seattle City Council each holds a public hearing, held with notice to the Authority and affording the Authority a reasonable opportunity to be heard and present evidence. Notice of such public hearing shall be given to the Authority at least thirty (30) days prior to the hearing.

Notwithstanding foregoing or anything to the contrary in this Charter, written notice of any intended dissolution of the Authority, the reasons thereof, and the succession plan shall be provided to the Executive Director of the Authority and the Governing Board at least six months prior to the effective date of any such dissolution. Dissolution shall not take effect until proper provision has been made for disposition of all the Authority assets and liabilities.

Upon adoption of above-referenced resolutions for dissolution of the Authority, the Governing Board of the Authority shall, by resolution, approve a dissolution statement setting forth:

- (i) The name and principal office of the Authority;
- (ii) A list of the debts, obligations and liabilities of the Authority, and the property and assets available to satisfy the same; the provisions to be made for satisfaction of outstanding liabilities and performance of contracts; and the estimated time for completion of its dissolution;
- (iii) A list of any pending litigation or contingent liabilities;
- (iv) A request for the rights, property and assets of the Authority to be transferred to its successor agency, or if there is no successor agency, to the County, Seattle and any Additional Party contributing funds, rights, property and/or assets to the Authority, in the manner and as determined by agreement of such parties; and
- (v) A list of persons to be notified upon completion of the dissolution.

The dissolution statement shall be filed with the County Executive, the Seattle Mayor and the mayor of any Additional Party. The County Executive, the Seattle Mayor and the mayor of any Additional Party shall appoint a person or party to review the dissolution statement and oversee the dissolution to protect the public interest and prevent impairment of obligation, or if so authorized by law, authorize or initiate proceedings in the Superior Court for the appointment and supervision of a receiver for such purposes.

Upon satisfactory completion of dissolution proceedings, the County shall indicate such dissolution by inscription of "charter cancelled" on this Charter, and file such cancelled Charter with the County Council with a duplicate original to the Authority. At such point the existence of the Authority shall cease. The County shall give notice of such dissolution pursuant to Washington State law and to other persons requested by the Authority in its dissolution statement.

The County, trustee or court may provide for the transfer of any of the Authority rights, assets or property to a qualified entity or entities to fulfill the purposes for which the Authority was chartered.

Item 07:

2020 SCA Legislative Agenda

DISCUSSION/POTENTIAL FUTURE ACTION

SCA Staff Contact

Brian Parry, SCA Senior Policy Analyst, brian@soundcities.org, 206-499-4159

SCA Legislative Committee Members

Mayor Leanne Guier, Pacific (Chair); Mayor David Baker, Kenmore; Mayor Dana Ralph, Kent; Mayor Amy Ockerlander, Duvall; Deputy Mayor Catherine Stanford, Lake Forest Park; Mayor Nancy Backus, Auburn

Discussion

The SCA Legislative Committee is working to develop the SCA 2020 Legislative Agenda to recommend to PIC. At future meetings, PIC will review the recommendations of the Legislative Committee and recommend the proposed Legislative Agenda to the SCA Board, by whom it may be formally adopted.

At PIC in November, members will review SCA priorities from the 2019 legislative session, initial ideas being considered by the Legislative Committee, and provide input on priorities for consideration by the SCA Legislative Committee.

PIC members are encouraged to provide information on any work that has already begun in your city to identify priorities for 2020 and to provide input for the SCA Legislative Committee to consider as it develops recommendations for the full PIC.

Background

The SCA 2019 Legislative Agenda ([Attachment A](#)) focused on legislative requests in three priority issue areas: Address the Affordable Housing and Homelessness Crisis; Invest in Transportation Infrastructure and Mobility; and, Provide Tools for Cities to Address Other Critical Local Priorities. As noted in the final SCA Legislative Report following the end of the 2019 session ([Attachment B](#)), the legislature did not significantly increase revenue tools for to address local transportation needs; however, significant legislation was approved reflecting SCA priorities for affordable housing, state-shared revenues, and other priorities.

Discussion

The SCA Legislative Committee has begun developing the SCA 2020 Legislative Agenda to recommend to PIC. At the October PIC meeting, members provided feedback in support of priorities focusing on local control; local infrastructure projects and the importance of fully funding the Public Works Trust Fund; providing cities with sustainable local funding tools; addressing the affordable housing crisis; and, increasing tools for funding transportation and

mobility projects. Each of these potential priorities is described in more detail below. PIC will be asked to provide feedback on these potential priorities and give direction on finalizing the 2020 legislative agenda.

Preserve local decision-making authority:

During the 2019 legislative session, several proposals were brought forward that raise questions of local control over policies related to diverse topics. Most notably there was significant discussion over control of local land use planning, and policies related to addressing homelessness. The Legislative Committee discussed the need to develop a consistent message around the importance of local control and would like feedback from PIC on a potential SCA priority.

Support investments in transportation and mobility:

During the 2019 legislative session, State Senate Transportation Committee Chair Steve Hobbs introduced a nearly \$17 billion transportation plan that included 80 transportation and environmental projects. Funding for the package was proposed to be primarily from carbon fees and an increase to the state gas tax. While the measure did not move forward in 2019, continued discussion of a transportation package is expected in 2020. A recent [City Transportation Funding report](#) by the Legislature's Joint Transportation Committee identified a \$1 billion gap statewide to maintain and operate existing infrastructure. Funding for local roads and transit will be further impacted by the passage of I-976 and the resulting elimination of local Transportation Benefit District funding for many jurisdictions.

The Legislative Committee identified transportation funding and the need to engage with the development of any statewide transportation package as a potential SCA priority. They also identified the need for sub-regional/corridor planning. Cities have also identified the need for local funding tools, which are further limited by the passage of I-976. What, if any, transportation and mobility priorities would PIC members recommend be included in the 2020 legislative agenda?

Fully fund the Public Works Trust Fund and provide options for local infrastructure needs:

PIC members and city legislative agendas have identified the need for a variety of tools to support local infrastructure. This includes fully funding the Public Works Trust Fund as well as local flexibility to raise funds to support needed infrastructure. In October, PIC members discussed not only the difficulty in funding these projects but also the impact that the limited revenue sources allowed under current law have on home prices and the region's affordable housing crisis. What infrastructure funding tools, if any, would PIC members recommend be included as a priority for 2020?

Replace the arbitrary 1% cap on annual property tax increases:

The 2019 SCA Legislative Agenda identified providing tools for cities to address local priorities as a critical need for cities. City revenue streams are limited and not structured to keep-up with rising costs. The Legislative Committee identified this as a continuing priority for SCA cities. The 2019 SCA Legislative Agenda called for replacing the arbitrary annual 1% cap on property tax

increases with a limit tied to inflation plus population growth. Should SCA advance a similar legislative priority in 2020? If so, are there other proposals or revenue sources that should be specifically identified?

Next Steps

PIC members are encouraged to provide information on any work that has already begun in your city to identify priorities for 2020 and to provide input for the SCA Legislative Committee to consider as it develops recommendations for the full PIC. Questions or feedback can be provided to SCA Senior Policy Analyst Brian Parry at brian@soundcities.org or 206-499-4159.



SOUND CITIES ASSOCIATION

38 Cities. A Million People. One Voice.

To provide leadership through advocacy, education, mutual support and networking to cities in King County as they act locally and partner regionally to create livable vital communities.

