

# SCA Public Issues Committee

## AGENDA

March 11, 2020 – 7:00 PM

Telephonic

Join meeting from your computer, tablet ,or smartphone:

<https://www.gotomeet.me/SoundCitiesAssociation/pic-march-11-2020>

Or join by phone: 1-866-899-4679

Access Code: 240-850-333

1. **Welcome and Roll Call** – Christie Malchow, Sammamish, Chair 2 minutes
2. **Public Comment** – Christie Malchow, Sammamish, Chair 10 minutes
3. [Approval of Minutes – February 12, 2020 Meeting](#) 2 minutes  
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4. **Chair’s Report** – Christie Malchow, Sammamish, Chair 5 minutes
5. **Executive Director’s Report** – Deanna Dawson, SCA Executive Director 5 minutes
6. [Potential Change to November 2020 PIC Meeting Date](#) 5 minutes  
FUTURE ACTION  
Page 20  
Deanna Dawson, SCA Executive Director
7. [2020 Legislative Session](#) 15 minutes  
DISCUSSION  
Page 21  
Brian Parry, SCA Policy Director
8. [Regional Transit Funding Measure](#) 15 minutes  
UPDATE  
Page 26  
Deanna Dawson, SCA Executive Director
9. [King County Regional Homelessness Authority](#) 10 minutes  
UPDATE  
Page 46  
Alexis Mercedes Rinck, SCA Policy Analyst
10. [Public Health and COVID-19](#) 10 minutes  
UPDATE  
Page 51  
Deanna Dawson, SCA Executive Director

**11. [Affordable Housing Committee and Countywide Planning Policies](#)**

UPDATE

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Alexis Mercedes Rinck, SCA Policy Analyst

10 minutes

**12. [VISION 2050](#)**

UPDATE

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Brian Parry, SCA Policy Director

10 minutes

**13. [Long-Term Solid Waste Disposal](#)**

UPDATE

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Cynthia Foley, SCA Policy Analyst

10 minutes

**14. [Levies and Ballot Measures in King County](#)**

UPDATE

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Brian Parry, SCA Policy Director

5 minutes

**15. [Potential Upcoming Issues](#)**

UPDATE

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Brian Parry, SCA Policy Director

5 minutes

**16. Upcoming Events**

- a. ~~SCA Networking Dinner (2020 Legislative Recap with Panel of Legislators) – Wednesday, March 18, 2020 – 5:30 PM – Renton Pavilion and Event Center~~ BEING RESCHEDULED
- b. SCA Public Issues Committee – Wednesday, April 8, 2020 – 7:00 to 9:00 PM (6:00 PM Pre-PIC Workshop) – Renton City Hall

**17. For the Good of the Order**

**18. 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.

## Commonly Used Acronyms

ADS Advisory Council	Advisory Council on Aging and Disability Services
AFIS Advisory Committee	Automated Fingerprint Identification System Advisory Committee
AWC	Association of Washington Cities
BOH	Board of Health
CYAB	Children and Youth Advisory Board
DVI Task Force	Domestic Violence Initiative Regional Task Force
EDDB	Central Puget Sound Economic Development District Board
EMAC	Emergency Management Advisory Committee
EMS Advisory Task Force	Emergency Medical Services Levy Advisory Task Force
ETP	Eastside Transportation Partnership
GMPB	PSRC Growth Management Policy Board
GMPC	King County Growth Management Planning Council
GSP	Greater Seattle Partners
IJT	Interjurisdictional Team – staff support to the GMPC
JRC	Joint Recommendations Committee for Community Development Block Grants
K4C	King County-Cities Climate Collaboration
KCD	King Conservation District
KCDAC	King Conservation District Advisory Committee
KCFCD	King County Flood Control District
KCFCDAC	King County Flood Control District Advisory Committee
KCPEC	King County Project Evaluation Committee
LEOFF1 Disability Board	Law Enforcement Officers and Fire Fighters Plan 1 Disability Board
LHWMP	Local Hazardous Waste Management Program
LHWMP MCC	Local Hazardous Waste Management Program Management Coordination Committee
MIDD	Mental Illness and Drug Dependency Oversight Committee
MKCC	Metropolitan King County Council
MSWMAC	Metropolitan Solid Waste Management Advisory Committee
PIC	Public Issues Committee
PSAP	Public Safety Answering Points
PSCAA	Puget Sound Clean Air Agency
PSCAAAC	Puget Sound Clean Air Agency Advisory Council
PSERN	Puget Sound Emergency Radio Network
PSRC	Puget Sound Regional Council
RLSJC	Regional Law Safety and Justice Committee
RPC	Regional Policy Committee
RPEC	PSRC Regional Project Evaluation Committee
RTC	Regional Transit Committee
RWQC	Regional Water Quality Committee
SCA	Sound Cities Association
SCAACG	South Central Action Area Caucus Group
SCATBd	South County Area Transportation Board
SeaShore	Seashore Transportation Forum
SWAC	Solid Waste Advisory Committee
TPB	PSRC Transportation Policy Board



## SCA Public Issues Committee MINUTES

February 12, 2020 – 7:00 PM

Renton City Hall

1055 S Grady Way, Renton WA 98057

### 1. Welcome and Roll Call

PIC Chair Deputy Mayor Christie Malchow, Sammamish, called the meeting to order at 7:02 PM. 32 cities had representation ([Attachment A](#)). Guests present included Councilmember Kent Treen, Sammamish (PIC Alternate); Deputy Mayor Tony Ventrella, Newcastle (PIC Alternate); Councilmember Tamie Deady, Black Diamond (PIC Alternate); Councilmember Barbara DeMichele, Issaquah (PIC alternate), Councilmember Jeremy Barksdale, Bellevue (PIC Alternate), Councilmember Valerie O'Halloran, Renton; Councilmember JC Harris, Des Moines; Councilmember James Jerayaj, Auburn; Councilmember Mason Thompson, Bothell; Councilmember Earnest Thompson, Normandy Park; Joyce Nichols, Bellevue staff; Kelsey Beck, Seattle Staff; Susan Oxholm, King County staff; Lyman Howard, Clyde Hill staff; Diana Hart, Woodinville staff; Doug Levy, Renton consultant; Jenny Huston, King County staff; Hannah Bahnmler, Renton Staff; Harald Hyllseth; and Carmela Ennis, King County staff.

### 2. Public Comment

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

### 3. Approval of the December 11, 2019 PIC Minutes

Chair Malchow asked if there were any amendments to the December 11, 2019 PIC minutes.

**Councilmember Ed Prince, Renton, moved, seconded by Councilmember Kate Kruller, Tukwila, to approve the December 11, 2019 minutes. The motion passed unanimously.**

### 4. Chair's Report

Chair Malchow welcomed members to the first meeting of 2020. She noted that she serves as the PIC's representative on the SCA Board. She gave an overview of meeting procedures for new members. She encouraged members to come prepared to meetings, having read materials, and asked all members to RSVP for meetings.

### 5. Executive Director's Report

SCA Executive Director Deanna Dawson provided an update on the King County Regional Homelessness Authority that was recently formed to address homelessness crisis response. The Governing Committee for this new body will consist of three SCA members (Mayor Angela Birney of Redmond, Mayor Nancy Backus of Auburn, and Councilmember Ed Prince of Renton), as well as the County Executive, two County Councilmembers, Seattle Mayor, two Seattle Councilmembers, and three members representing individuals with lived experience. The first meeting of the Homelessness Authority will be held on a to be determined date in early March.

The three SCA members serving on this Governing Committee are committed to representing the interests of all 38 of our member cities. To that end, Mayor Birney, Mayor Backus, and Councilmember Prince have asked SCA to convene a meeting of all SCA cities in advance of the first meeting of the Regional Homelessness Authority. This will be an opportunity to update all 38 SCA cities on what we know about the new Homelessness Authority, and more importantly, to get direction from SCA cities prior to that first meeting. This meeting will be held on Monday, March 2, 2020 11:30 AM – 12:30 PM, Tukwila Community Center, Meeting Room A, 12424 42nd Ave S, Tukwila, WA 98168.

## **6. 2020 PIC Meeting Schedule**

Chair Malchow asked if there were any questions about the 2020 PIC meeting schedule as provided in Resolution 2020-1 ([Attachment B](#)). **Councilmember Kate Kruller, Tukwila, moved, seconded by Councilmember James McNeal, Bothell, to approve Resolution 2020-1. There was no discussion. The motion passed unanimously.**

Councilmember Kate Kruller, Tukwila, noted that some members were likely to have a conflict for the March PIC meeting due to a National League of Cities conference scheduled that week and encouraged members to coordinate with their alternates.