SCA 2019 Legislative Agenda

Address the Affordable Housing and Homelessness Crisis

The state and cities must partner to preserve and increase the supply of affordable housing as, well as address behavioral health needs and other root causes of homelessness. Sound Cities Association urges the Legislature to:

- *Take steps to preserve and increase the supply of affordable housing, including:*
 - *Continued investment and expansion of the Housing Trust Fund*
 - *Expand pathways to homeownership, including reforming condominium liability law*
 - *Allow cities to create and preserve affordable housing through optional local tools*
- *Address other underlying causes of homelessness by providing support to cities to implement innovative local solutions and increasing investments in our state's behavioral health system*

Invest in Transportation Infrastructure and Mobility

The economic vitality of our state demands that we invest in our existing transportation infrastructure and prioritize new investments that improve the movement of people and goods across the transportation system in an integrated, efficient, and reliable manner. Sound Cities Association urges the Legislature to:

- *Create stable, long-term funding available to cities to address maintenance and preservation of existing infrastructure*
- *Support improving mobility along significant urban, regional, and state corridors by managing them as an integrated system that supports motor vehicle, transit, bicycle, and pedestrian travel*

Provide the Tools for Cities to Address Other Critical Local Priorities

City revenue streams are limited and are not structured to sustainably keep-up with rising costs. Cities need flexible local funding tools, fewer unfunded mandates, and continued support from the state for shared responsibilities. Sound Cities Association urges the Legislature to:

- *Give cities funding tools to sustainably address local priorities, such as:*
 - *Replacing the arbitrary annual 1% cap on property tax increases with a limit tied to inflation plus population growth*
 - *Increasing flexibility for REET and other existing revenues*
 - *Continuing streamlined sales tax mitigation to affected cities*
- *Maintain the state's responsibility to cities by:*
 - *Fully and equitably funding critical public safety and correctional facility investments including the Basic Law Enforcement Academy and Corrections Officers Academy*
 - *Continuing smart investments in cost-effective programs including MRSC and the Public Works Assistance Account*
 - *Meeting the state's commitment to share revenues with cities in order to provide vital services to our shared constituents*

Sound Cities Association Legislative Report
SCA Consultant Briahna Murray; bmurray@gth-gov.com; (253) 310-5477
April 29, 2019

The legislature adjourned sine die (or “last day”) on Sunday evening minutes before midnight, completing all of its work within the constitutionally mandated period of time. Below are the highlights for the end of the session. Full details will follow later this week.

Final Budgets Summarized

Operating Budget

The final operating budget spends \$52.4 billion, an increase of roughly 20% from the 2017-19 budget of \$43.7 billion. The budget is based on five new revenue sources: 1) switching from a flat rate Real Estate Excise Tax to a variable rate based on the sale price of the property (SB 5998); 2) removing a preferential business and occupation tax rate for international investment companies (SB 6016); 3) replacing the out-of-state sales tax exemption with a refund mechanism (SB 5997); 4) increasing the B&O tax rate for travel agents (SB 6004) and 5) raising the B&O tax rate for large financial institutions (HB 2167). In addition, the legislature increases the B&O tax rate for certain business categories and dedicates the revenues to higher education (HB 2158). No capital gains tax was passed.

Capital Budget

The capital budget invests \$4.9 billion in state agency construction projects, grant and loan programs for local governments, and in K-12 school and higher education facility construction. In addition, \$3.8 billion is re-appropriated for projects previously authorized but not yet completed. \$96.5 million for local and community projects awarded through competitive programs and direct legislative grants;

Transportation Budget

The final transportation budget includes a very small list of new projects. This is because actual gas tax revenue ended up being less than projected and the legislature was only able to fund new projects through a one-time \$50 million transfer of Hazardous Substance Tax revenue out of the Model Toxics Control Act Account.

Legislative Priorities

Address Affordable Housing and Homelessness

The final budgets made significant investments in affordable housing:

- \$175 million was allocated to the Housing Trust Fund (a historic high amount!);
- The Legislature approved [Senate Bill 5334](#) to reform the Condominium Liability Act;
- The Legislature approved [House Bill 1406](#) which allows local jurisdictions to impose a credit against the state sales tax to fund affordable housing. The final version of the bill authorizes cities and counties to each impose a .0146 credit against the state sales tax. A city is authorized to impose the county’s portion of the .0146 if the city has imposed a local tax to fund affordable housing (property or sales) or the county does not utilize its authority;
- [House Bill 1590](#), authorizing counties to councilmanically increase the sales tax to fund affordable housing, did NOT pass.
- Local control is maintained over density, land use and accessory dwelling units. The Legislature passed [House Bill 1923](#), which incentivizes rather than mandates cities to accept

density. The ADU bill that preempted local control, [Senate Bill 5812](#), failed to pass the Legislature.

- The Legislature approved [Senate Bill 5444](#) implementing reforms to the state mental health system in response to the *Trueblood* settlement. Additionally, the Operating and Capital Budgets made significant investments into implementing these reforms and funding community behavioral health facilities.

Invest in Transportation Infrastructure and Mobility

- The Legislature did not significantly increase revenue to local governments to meet local transportation needs. The Joint Transportation Committee is tasked with making recommendations to the 2020 Legislature regarding local transportation revenues.

Provide the Tools for Cities to Address Other Critical Local Priorities

- State-shared revenues are fully funded in the final Operating Budget, except for the Public Works Assistance Account. The Operating Budget swept \$160 million out of the account, leaving only \$95 million left in the account - \$85 million which will be available for competitive application.
- The Legislature approved House Bill 1219, providing increased flexibility with real estate excise tax revenues to fund affordable housing.
- The final Operating Budget allocates \$16.4 million to continue streamlined sales tax mitigation payments to impacted jurisdictions through 2021. Additionally, the four-year budget includes an intent to continue the payments through the 21-23 biennium.
- The final Operating Budget allocates the necessary funding for 9 additional classes through the Basic Law Enforcement Academy. This is the amount requested by the Criminal Justice Training Committee to meet the expected law enforcement training needs across the state.
- The Legislature approved Senate Bill 5993 increasing the hazardous substance tax to fund the Model Toxics Control Account and additional stormwater projects.



Adopt a comprehensive city transportation package that provides new resources and options

Cities are responsible for a significant share of the statewide transportation system and fund most of that responsibility out of local tax dollars. Cities struggle to meet the \$1 billion gap in transportation maintenance and preservation costs. To meet these ever-expanding needs, the state must maintain existing and create new transportation-specific revenue options for cities. The state must also work on a statewide transportation package that includes increased resources for city transportation needs.



Fully fund the Public Works Trust Fund (P WTF)

The Public Works Trust Fund is a crucial funding partner in our efforts to provide the necessary infrastructure for our communities. We seek full funding for the program and ask the state to protect the current stream of loan repayments and uphold the 2% state share of REET dedicated to the account. Additionally, we look to strengthen the program by ending the ongoing revenue diversions as soon as possible.



Create a tax increment financing (TIF) option for cities

Washington's cities need economic development tools that help maintain, expand, and modernize local infrastructure to help spur local private sector investment. By investing in TIF, the Legislature can partner with cities and towns to advance our shared goals of building a robust and diverse economy for communities around the state. For maximum impact, cities need access to both property-tax and sales-tax based TIF programs.