## **7. Regional Board and Committee Appointments**

PIC Nominating Committee Chair Councilmember Ross Loudonback, North Bend reported that the Nominating Committee met on February 10, 2020 to make recommendations to fill vacancies on regional boards and committees. He said there is a remaining vacant alternate seat on the King County Flood Control District Advisory Committee due to lack of applicants and encouraged members to apply.

**Councilmember Ross Loudonback, North Bend, moved, seconded by Councilmember Ed Prince, Renton, to recommend the SCA Board of Directors appoint Councilmember Robyn Mulenga, Auburn, as a member of the Children and Youth Advisory Board; Mayor Mary Lou Pauly, Issaquah, as a second-alternate to the PSRC Executive Board; and, Councilmember Kevin Schilling, Burien, as an alternate to the King County Flood Control District Advisory Committee. There was no discussion. The motion passed unanimously.**

## **8. 2020 Legislative Session**

SCA Policy Director Brian Parry provided members with a report on bills under consideration related to the 2020 SCA Legislative Agenda or important to SCA cities ([Attachment C](#)). Parry introduced Candice Bock, Director of Government Relations for the Association of Washington Cities (AWC) who provided an update on the 2020 Washington State Legislative Session. Bock reported on priority bills of interest and provided members with a copy of the most recent AWC "[Hot Sheet](#)" bill tracking summary. Bock noted that the cutoff date for bills to be voted out of their chamber where they were introduced is Wednesday, February 19, and that will significantly winnow down the number of bills still being considered. She encouraged members to contact their legislators about issues important to cities.

Mayor David Baker, Kenmore, said that he is very concerned about proposed legislation that would remove local control over zoning and land use decisions. He also noted that it is

important for cities to consistently let legislators know the importance of replacing the 1% property tax restriction.

SCA Executive Director Dawson reported on [House Bill 2907](#), a proposal to authorize King County to implement a business payroll excise tax in King County. A handout ([Attachment D](#)) was provided with a summary of the bill. The bill would authorize King County to collect an annual excise tax on business payroll expenses of not less than one-tenth and not more than two-tenths of a percent. The tax applies to all payroll expenses attributable to employees making more than \$150k in annual compensation. The tax may be imposed for 25-years and may be reauthorized by the county. The City of Seattle [estimates](#) the tax would raise approximately \$120 million per year; however, it is not clear at this time the origin of that estimate. Exemptions from the tax include businesses with fewer than 50 employees, provided the business pays annual compensation of less than \$150k to at least half of its employees; payroll expenses attributable to grocery workers; businesses that only sell, manufacture, or distribute motor vehicle fuel; businesses that only sell, manufacture, or distribute liquor, and government entities. Per the bill, 43% of all revenue would be provided to the city with the highest homeless population (Seattle). The remaining 57% would be allocated to King County. At least half of all funds appropriated must go toward acquisition, rehabilitation, or construction of affordable housing. The remaining funds could be spent on other affordable housing and homelessness services described in the bill. The bill calls for an oversight and accountability board to be created to advise on spending, and that the make-up of that body was amended in committee to include city and sub-regional representation.

Dawson said that while many cities have expressed support for securing funding for affordable housing, concerns and questions have been raised about this specific proposal. These include not being consulted as the bill was being developed; the potential for the tax to push high-wage jobs out of King County cities, especially in the south end; a lack of clarity as to which businesses would be impacted and how much they would be required to pay; and whether the bill would be amended to preempt other local taxes that cities rely on for basic services. She asked members to share whether their city had discussed the proposal, what additional feedback PIC members or their cities have, and what questions SCA could help answer.

Councilmember Kate Kruller, Tukwila, said her city council discussed the bill and are opposed. She said the goals of addressing affordable housing and homelessness fit with the city's values, they have a lot of questions about the impact on their economy and felt caught off guard by the proposal and how quickly it appears to be moving through the legislature.

Mayor Nancy Backus, Auburn, said that she discussed the bill with Senator Karen Keiser and was told to expect significant changes to the bill as it is considered by the legislature. Backus said she is concerned about the tax pushing jobs out of communities as it is currently proposed. She noted that city funding sources are already very constrained and preemption of any of these options would make it harder for cities to provide basic services. She said it is very important to have sub-regional representation overseeing expenditures under the tax if it is authorized.

Mayor Elaine Cook, Woodinville, said her city is working on plans to attract high-wage jobs and said she is concerned the tax would be a deterrence.

Mayor David Baker, Kenmore, said his city council discussed the bill and are monitoring it, but that there are too many amendment proposals being discussed by various parties to weigh-in fully at this time.

Councilmember James McNeal, Bothell, said his city council has not had an opportunity to discuss the bill, but that he is concerned about the impact on small businesses, the construction industry, equity and sub-regional input in how any funds would be spent, and the potential for the tax to push high-wage jobs across county borders.

Councilmember Janice Zahn, Bellevue, said her city council has not had the opportunity to discuss the bill. She said that cities already have plans in place that they are working to implement to address affordable housing and homelessness and that any spending should be consistent with these plans. She said more information is needed about who would be impacted by the tax, that there needs to be city involvement in oversight, and that there should be more focus on homelessness prevention. She noted that the legislature is also considering authorizing a councilmanic sales tax for similar purposes and questioned whether both proposals would be approved.

Councilmember Ed Prince, Renton, said that he is very concerned about preempting other local funding sources and that cities need more tools to provide services, not fewer.

Councilmember Tola Marts, Issaquah, said his city council has not had the opportunity to discuss the bill. He said it doesn't seem like a good idea to have such a tax apply only to King County and that it seems to work against the region's goals of keeping jobs and housing together. He said it is unclear what the basis is for allocating 43% of any funds collected to the City of Seattle and that the proposal feels rushed.

Councilmember Chance LaFleur, Enumclaw, said his city council has not had the opportunity to discuss the bill. He expressed concerns about the bill, and noted that he is concerned with taking an approach that penalizes businesses that are bringing prosperity and high-wage jobs to the region. He said it is unclear why some business types were exempted and not others, and that the speed the proposal is moving is very concerning.

Mayor Erin Sitterley, SeaTac, said that she opposes the bill. She said the number one issue on SeaTac's legislative agenda is maintaining local control and that the proposal would take away their authority to decide on local taxes. She said that she is concerned about the tax pushing businesses out of the city. She noted airlines that have located offices in SeaTac and the threat that these jobs might be moved out of the region.

Mayor Angela Birney, Redmond, said that she supports the idea of looking to less regressive taxing options, but that she is very concerned about preempting local authority, pushing jobs out of the county, and the potential that it would be approved in addition to councilmanic sales tax authority.



Councilmember Semra Riddle, Lake Forest Park, said that she is concerned about local control as well as unintended impacts the tax may have on employees, such as businesses reducing the number of high-wage fulltime jobs with benefits and relying more heavily on part time workers or independent contractors.

Deputy Mayor Krystal Marx, Burien, said her city council has not had the opportunity to discuss the proposal. She said that any proposal should take into account sub-regional collaborations, such as the South King Housing and Homelessness Partners, and their priorities.

Councilmember Martin Moore, Federal Way, said that Federal Way is very concerned about the proposal and that there is a lot of frustration with how it was developed.

PIC Vice Chair Bill Boyce, Kent, said that it is important to have city and sub-regional perspectives taken into account.

Mayor Marianne Klaas, Clyde Hill, said that her city council has not had the opportunity to discuss the proposal. She said the city has a very small number of employers, but many residents who were business owners, and expressed concern about impacts. She said implementing the tax without a spending plan in place would be ill advised.

## **9. 2020 Regional Transit Policy and Plan Updates**

SCA Policy Analyst Cynthia Foley reported on updates to regional transit plans and said that Executive Director Deanna Dawson would be providing a report on discussions related to a potential countywide transit levy.

Foley said that the Regional Transit Committee will update several important transit policies in 2020 in anticipation of final action in early 2021: Metro Connects, Metro's Service Guidelines, and their Strategic Plan. Each of these policy documents play an important role in guiding the deployment of transit service in the region.

Foley said that Metro Connects is a long-range vision for transit service that outlines a regional transit service network through 2040. She stated that an [interactive map](#) of the Metro Connects service network is available online and is a useful tool for members to view Metro's long-range vision for service in their communities. Foley noted that Metro lacks funding to implement a significant share of the service envisioned in Metro Connects. The Service Guidelines provides metrics to evaluate service performance and are especially important to cities as they guide the addition and removal of service. The Strategic Plan for Public Transportation defines broad goals and objectives to guide Metro's performance as an agency.

SCA Executive Director Deanna Dawson reported on ongoing discussions about a countywide transit levy potentially being placed on the ballot in August of 2020. She noted that consideration of a ballot measure has been ongoing among King County leadership in anticipation of the expiration of Seattle's transit levy in 2020 and the potential to establish a "re-regionalized" system. If a countywide measure is not pursued, it is expected that the City of Seattle will seek to renew their own transit levy independently.