Preserve city fiscal health with secure funding sources

Cities need revenue authority and flexibility to keep up with community growth and increasing service needs. State investment in shared revenue distributions is instrumental to support essential programs and services. Responsive revenue options allow local elected officials to make the best community-based decisions about how to keep up with growth and the increasing costs of providing basic services like public safety and transportation. Arbitrary restrictions on local revenue decisions unnecessarily hurt residents by limiting critical local services.



Support statewide medication assisted treatment (MAT) services in city and regional jails with local flexibility

Cities are experiencing the ramifications of an overwhelmed state behavioral health system. While the state has made investments to address some of the challenges, more help is needed. Local jails have increasingly been called to action to address opioid use disorder and provide treatment. However, the economic costs are overwhelming city criminal justice budgets across the state. City jails need additional state support to access MAT services to save lives and reduce recidivism.



Advance a watershed-based strategic plan to address local fish-blocking culverts along with state culverts

Cities need the state to adopt a broader vision to create a comprehensive response that funds local barrier corrections and provides actual habitat access for fish. Cities recognize that the state is facing a \$4 billion price tag to fix fish-blocking culverts that the U.S. Supreme Court has found to impinge on tribal treaty rights to fish harvests. Cities also own 1,300 barriers in the same streams, and similarly have no identified revenues to pay for needed corrections. A statewide approach is the only way to achieve meaningful salmon and orca recovery.



Continue to pursue new resources and policies to increase affordable housing both at the state and local level

Our communities continue to face a housing crisis and need state support to incentivize housing options. The Legislature can help by proactively supporting cities' voluntary adoption of more effective ADU ordinances and providing additional councilmanic tax authority for housing. Cities need enhanced tools to attract and preserve multifamily development, like changing the multifamily tax exemption program to open it to smaller cities, extending the tax exemption for continued affordability guarantees, and expanding the ability to preserve existing affordable housing.

Contact:

Candice Bock

Government Relations Director
candiceb@awcnet.org • 360.753.4137



November 13, 2019
SCA PIC Meeting

Item 08:
Metro's Mobility Framework

DISCUSSION

SCA Staff Contact

Cynthia Foley, SCA Policy Analyst, cynthia@soundcities.org or 206-495-3020

SCA Members of the Regional Transit Committee

Councilmember Dave Asher, Kirkland; Councilmember Bruce Bassett, Mercer Island; Councilmember Claude DaCorsi, Auburn; Mayor Leanne Guier, Pacific; Councilmember Kathy Hougardy, Tukwila; Councilmember Hank Margeson, Redmond; Councilmember John Wright, Lake Forest Park; Mayor John Chelminiak, Bellevue (alternate); Councilmember Dennis Higgins, Kent (alternate); Councilmember Ryan McIrvine, Renton (alternate); Councilmember Susan Chang, Shoreline (alternate); Mayor Kim Lisk, Carnation (alternate)

Discussion

In November 2018, the King County Council passed [Motion 15253](#) which directs King County Metro Transit (Metro) to develop a mobility framework for the equitable implementation of innovations in transit service and mobility. In response to this direction, the [Mobility Framework](#) was transmitted to the King County Council on October 31, 2019. The Regional Transit Committee (RTC) will review and possibly act on a summary version of this document on November 20, 2019.

Metro partnered with an Equity Cabinet made up of 23 community leaders to develop recommendations for improving equity and sustainability in transportation services. The recommendations address four central themes: investments, surrounding land use, innovation, and engagement. The Framework report is expected to guide updates to Metro's adopted policies, including Metro Connects, Metro Service Guidelines, and development of Metro's 2021-2022 biennial budget proposal and ongoing regional planning efforts to fund and implement Metro Connects.

The PIC is invited to provide feedback on the recommendations in the Mobility Framework. This input will be shared with the SCA Caucus of the Regional Transit Committee.

Background

In November 2018, the King County Council passed [Motion 15253](#) which directs King County Metro Transit (Metro) to develop a mobility framework for the equitable implementation of innovations in transit service and mobility. In response to this direction, the [Mobility Framework](#) was transmitted to the King County Council on October 31, 2019.

The Regional Transit Committee (RTC) will review and possibly act on a summary version of this document on November 20, 2019.

The Mobility Framework is a report, not a policy document, but it will be used to inform planned updates to regional transit policies in 2020. Updates will include revisions to [Metro Connects](#), the [Strategic Plan for Public Transportation](#), and the [Service Guidelines](#). Revisions to these documents are mandatory referrals to the RTC. This means that the RTC will have the opportunity to act on proposed policy changes before they go to the King County Council for final approval. Metro intends to have these policy updates inform the 2020/2021 King County Biennial Budget. Anticipated regional transit policy updates will include:

- Incorporation of Mobility Framework recommendations;
- Revised costs for inflation, population growth, Sound Transit 3, and Metro planning efforts;
- The addition of marine service;
- Priorities for implementation of the Metro Connects network with or without new regional funding; and
- Clarified partnership policies (as requested in [Motion 15094](#)).

The Mobility Framework

New mobility services are changing travel patterns and providing more transportation options. They can also compete with public transit for riders and right-of-way, impact job opportunities, and may be unaffordable or inaccessible for some populations. The Mobility Framework “envisions a regional network of traditional and new transportation services that gets people where they want to go, when they want to get there, while contributing to healthy communities, a thriving economy, and a sustainable environment.”

To develop the Mobility Framework, Metro convened an Equity Cabinet comprised of 23 community leaders representing low-income and diverse communities. Metro plans to reconvene this group to inform regional policy updates in 2020.

The Equity Cabinet penned a letter which describes some of the benefits and challenges associated with changing travel patterns. The letter is on page 1-1 of the Mobility Framework. The letter notes ways in which the region is changing, and describes trends which are increasing inequities in the region:

“Rising rents and home prices have meant that many people struggle to afford housing or must move further out. This means that, more and more, our families are paying a larger portion of their income on housing and transportation, two of the three major drivers to wealth, along with food costs. The need to move farther out has also led to increasing congestion on our roads and highways, making it more time consuming to get around, particularly for people who do not or cannot drive. Many people — particularly low- and no-income people, black, indigenous and people of color, immigrants and refugees, people with disabilities, and members of limited-English speaking

communities — have experienced the inequities of our region’s economic growth and need better ways to get around, because of where they live or the hours of the day they need to travel.”

Motion 15253, which directed Metro to create the Mobility Framework, requests a review of emerging transportation technologies, potential policies for the allocation of public space, industry-wide workforce trends.

After consideration of emerging trends in transportation technology and examples of best practices, the Metro and the Equity Cabinet developed recommendations for improving equity and sustainability in transportation services. The recommendations address four central themes: investments, surrounding land use, innovation, and engagement. A summary version of the recommendations is in [Attachment A](#). The full recommendations are on pages 7-1 to 7-16 in the Mobility Framework.

Investments

The Mobility Framework recommends additional transit investments in geographic areas with a high proportion of priority populations (low- and no-income people, people of color and indigenous people, immigrants and refugees, people with disabilities, and members of limited-English speaking communities) and areas that have and that have limited mid-day and evening transit service to schools, jobs, and child care centers. A composite map of dense areas with unmet transit need and high proportions of priority populations is shown in [Attachment B](#). The recommendations suggest regular re-evaluation of these geographic areas and shifts in population.