Dawson said county officials have stated that a decision should be made by end of February as to whether to put together a countywide levy for consideration by voters in August 2020, to give METRO staff and the County Council time to iron out details of what would be included in a levy. The proposal under consideration would levy a two-tenths of a percent sales tax under the authority of the King County Transportation Benefit District formed in 2014. Metro estimates the tax would raise approximately \$160 million annually.

Dawson said that members of the King County Council and Metro staff have said they will be meeting with cities and groups of cities over the next two weeks to discuss the proposal and solicit feedback. Dawson encouraged PIC members to discuss the issue with their city councils and asked members to share their initial thoughts or questions.

Mayor Elaine Cook, Woodinville, said that her city council would be discussing the proposal at their next meeting, and that Woodinville needs more transit to accommodate projected growth in the city.

Councilmember Ed Prince, Renton, said transit is vitally important to the city and that he looks forward to supporting a countywide measure.

Deputy Mayor Krystal Marx, Burien, said that transit is important to the city and that they are still dealing with the loss of \$800,000 in roads funding due to the passage of I-976.

Councilmember Chance LaFleur, Enumclaw, said the city was unlikely to see much transit benefit from a countywide measure and that it was bad timing as the city is looking at options to fund their Transportation Benefit District due to the passage of I-976.

Councilmember Ross Loudonback, North Bend, said he was concerned about moving forward without a clear plan, and that his community would need to see what service they would get if a transit levy was approved.

Mayor David Baker, Kenmore, said that there are too many questions at this point to know whether the city would support such a measure.

Councilmember Semra Riddle, Lake Forest Park, said the city's roads budget was wiped out by I-976 and they may be looking for approval of funding, and that having a transit measure on the ballot may make that more difficult.

Councilmember Tola Marts, Issaquah, said his city council has not discussed a proposed countywide measure directly. The city is concerned that light rail serving Issaquah that was approved in ST3 may not materialize. He said residents are frustrated with the service planned by Metro, which will require them to transfer in Bellevue rather than continuing direct to Seattle.

Mayor Angela Birney, Redmond, said that light rail is coming to the city in 2023 and 2024 and the city will need more transit service to connect residents to those stations. She said that as a

region, we need to invest in transit to reduce our carbon footprint. She said that with so many tax measures being considered, it will be hard to build momentum for another one regardless of how important it may be.

Councilmember Linda Newing, Newcastle, said that her city is very concerned about traffic and experiencing the impacts of new growth. She said they are currently underserved with limited non-peak service and overcrowded buses.

Councilmember Traci Buxton, Des Moines, said that the city's roads budget also took a significant hit from I-976. She said it will be difficult to ask residents to fund both local roads and regional transit at the same time. She said she would like more information about how such a measure would benefit her community.

Chair Malchow, Sammamish, said that her city lost express service in 2014 and restoring that service would be important for residents in her community.

#### **10. Vision 2050**

SCA Policy Director Brian Parry reported on the release of the draft update to the region's plan for growth, VISION 2050. VISION is the plan that sets expectations for the four-county region that makes up the Puget Sound Regional Council. King, Pierce, Snohomish, and Kitsap Counties. The role of VISION is to provide a framework for managing that growth in the region with a consistent set of goals to provide for a sustainable region and high quality of life. The policies and growth pattern included in VISION will ultimately directly influence the type of planning that has to be included in local comprehensive plans on a range of topics.

In December, the PSRC Growth Management Policy Board unanimously recommended a draft update to VISION after more than two years of work by that body. The plan now goes to the PSRC Executive Board. The current schedule calls for the Executive Board make their final recommendation in March, which will then go before the PSRC General Assembly at their annual meeting on May 28, 2020.

Parry said that SCA representatives on the Growth Board supported the draft plan and felt that it reflected guiding principles adopted by SCA in 2019. He asked members to discuss VISION within their cities and share any concerns or to contact SCA if they need any additional information.

#### **11. Affordable Housing and Countywide Planning Policies**

Discussion deferred to a future meeting.

#### **12. Long-Range Solid Waste Disposal in King County**

Discussion deferred to a future meeting.

#### **13. Levies and Ballot Measures in King County**

SCA Policy Director Brian Parry asked members to provide updates on any ballot measures under consideration in their cities or impacting their communities.

#### **14. Potential Upcoming SCA Issues**

There was no discussion.

#### **15. Upcoming Events**

- a. SCA Networking Event (guest speaker Dow Constantine) – Feb 19, 2020
- b. SCA Public Issues Committee – Wednesday, March 11, 2020 – 7:00 to 9:00 PM

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

Councilmember Janice Zahn, Bellevue said that there will be a meeting hosted by the National League of Cities First Tier Suburbs Council on March 10. The topic is innovation, homelessness, and collaborative partnership. She encouraged members to contact her if they would like more information.

Councilmember Erin Stout, Black Diamond, reported that the city now has a seven-member council and that they recently went through the process of appointing three new members.

#### **17. Adjourn**

The meeting was adjourned at 9:00 PM.

**Public Issues Committee Meeting  
February 12, 2020**

<b>City</b>	<b>Representative</b>	<b>Alternate</b>
Algona	Dave Hill	
<b>Auburn</b>	Nancy Backus	James Jeyaraj
Beaux Arts Village	Tom Stowe	Athena Howes
<b>Bellevue</b>	Janice Zahn	Jeremy Barksdale
<b>Black Diamond</b>	Erin Stout	Tamie Deady
<b>Bothell</b>	James McNeal	
<b>Burien</b>	Krystal Marx	Nancy Tosta
<b>Carnation</b>	Dustin Green	Kim Lisk
<b>Clyde Hill</b>	Marianne Klaas	
<b>Covington</b>	Fran Hollums	Joseph Cimaomo
<b>Des Moines</b>	Traci Buxton	
<b>Duvall</b>	Michelle Hogg	Jennifer Knaplund
<b>Enumclaw</b>	Chance LaFleur	Tony Binion
<b>Federal Way</b>	Martin Moore	Lydia Assefa-Dawson
Hunts Point	Joseph Sabey	N/A
<b>Issaquah</b>	Tola Marts	Barbara de Michele
<b>Kenmore</b>	David Baker	Corina Pfeil
<b>Kent</b>	Bill Boyce	Toni Troutner
<b>Kirkland</b>	Kelli Curtis	Toby Nixon
<b>Lake Forest Park</b>	Tom French	Semra Riddle
<b>Maple Valley</b>	Sean Kelly	Les Burberry
<b>Medina</b>	Jen Garone	
Mercer Island	Benson Wong	David Rosembaum
<b>Milton</b>	Jim Gillespie	Shanna Styron Sherrell
<b>Newcastle</b>	Linda Newing	Tony Ventrella
<b>Normandy Park</b>	Sue-Ann Hohimer	Ernest Thompson
<b>North Bend</b>	Ross Loudenback	Heather Koellen
<b>Pacific</b>	Leanne Guier	David Sporaasli
<b>Redmond</b>	Angela Birney	
<b>Renton</b>	Ed Prince	Armondo Pavone
<b>Sammamish</b>	Christie Malchow	Kent Treen
<b>SeaTac</b>	Erin Sitterley	Pam Fernald
Shoreline	Chris Roberts	Will Hall
<b>Skykomish</b>	Henry Sladek	
<b>Snoqualmie</b>	Katherine Ross	Matt Larson
<b>Tukwila</b>	Kate Kruller	Verna Seal
<b>Woodinville</b>	Elaine Cook	Gary Harris
Yarrow Point	Dicker Cahill	
SCA	Deanna Dawson Brian Parry	Cynthia Foley Alexis Mercedes Rinck Leah Willoughby

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

**Sound Cities Association  
Resolution 2020-1  
2020 Public Issues Committee Schedule**

**WHEREAS**, the Public Issues Committee (PIC) of the Sound Cities Association meets monthly on the 2<sup>nd</sup> Wednesday of the month at 7:00 PM to conduct the regular business of the Committee, unless otherwise stated; and

**WHEREAS**, the Public Issues Committee holds a Pre-PIC workshop monthly at 6:00 PM on the 2<sup>nd</sup> Wednesday of the month for informational, educational or other PIC-related purposes, unless otherwise stated; and

**WHEREAS**, the Public Issues Committee holds the majority of its meetings at Renton City Hall;

**NOW THEREFORE:**

BE IT RESOLVED BY THE PUBLIC ISSUES COMMITTEE OF THE SOUND CITIES ASSOCIATION AS FOLLOWS:

**SECTION 1:**

The Public Issues Committee sets the following schedule for 2020 PIC meetings:

February 12  
March 11  
April 8  
May 13  
June 10  
July 8  
August 12  
September 9  
October 14  
November 11  
December 9

**SECTION 2:**

Public Issues Committee meetings will typically be held at Renton City Hall. Alternate meeting locations may be determined by the membership.