The Mobility Framework recommends updating policies to include both incentives and disincentives to jurisdictions that result in transit-supportive actions, such as prioritizing the use of the right-of-way for transit and access to transit. The document states that this should be implemented in a way that recognizes varying staff and financial resources among jurisdictions. To further support transit right-of-way, it recommends advocating for state legislation to support stricter enforcement on non-bus travel in bus-only lanes.

The SCA Caucus of the Regional Transit Committee provided initial feedback on a high-level draft version of the Mobility Framework recommendations. SCA Caucus members expressed support for increased focus on improving equity in the transit system. Members also said that Metro should continue efforts to provide adequate levels of service to the region and consider the distribution of service throughout the system.

Surrounding Land Use

The Mobility Framework notes that cooperation with jurisdictions will be required to implement many of the land use recommendations. Several of these recommendations are listed below.

- Increase dense, mixed-use zoning and affordable housing in urban areas near transit, while working to minimize displacement of priority populations through the Growth Management Planning Council, by developing a King County Transit-Oriented Development policy, and by updating Metro’s adopted policies to provide incentives for jurisdictions that provide increased density and/or affordable housing.
- Work with jurisdictions to develop and adopt policies to minimize displacement near transit. Deep, collaborative engagement with low-income people, black, indigenous, and people of color, immigrants and refugees, and limited-English speaking homeowners should be central to these efforts.
- Partner with other jurisdictions and nonprofit, community-centered housing providers to coordinate approaches to zoning and affordable housing to realize more transit-oriented communities, including:
 - Develop a King County transit-oriented development policy that emphasizes community engagement and leadership.
 - Support the work of the Affordable Housing Committee of the Growth Management Policy Council, which is working to implement the recommendations of the Regional Affordable Housing Task Force.
- Develop station area and right-of-way guidelines that prioritize transit use and access for people who walk, bike, or roll to the station.
- Adapt Metro’s adopted policies to support additional density and affordable housing near transit corridors.
- Seek additional funding for transit to implement Metro Connects and to encourage density and affordable housing.

Innovation

The Mobility Framework provides several recommendations for supporting innovation in transportation. These include adapting policies to address new services, developing guidelines for private providers, facilitating integrated trip payment and planning, and increasing awareness of mobility innovations. It also recommends that pilot of new services should be designed to work well for priority populations.

The Mobility Framework provides suggested criteria for contracts with private mobility services. These could include:

- Willingness to have or move towards a zero-emissions fleet;
- Diverse hiring practices;
- Minority-owned businesses;
- High labor standards, including but not limited to living wage jobs, benefits, etc.;
- Use of wheelchair accessible vehicles;
- High safety standards;
- Demonstrated responsiveness to engagement with priority populations;
- Companies that employ rather than contract; and
- Willingness to comply with requirements for data and information-sharing.

The Mobility Framework also states that, if desired by jurisdictions, Metro should play a convening role in creating a regional framework for new mobility services. This could create guidelines for the use of right-of-way for various transportation modes and promote consistency in engagement with private sector providers.

Workforce

Workforce recommendations seek the development of increased pathways to employment and advancement in transportation related-fields. This includes increased internal promotion, workforce development, internships, and the development of predictable career paths. The document suggests partnering with community colleges, trade schools, and others to provide training. Strategic workforce planning is recommended to identify current and future skill needs, and to provide a sustainable workforce.

Engagement

The Mobility Framework also considers how the community can be engaged regarding new mobility. Recommendations include:

- Strengthen communication and marketing efforts to ensure that priority populations are aware of existing mobility services, innovative new pilots, service changes, affordability programs, and other efforts.
- Build lasting relationships in communities and compensate community members for their time and expertise.
- Use a coordinated cross-departmental approach to engagement, including a continuing King County Equity Cabinet.
- Develop a community liaison program to hire people to act as a conduit to the community.
- Identify metrics to measure success and continually improve, and regularly report on engagement metrics.

Next Steps

The RTC will review and possibly act on the Mobility Framework on November 20, 2019. Beginning in 2020, the RTC will consider updates to regional transit policies and plans.

For more information, contact SCA Policy Analyst Cynthia Foley at cynthia@soundcities.org or 206-495-3020.

King County Metro Mobility Framework

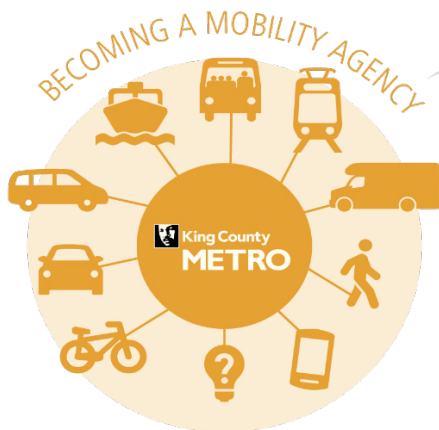
Recommendations Summary

October 2019



King County Metro Mobility Framework Recommendations Summary

Introduction



King County Metro’s Mobility Framework envisions a regional network of traditional and new transportation services that gets people where they want to go, when they want to get there, while contributing to healthy communities, a thriving economy, and a sustainable environment.

The Mobility Framework was community-led and co-created with the **King County Metro Mobility Equity Cabinet**, a group of 23 community leaders representing riders countywide, including but not limited to low-income people, black, indigenous, and people of color, immigrants and refugees, limited-English speaking communities, and people with disabilities.

The Mobility Framework responds to Motion 15253, which asked Metro to develop a regional mobility framework to ensure that innovations in mobility put people first, use public space equitably and efficiently, and are coordinated with transit policies and regional funding strategies. It also responds to Motion 15252, which asked Metro to provide updated information to supplement METRO CONNECTS, Metro’s adopted long-range plan, and to work with regional leaders and community members to develop a plan to implement METRO CONNECTS.

The Framework also responds to several other significant changes in our region that have implications for Metro’s service to the people of King County:

- **The county’s growing and diversifying population**, and the persistent inequities that exist despite our region’s economic success, which requires a renewed focus on the unmet mobility needs of black, indigenous, and people of color, low-income people, immigrants and refugees, limited-English speaking communities, and people with disabilities;
- **Increasing housing prices and the associated transportation challenges that result from displacement**, when households must move farther from work, school, and other destinations, to places that are often less dense and therefore less well-served by transit;
- **The worsening climate crisis** and the need to significantly reduce greenhouse gas emissions from car travel, promote climate resiliency, and improve health outcomes; and

- **The need to integrate traditional, fixed-route transit with rapidly evolving new mobility services** to help people move quickly and seamlessly throughout the region.

In responding to these challenges, the Mobility Framework articulates a vision for a regional mobility system that builds on Metro’s existing network of transit services to become more **innovative, integrated, equitable, and sustainable**. The Mobility Framework includes 10 Guiding Principles and Recommendations in five thematic areas.

The Equity Cabinet spent much of 2019 working with Metro staff to review adopted policies, and to study King County’s changing demographics, travel trends and needs, best practices, and emerging mobility technologies. The Framework was also informed by extensive outreach and engagement with local elected officials, stakeholder organizations, and community members.