PASSED BY THE PUBLIC ISSUES COMMITTEE OF THE SOUND CITIES ASSOCIATION AT ITS REGULAR MEETING ON THE 12<sup>th</sup> DAY OF FEBRUARY, 2020.

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Christie Malchow, 2020 PIC Chair

Date

Attest:

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Deanna Dawson, SCA Executive Director

Date

## Item 08:

### 2020 Legislative Update

#### ***HANDOUT – Updated February 13, 2020***

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The following update on bills under consideration in the Washington State Legislature is ordered in relation to priorities identified in the SCA 2020 Legislative Agenda. This is intended to provide a status update of those bills and does not reflect support or opposition to a particular bill.

### **Address the Affordable Housing and Homelessness Crisis**

[SHB 2907](#) would allow King County to impose a payroll tax for every employee making \$150,000 or more to fund affordable housing and homelessness services. This legislation passed been referred to the House Rules Committee.

[HB 1590/SB 6126](#) would provide authority for cities and counties to impose a sales tax for housing and related services. The Senate version of this legislation have been referred to Rules Committee. The House version is on the floor calendar for a possible vote.

[HB 2797/SSB 6631](#) extends the deadline for jurisdictions to participate and expands allowable uses of funds authorized in 2019 by [HB 1406](#), under which cities and counties receive a portion of state sales taxes collected in the jurisdiction for affordable housing. The House version of this legislation is in the Rules Committee.

The Multifamily Property Tax Exemption (MFTE) allows for a property tax exemption if the owner commits to renting or selling at least 20 percent of multi-family housing units as affordable housing to low and moderate-income households. Extension of the timeframe for the tax exemption and expansion of eligibility ([HB 2620/SB 6411](#)) for the program has been referred to the Rules Committees in the House and Senate. Without this legislation, only SCA cities in the Sound Transit district qualify for the MFTE program.

Legislation adding development of permanently affordable housing to the allowable uses for community revitalization financing ([HB 2497](#)), the local infrastructure financing tool, and local revitalization financing has been referred to the House Rules Committee.

[HB 2649](#) would require certain cities and counties to develop a list of parcels that are zoned, suitable, and potential feasible for development of shelters, sanctioned camping, affordable housing for persons with disabilities, permanent supportive housing, and behavioral health facilities. Directs the Department of Commerce to work with counties and cities to develop plans for addressing unmet housing and sheltering needs. This legislation has been referred to the Rules Committee.

### **Invest in Transportation Infrastructure and Mobility**

[HB 2362](#) / [SB 6652](#) would create new local transportation options, including a city utility tax, countywide motor vehicle excise tax, and increased sales tax authority for transportation benefit districts. The bill received a hearing in the Senate but was not advanced out of committee prior to the deadline.

[SB 6606](#) would change depreciation schedule for a Regional Transit Authority (RTA) that levies a Motor Vehicle Excise Tax (MVET). This legislation would require approval by a two-thirds vote because it repeals part of I-976. This legislation has been referred to the Senate Rules Committee.

### **Preserve Local Decision-Making Authority**

[HB 2343/SB 6334](#) identifies planning actions that certain cities are encouraged to take to increase density, sets a cap on minimum residential parking requirements, and exempts certain projects from appeal under SEPA. Both the House and Senate versions of this legislation has been referred to the Rules Committees.

[HB 2342](#) would change the frequency of required comprehensive plan updates under the Growth Management Act (GMA) from every eight years to every 10 years. A substitute version passed out of the Energy and Environment Committee and has been referred to the House Rules Committee.

[HB 2780/SB 6536](#) would require allowance of the development of duplexes, triplexes, quadplexes, townhouses, and courtyard apartments in areas zoned for detached single-family residences. It also prohibits (without clear definitions) any regulations that discourage the development of such housing, including unreasonable costs, fees, or delays. The Senate bill has been referred to the Rules Committee.

[SSHB 2570](#) requires that all GMA planning cities with a population of 5,000 or more in counties of 50,000 to adopt ordinances and development regulations allowing at least one accessory Dwelling Unit (ADU) on all single-family lots. The bill outlines prescriptive dos and don'ts on how cities write their ADU development regulations and set fees. This legislation has been referred to the House Rules Committee.