Guiding Principles

The Guiding Principles offer overarching guidance for how Metro and partners can work together to achieve a regional mobility system that is innovative, integrated, equitable, and sustainable. They were developed in partnership with the Equity Cabinet and with input from elected officials, regional partners, and community stakeholders. These Guiding Principles will guide updates to Metro’s Strategic Plan for Public Transportation, which will be updated during 2020.

- Invest where needs are greatest
- Address the climate crisis and environmental justice
- Innovative equitable and sustainably
- Ensure safety
- Encourage dense, affordable housing in urban areas near transit
- Improve access to mobility
- Provide fast, reliable, integrated mobility services
- Support our workforce
- Align our investments with equity, sustainability, and financial responsibility
- Engage deliberately and transparently

Following the development of the Guiding Principles, the Equity Cabinet developed Recommendations in five thematic areas that consolidated the Guiding Principles: **investments, surrounding land use, innovation, workforce, and engagement**. Input from elected officials, community stakeholders, regional partners, and the general principles informed these recommendations.

Recommendations

The Recommendations below are meant to **build on and strengthen** Metro’s existing network of transit services.

They address Metro’s role as a provider of fixed-route public transit and community-based mobility services; as an employer and contractor; as a partner to jurisdictions around the region; as a co-provider of services with private mobility companies; and as part of a local government that prioritizes equity and sustainability. They provide guidance for ways Metro can **add to and to build on** its existing, regional network of mobility services with the goal of achieving a mobility network that is innovative, integrated, equitable, and sustainable.

The recommendations span from visionary to long overdue and are essential to the future of the regional mobility system. Metro looks forward to working with local municipalities, organized labor, partner transit agencies, community-based organizations, and/or private mobility providers to fund and implement these recommendations.



Investments

- **Provide additional transit service in areas with unmet need**, defined as areas with high density; a high proportion of low-income people, people of color, people with disabilities, and members of limited-English speaking communities; and limited mid-day and evening service. Adapt Metro’s adopted policies to meet this need and to ensure regular and ongoing evaluation of the needs of these areas. \$
- **Support investments to increase safety**, including bus safety features, a safety app or other technology, and amenities such as lighting, real-time arrival signs, and informational campaigns. \$
- **Support improvements to increase speed and reliability** to make transit investments most successful and to provide incentives for local jurisdictions to prioritize use of the right-of-way for transit and access to transit. ★\$

Key

★ Indicates that Metro must partner to implement this recommendation.

\$ Indicates need for additional funding.



Surrounding Land Use

- **Increase dense, mixed use zoning and affordable housing in urban areas near transit, while working to minimize displacement of priority populations** through the Growth Management Planning Council, by developing a King County Transit-oriented Development policy, and by updating Metro’s adopted policies to provide incentives for jurisdictions that provide increased density and/or affordable housing. ★\$

- **Develop station area and right-of-way guidelines** that prioritize transit use and access for people who walk, bike, or roll to the station. ★\$
- **Develop people-friendly street design near transit**, including traffic-calming measures and ways to make bus stops safe for all ages, genders, and abilities. ★\$
- **Meet King County’s climate goals by reducing car use, developing green infrastructure, promoting climate justice** and prioritizing ways to make transit convenient and accessible. \$



Innovation

- **Change Metro’s adopted policies to assert the role of innovation, address new mobility services, and support innovative, equitable, sustainable mobility** to ensure they supplement transit services and work first for priority populations.
- **Develop new mobility guidelines for how Metro partners with private providers** that incentivize an equity and climate focus.
- **Facilitate integrated payment and planning** to help customers plan and pay for multimodal trips, in partnership with ORCA agencies and private providers. ★\$
- **Enhance communications and engagement** to raise awareness of mobility innovations.
- **Convene and support jurisdictions** in developing a regional framework for innovative mobility partnerships. ★



Workforce

- **Strategically partner with the labor community** to build new “communities of ridership” and benefit Metro employees, priority populations and the environment. ★\$
- **Use future transportation innovations to target new riders as potential employees.**
- **Use strategic and culturally specific communication methods** to build sustainable community relationships.
- **Build infrastructure to provide pathways to mobility-related employment**, including a “school without a school,” an equity in mobility summer internship program, an approach to assist with costs associated with workforce development and employment pathways, and community-based mobility career hubs. ★\$
- **Use strategic workforce planning** to meet current and future workforce needs. ★\$
- **Purposefully foster a sustainable learning culture within Metro.**
- **Require the centering of equity in all contracts and subcontracts.**



Engagement

- **Strengthen communication and marketing efforts** to ensure that priority populations are aware of existing mobility services, innovative new pilots, service changes, affordability programs, and other efforts.
- **Build lasting relationships in communities** and compensate community members for their time and expertise.
- **Use a coordinated cross-departmental approach to engagement**, including a continuing King County Equity Cabinet.
- **Develop an equity-centered engagement framework** by co-creating with the community and measuring equity and sustainability over time.
- **Develop a community liaison program** to hire people to act as a conduit to the community.
- **Identify metrics to measure success and continually improve**, and regularly report on engagement metrics.

Next Steps

The Mobility Framework, designed by an Equity Cabinet of community leaders, will guide updates to Metro’s adopted policies, including Metro’s Strategic Plan, long-range plan (METRO CONNECTS), and Service Guidelines, as well as the Transportation Goal Area of the Strategic Climate Action Plan. The Mobility Framework’s recommendations will also guide the development of Metro’s 2021-2022 biennial budget proposal and ongoing regional planning efforts to fund and implement METRO CONNECTS.

As required by Motion 15252, the update to METRO CONNECTS will include updated information to adjust for population and employment growth, increasing regional congestion, inflation and construction costs, regional mobility needs and innovations in transportation.

Work to update Metro’s policy documents (specifically, the Strategic Plan for Public Transportation, Service Guidelines, and METRO CONNECTS) will begin during the first half of 2020 to align with the recommendations of the Mobility Framework and to provide detailed implementation guidance for how the Mobility Framework’s recommendations can be realized. Updates to these policy documents will benefit from input from Equity Cabinet members, elected leaders, stakeholder organizations, and communities.

Metro looks forward to working closely with elected leaders, stakeholder groups, and community members to fund and implement these recommendations and move forward together toward a regional mobility system that is innovative, integrated, equitable, and sustainable.



November 13, 2019
SCA PIC Meeting

Item 09:
King Conservation District Rates and Charges

DISCUSSION

SCA Staff Contact

Alexis Mercedes Rinck, Policy Analyst, alexis@soundcities.org, (206) 495-5238

SCA KCD Committee Members

Councilmember Brenda Fincher, Kent; Councilmember Mark Phillips, Lake Forest Park; Councilmember Wendy Weiker, Mercer Island; Councilmember Amy McHenry, Duvall (alternate); Councilmember Victoria Hunt, Issaquah (alternate); Councilmember Susan Boundy-Sanders, Woodinville (alternate).

Other SCA Elected Official on KCD Advisory Committee

Councilmember John Stokes, Bellevue

Update

The King Conservation District (KCD) is in the fifth and final year of its 2015- 2019 work plan, which SCA's Public Issues Committee endorsed in 2014. Over the past year, the KCD has worked with its Advisory Committee, including SCA representatives and City of Seattle and King County staff, to develop a new 2020-2024 work plan and an accompanying rates and charges budget to support it.

PIC was last updated when a report on proposed rates and charges from KCD staff was transmitted to the County Executive with an average increase of 38.5% increase across all parcel categories. Since then, the King County Executive conducted an individual analysis using materials provided by the KCD Board of Supervisors, and has put forth an ordinance, sponsored by Councilmember Lambert, for a proposed system of rates and charges to King County Council. The proposed rates and charges legislation, which can be seen [here](#), is based on the 2019 FCS Rate Study and a 3% inflationary adjustment for 2020. It has since been referred to the Local Services, Regional Roads and Bridges Committee to be heard on November 13th from 1:00 to 3:00 pm. KCD has continued to advocate for their original rate proposal, or at minimum, an increase from what is contained in the Executive's proposal.

At the November PIC meeting, staff will provide an update on the proposed rates and charges as well as a new tool for elections being developed by KCD to make voting for the KCD Board of Supervisors more accessible.

Background

The King Conservation District (KCD) provides a variety of voluntary programming to 34-

member cities¹ and King County, providing education, technical assistance, and grants to private landowners and urban stakeholders to achieve its conservation goals.²

To support much of this work, KCD collects revenues through a “rates and charges” mechanism, levying an annual per parcel charge that varies slightly by parcel type. The rates and charges are intended to recover the costs of programming based on benefits received. The economic consulting firm, FCS Group, calculates rates by parcel type and must necessarily make some assumptions about the relative degree of benefits different parcel types receive from KCD programming.

2015 - 2019 Rates and Charges

The average per parcel rates and charges fee for the 2015- 2019 rate period is \$9.62. The table below shows how the current rates and charges vary by parcel type, topping out at \$10 for agricultural parcels.

2015- 2019 Rate Structure	
Parcel Type	Rate
Agricultural	\$10.00
Residential	\$9.45
Institutional/Public	\$9.25
Commercial	\$9.23
Open Space	\$8.92
Vacant/undeveloped	\$7.69
AVERAGE	\$9.62
Revenue generated= ~6.1m	

2020 - 2024 Rates and Charges: KCD’s Report on Proposed Rates and Charges

At a March 19, 2019 pre-PIC workshop and a March 20, 2019 KCD Advisory Board meeting, KCD staff presented their report on a new rates and charges proposal that would levy an average per parcel annual rate of \$13.32, or \$3.70 more than the current parcel average.

KCD Proposal: 2020- 2024 Rate Structure	
	Rate
Agricultural	\$13.85
Residential	\$13.35
Institutional/Public	\$13.55
Commercial	\$13.20
Open Space	\$13.01
Vacant/undeveloped	\$13.00
AVERAGE	\$13.32
Revenue generated= ~\$8.9m	

¹ Enumclaw, Federal Way, Milton, Pacific and Skykomish are not members

² Additional information about KCD’s current various programs and initiatives can be found [here](#).

2020 - 2024 Rates and Charges: County Executive’s Proposal

On October 9, 2019, the County Executive transmitted legislation on a proposed rates and charges structure for 2020 - 2024. These rates reflect an updated calculation of the services and/or benefits received by the different classes of property use based on the 2019 FCS Rate Study. Additionally, they reflect a 3% inflationary adjustment for 2020, and based on the August 2019 Outyear COLA Comparison Forecast, the following inflationary adjustments in subsequent years: 2.24% for 2021; 2.41% for 2022; 2.43% for 2023; and 2.61% for 2024. See below for the proposed schedule of rates and charges for 2020 through 2024:

<u>Type of Property</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
<i>Increased by:</i>	3.00%	2.24%	2.41%	2.43%	2.61%
<u>Agricultural</u>	\$10.30	\$10.53	\$10.78	\$11.05	\$11.34
<u>Residential</u>	\$9.98	\$10.20	\$10.45	\$10.70	\$10.98
<u>Institutional/Public</u>	\$10.06	\$10.29	\$10.54	\$10.79	\$11.07
<u>Commercial Land</u>	\$9.85	\$10.07	\$10.31	\$10.56	\$10.84
<u>Open Space</u>	\$9.79	\$10.00	\$10.25	\$10.49	\$10.77
<u>Vacant/Undeveloped</u>	\$9.77	\$9.99	\$10.23	\$10.48	\$10.76
<u>AVERAGE</u>	\$9.96	\$10.18	\$10.43	\$10.68	\$10.96

At the October King Conservation District Advisory Committee meeting, staff raised concerns that there is a discrepancy between the amount the County Executive stated that this proposed rate structure would provide and how much it will when apply. This error was confirmed and is being re-reviewed by the Executive’s team. Staff is anticipating additional information being made available to share at the November 13 PIC meeting.

KCD has continued to advocate for their original rate proposal, or at minimum, an increase from what is proposed in the Executive’s proposal. The proposed legislation, sponsored by Councilmember Lambert, has been referred to the Local Services, Regional Roads and Bridges Committee where a hearing will take place November 13th from 1:00 to 3:00 pm.

KCD's Program of Work

KCD's efforts and funds are broadly focused on the following four categories:

- 1. Encouraging sustainable agricultural practices and regional food production.** The agricultural drainage program helps farmers recover overgrown ditches to increase farmland production; the regional food program supports growing a more robust, sustainable, and equitable food system, and community agricultural programs help build gardens and grow food in urban areas and lower-income neighborhoods.
- 2. Promoting forest stewardship in rural and urban areas.** In the rural forestry program, KCD works with owners of woods less than five acres to improve forest health. The wildfire preparedness program offers wildfire risk assessments and recommendations to homeowners. The urban forestry program offers tree canopy assessments and projects to strengthen and expand urban forests.
- 3. Improving water quality via technical assistance to landowners with property abutting riparian areas, including farm plans.** The riparian stewardship program offers educational and technical assistance to private landowners whose land abuts streams, rivers, wetlands, lakes, and marine shorelines and the riparian implementation program offers similar assistance to rural landowners to protect water quality.
- 4. Providing member jurisdiction grants.** KCD's programming includes a grant program for member jurisdictions, which can be used to fund a variety of conservation-related activities at the local level. The grant program is currently funded at \$1.2m annually.

Elections Update – Democracy Live

At the April PIC members provided feedback that KCD should consider changes to their election process for the Board of Supervisors to provide greater transparency and public participation. King Conservation District is looking to partner with King County Elections in using the [Democracy Live](#) platform. Selected and funded by the Department of Defense and selected for the Department of Homeland Security Executive Committee for Critical Voting Infrastructure, Democracy Live is a leading authority on secure voting technologies. KCD's participation in this will be a part of the largest Beta-test of the platform.

In 2020 King County Elections will:

- Provide a link and promotion of KCD election on KCE website
- Create ballot content for Democracy Live online ballot
- Receive and verify KCE ballots
- Tabulate ballots and point ballot results

Democracy Live will:

- Provide a fully ADA-compliant, secure online and mobile ballot (in partnership with Amazon)
- Develop an interactive multimedia voter guide
- Secure electronic ballot return
- Provide complete and end-to-end project management (in collaboration with KCE)

Next Steps

For the KCD rates and charges, a hearing on the Executive's proposal will be heard at a special session of the Local Services, Regional Roads, Bridges Committee on November 13 from 1:00 to 3:00 pm. This is expected to be taken up for action on December 4, 2019.

KCD staff will be reviewing their elections specifics at the November 4 Advisory Board meeting where the board is projected to pass a motion for their elections to proceed.

For more information, contact SCA Policy Analyst Alexis Mercedes Rinck at alexis@soundcities.org or 206-495-5238.

Item 10: King County Waste-to-Energy and Waste Export Feasibility Study **UPDATE**

SCA Staff Contact

Cynthia Foley, Policy Analyst, cynthia@soundcities.org, (206) 495-3020

SCA Members of the Solid Waste Advisory Committee

Mayor Penny Sweet, Kirkland; Councilmember Phillippa Kassover, Lake Forest Park

Update

The [2019 King County Comprehensive Solid Waste Management Plan](#) directs King County to invest in extending the life of the Cedar Hills Regional Landfill by expanding the area for landfilling. According to King County Executive staff, Cedar Hills Regional Landfill is expected to reach capacity sometime between 2035 and 2041. The plan also states that King County should consider the next disposal option before a required five-year plan update to ensure enough time for method selection, planning, and implementation.

During the 2019/2020 biennial budget process, the King County Council funded a study to continue analyzing future disposal options. As a result of this action, the King County Office of Performance, Strategy and Budget released the [Waste-to-Energy and Waste Export by Rail Feasibility Study](#) on October 4, 2019. The study was commissioned from Arcadis U.S., Inc.

The Arcadis Team recommends waste-to-energy (WTE) as the preferred disposal option, as compared to waste export by rail (WEBR). The study found long-term cost savings, improved recycling rates, and potential for net negative GHG emissions with the inclusion of carbon capture technology. The Arcadis Team recommends that King County pursue additional evaluation, analysis of permitting and siting considerations, and other steps necessary to move forward with waste-to-energy disposal.

Background

The King County solid waste system is cooperatively managed by thirty-seven cities (all cities in King County except for Milton and Seattle) and King County. Changes to solid waste comprehensive plans need to be approved by these cities and King County as required by interlocal agreements (ILA). On April 24, 2019 the King County Council passed [Ordinance 18893](#), which authorizes the [2019 King County Comprehensive Solid Waste Management Plan](#). Since then, twenty-four cities acted to approve the plan and three cities rejected the plan, exceeding ILA requirement for approval by cities. Ten cities did not act on the plan. After the plan is approved by the Washington State Department of Ecology, it will be considered finalized.

The 2019 Comprehensive Solid Waste Management Plan directs King County to invest in extending the life of the Cedar Hills Regional Landfill by investing in expanded capacity. The plan also states that King County should consider the next disposal method before the required five-year plan update to provide enough time for method selection, planning, and implementation.

Future of Disposal in King County

During the 2019 Comprehensive Solid Waste Management plan approval process, several cities submitted formal letters commenting on the future of disposal. Issaquah, Newcastle, North Bend and Snoqualmie submitted letters stating that waste-to-energy may be a viable disposal option for the future of King County. Lake Forest Park and Maple Valley sent comment letters suggesting that further analysis of disposal options would benefit continued planning efforts.

During the 2019/2020 biennial budget process, the King County Council added a proviso to the budget to fund a study to continue analyzing future disposal options. As a result of this action, the King County Office of Performance, Strategy and Budget released the [Waste-to-Energy and Waste Export by Rail Feasibility Study](#) on October 4, 2019. The study was commissioned from Arcadis U.S., Inc. Its findings are summarized below.

Summary of the 2019 Arcadis Feasibility Study

The Arcadis Team recommends waste-to-energy (WTE) as the preferred disposal option, as compared to waste export by rail (WEBR). The study found long-term cost savings, improved recycling rates, and potential for net negative GHG emissions with the inclusion of carbon capture technology. The study's authors identify potential hurdles during the permitting and siting process, but state that WTE represents a much more stable long-term financial profile over WEBR to protect the County's solid waste rate structure against future inflation and escalation.

The Arcadis Team recommends that King County pursue additional evaluation, analysis of permitting and siting considerations, and other steps necessary to move forward with WTE facility disposal.

Cost Analysis

The WEBR financial model is broken into four main cost drivers, including the construction of an intermodal transfer facility, transfer in the rail yard, rail transport to the landfill, and landfill disposal. Demand increase on rail facilities is a financial risk for WEBR. Railroads indicate that they will commit to contracts of 5-years or less, increasing the likelihood of price fluctuations between contracts.

The cost per ton for a WTE facility declines with longer time frames along with efficient facility design and operation. WTE requires a significant capital investment, but King County can be expected to utilize that facility for fifty years, with some elements being replaced after 25 to 30 years of operation. The Arcadis study determined that WTE will provide a gross savings of approximately \$4.3 to \$7.2 billion when compared to WEBR over the 50-

year planning period and that WTE has a significant advantage on improving recycling rates and energy recovery when compared to WEBR. This analysis excludes the cost of purchasing land for siting and assumes that King County will collect revenue from processing waste from nearby jurisdictions. Identified financial risks include potential inability to sell additional processing capacity and possible future carbon sequestration fees.

Summary tables showing estimated cost differences between WTE and WEBR are below. Table 1 shows the projected costs for a low-bound scenario, which is intended to model a facility with the capacity to process up to 4,000 tons per day (tpd). Table 2 shows estimated costs for a facility that could process 5,000 (tpd). In 2017, 2,550 tons of solid waste was disposed at Cedar Hills Regional Landfill.

Table 1. Feasibility Study Low Bound Model – Capacity of 3,000 to 4,000 Tons Per Day

Waste-to-Energy	10-Year Term	20-Year Term	50-Year Term
Total Cost in Billions	\$1.07	\$2.37	\$6.93
Cost Per Ton	\$106.65	\$118.42	\$116.06
Waste Export by Rail	10-Year Term	20-Year Term	50-Year Term
Total Cost in Billions	\$1.03	\$2.42	\$11.25
Cost Per Ton	\$109.94	\$126.35	\$215.15

Table 2. Feasibility Study High Bound Model – Capacity of 4,000 to 5,000 Tons Per Day

Waste-to-Energy	10-Year Term	20-Year Term	50-Year Term
Total Cost in Billions	\$1.3	\$2.92	\$8.9
Cost Per Ton	\$97.35	\$99.62	\$112.18
Waste Export by Rail	10-Year Term	20-Year Term	50-Year Term
Total Cost in Billions	\$1.36	\$3.38	\$16.14
Cost Per Ton	\$110.25	\$127.19	\$216.90

Greenhouse Gas Emissions

The Arcadis Team found that WTE released less emissions than WEBR, showing negative carbon emissions for every ton of waste processed in a modeled WTE facility. The model of ghg for WEBR assumes that a landfill gas recovery system will capture 80 percent of methane generated by the landfill. The ghg calculation for WTE assumes the use of carbon capture and sequestration or off-sets through increased recycling. The Arcadis Team

calculated carbon credits for processing of ferrous metals that are recovered from ash and ash recycling. The study estimates for ghg emissions are shown in Table 3.

Table 3. Feasibility Study Green House Gas Emissions

Description	WTE (MTCO2E ¹ /ton)	WEBR (MTCO2E/ton)
Net GHG Emissions	0.13	0.12 to 0.33
Emission credit for Advanced Metals Processing	- 0.11	0.00
Emission Credit for Ash Recycling	- 0.07	0.00
Total Net Emissions	- 0.05	0.12 to 0.33

The Arcadis report states that carbon capture systems, used in their model for a WTE facility, are on the cusp of commercial viability. However, this would be the first of its kind installed in a commercial fashion on a WTE facility in the US. If complications arise with installation or operation of the system, it could have associated long-term risk of non-compliance with State law. In 2019, Washington passed the Washington Clean Energy Transformation Act (“CETA”), mandating utilities reduce greenhouse gas emissions through several stages, beginning with the elimination of coal power state-wide. Furthermore, CETA dictates that all retail electricity sales in Washington must be carbon neutral by 2030. The Arcadis study states:

“However, if carbon capture was completely non-functional, the County would be required to purchase off-set credits off the open market (this market does not yet exist in a sophisticated manner), lobby Washington regulators to provide a carve-out similar to the one that exists for the Spokane facility, or show that the facility’s offset credits (as shown in the WARM model analysis section) make the facility GHG neutral in order to continue selling electricity in the Washington market after 2030.”

Timeframes for Implementing WTE or WEBR

The Arcadis study estimates that it would take between eight and eleven years to implement WTE from permitting through construction, and it would take between two and six years to implement WEBR. According to King County Executive staff, Cedar Hills Regional Landfill is expected to reach capacity sometime between 2035 and 2041. Changes to disposal methods would need to be put in place before capacity at the landfill has been exhausted. Solid waste interlocal agreements require consultation with cities at least 7 years in advance of transitioning to a new disposal method.

The Arcadis study states that siting a WTE facility at the current Cedar Hills Regional Landfill, combined with using landfill capacity for ash disposal, would result in a reduction of \$6 per

¹ Numbers in Table 3 are shown in metric tons of carbon dioxide (MTCO2E) per ton of municipal solid waste.

ton for a 50-year operating period of a WTE facility. To do this, waste would need to be exported by rail during planning and implementation of a WTE facility.

Next Steps

The King County Council will be briefed on the Arcadis study this fall. The study will also be presented to the Metropolitan Solid Waste Advisory Committee and the Solid Waste Advisory Committee. These committees may seek further analysis of disposal options in King County.

Comments and questions can be sent to SCA Policy Analyst Cynthia Foley at cynthia@soundcities.org.



November 13, 2019
SCA PIC Meeting

Item 11:
Levies and Ballot Measures in King County
UPDATE

SCA Staff Contact

Brian Parry, Policy Director, brian@soundcities.org, (206) 499-4159

Discussion

This is a monthly item on the PIC agenda to share information on recent and upcoming local levies and ballot measures in King County jurisdictions. Items identified as “potential future ballot measures” are under consideration or reflect potential renewal of an existing levy but have not been approved to be placed on the ballot and may not ultimately move forward.

At the November PIC meeting we will also have a roundtable discussion of the impacts of the latest election on their cities.

Future Ballot Measures – SCA Cities				
Year	Month	Jurisdiction	Measure	Result (as of 11/6/2019)
2019	November	Covington	Advisory proposition on the sale, possession, and discharge of consumer fireworks	Yes: 59.88% No: 40.12
2019	November	Duvall	Transportation Benefit District sales and use tax of .2% for a ten-year term	Yes: 69.15% No: 30.85%
2019	November	Federal Way	Advisory proposition allowing marijuana-related businesses	Yes: 45.26% No: 54.74%
2019	November	Federal Way	Citizen initiative concerning enacting rental requirements for landlords and rental rights for tenants	Yes: 54.68% No: 45.32%
2019	November	Medina	Levy lift of 20-cents per \$1,000 of assessed value to maintain police, fire, park, and mandated community services	Yes: 49.76% No: 50.24
2019	November	Shoreline	Authorizing the issuance of bonds of up to \$103.6 million for an aquatics, recreation, and community center, and authorizing a portion of those funds to be expended for priority parks and open space investments	Yes: 52.39% No: 47.61

Future Ballot Measures – Other Jurisdictions and Special Purpose Districts				
Year	Month	Jurisdiction	Measure	Result (as of 11/6/2019)
2019	Nov.	King County	Medic One/EMS Levy. Six-year, \$1.1 billion levy. Proposed levy rate of 26.5-cents per \$1,000 of assessed value beginning in 2020.	Yes: 79.47% No: 20.53%
2019	November	Renton School District	Authorizing the issuance of bonds of up to \$249.6 million to improve safety, educational opportunities, and outdated infrastructure	Yes: 67.02% No: 32.98%
2019	November	Skykomish School District	Technology modernization levy at a rate of \$1.62 per \$1,000 of assessed value totaling \$75,000 per year	Yes: 51.39% No: 48.61%
2019	November	Duvall Fire	Six-year benefit charge	Yes: 71.42% No: 28.87%
2019	November	Proposed Hospital District No. 5	New hospital district proposed by the King County Council would encompass all territory of Vashon-Maury Island	Yes: 71.38% No: 28.62
2019	November	Northshore Parks and Recreation	Authorize a property tax levy of four cents per \$1,000 of assessed value for six years	Yes: 67.90% No: 32.10%
2019	November	Vashon-Maury Island Parks and Recreation	Authorize a property tax levy of 45-cents per \$1,000 of assessed value for four years	Yes: 78.53% No: 21.47
2019	November	Statewide	Initiative 976 concerning motor vehicle taxes and fees	Yes: 55.07% No: 44.93%

Potential Future Ballot Measures – SCA Cities			
Year	Month	Jurisdiction	Measure
2020		Kirkland	Fire Services and Capital Levy

Potential Future Ballot Measures – Other Jurisdictions and Special Purpose Districts			
Year	Month	Jurisdiction	Measure
2020		King County Library System	Operations Levy
2020		Seattle	Transportation Benefit District Renewal
2021		King County	Best Starts for Kids Renewal

Next Steps

Please share this information with your city and provide information on upcoming elections in your city to SCA Policy Director Brian Parry at brian@soundcities.org or 206-499-4159.



November 13, 2019
SCA PIC Meeting

Item 12:
Potential Upcoming SCA Issues
UPDATE

SCA Staff Contact

Brian Parry, Policy Director, brian@soundcities.org, (206) 499-4159

Update

This is an ongoing, monthly PIC item noting issues that SCA members have asked to be brought to the PIC.

Potential Issues

Throughout the year, issues brought forward by SCA members are tracked in this ongoing, monthly agenda item and may be taken up by the PIC through workshops, briefings and discussion items, and as action items.

The following issues have been identified as topics for potential workshops or briefings in 2019:

- Homelessness and the impacts of the *Martin v. City of Boise* decision – Pre PIC Workshop at 6:00 PM on November 13, 2019

Additionally, SCA will be holding elections for the 2020 SCA Board at 6:00 PM on December 11, 2019. There will be seats up for election in all four SCA caucuses. If you are interested in running for the SCA Board, please contact SCA Executive Director Deanna Dawson for more information at deanna@soundcities.org, or 206-495-3265.

If you or your city has additional items to be added to the list of potential upcoming SCA issues, or items to suggest for future trainings or workshops, please contact SCA Policy Director Brian Parry, brian@soundcities.org or 206-499-4159.