[SB 6617](#) requires all cities to create or update existing ADU ordinances. The proposal prohibits cities from requiring off-street parking for ADUs within a half a mile of a major transit stop. Owner occupancy requirements are also prohibited unless the ADU is used as a short-term rental or the owner has five or more ADU properties. This legislation has been referred to the Senate Rules Committee.

[HB 2549](#) requires all cities and counties planning under the GMA to develop a salmon and steelhead comprehensive plan element. This bill establishes a standard of net ecological gain applicable to fish recovery. This legislation received a public hearing but has not been voted out of committee. It is unlikely to pass during the 2020 legislative session.

### **Provide the Tools for Cities to Address Local Priorities and Infrastructure Needs**

[HB 2145](#) would eliminate the 1% limit on increases to local property taxes. The bill was not heard in committee prior to the cutoff.

Local Revitalization Financing (LRF) allows local governments to finance public improvement projects within a designated revitalization area through the incremental increases in tax revenue that will be realized from the completion of the project. [SHB 2804](#) reopens and funds additional Local Revitalization Funding applications. This legislation has been referred to the Senate Rules Committee.

Tax increment financing (TIF) is another revenue raising tool that is being considered at the State Legislature. Typically, under TIF, a local government issues bonds to finance public improvements. To repay its bondholders, the local government is permitted to draw upon regular property tax revenue collected from property owners inside a special district surrounding the site of the public improvements. [HB 2778](#) authorizes Tax Increment Financing. Implementing this legislation would require voter approval of a constitutional amendment. This legislation has been passed out of the Finance Committee. [HR 4212](#) would amend the Washington State Constitution to provide an exception to requirements that taxes be applied uniformly within the taxing district and the one percent growth limit on property tax growth, thus allowing the implementation of TIF. Both pieces of legislation have been referred to the House Rules Committee.

[HB 2900](#) increases cannabis revenue sharing with cities and counties. This legislation did not receive a hearing prior to the cutoff.

[SSHB 2870](#) establishes a Marijuana Social Equity Program that authorizes the issuance of previously forfeited, cancelled, and revoked marijuana retail licenses to applicants that meet social equity requirements. This would require cities consider implementation of new licenses for cannabis businesses. This bill has been referred to the House Rules Committee.



[SB 5400](#) would provide a one-time increase to the Public Employees' Retirement System and Teachers' Retirement System Plans. This legislation is currently in the Senate Rules Committee.

**Item 08:**

2020 State Legislative Session – HB 2907/SB 6669 Business Payroll Excise Tax  
***HANDOUT – FEBRUARY 12, 2020***

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**Business Payroll Excise Tax (HB 2907 / SB 6669)**

**Bill Summary**

The proposed business payroll excise tax was introduced in the House as [HB 2907](#) and a companion bill was introduced in the Senate as [SB 6669](#). The bill would authorize King County to collect an annual excise tax on business payroll expenses of not less than one-tenth and not more than two-tenths of a percent. The tax applies to all payroll expenses attributable to employees making more than \$150k in annual compensation. The tax may be imposed for 25-years and may be reauthorized by the county.

The City of Seattle [estimates](#) the tax would raise approximately \$120 million per year; however, it is not clear at this time the origin of that estimate.

Exemptions from the tax include:

- Small businesses with fewer than 50 employees, provided the business pays annual compensation of less than \$150k to at least half of its employees
- Payroll expenses attributable to grocery workers
- Businesses that only sell, manufacture, or distribute motor vehicle fuel
- Businesses that only sell, manufacture, or distribute liquor
- Government entities

The county must adjust the \$150k threshold annually commensurate with the rate of growth of the prior year's consumer price index (CPI-U).

**Distribution of Funds**

43% of all revenue is provided to the city with the highest homeless population (Seattle). The remaining 57% is distributed by the county with cities and regional housing partnerships. At least half of all funds appropriated must go toward acquisition, rehabilitation, or construction of affordable housing. The remaining funds may be spent on other eligible expenses outlined in the bill.

**Eligible Expenses**

Funds collected may only be used for the following purposes:

- Acquisition, rehabilitation, or construction of affordable housing units. At least half of all funds must be spent for this purpose.

- Supportive services to persons with behavioral health conditions with frequent criminal justice involvement. No more than 10% of all funds may be spent for this purpose.
- Housing, shelter, and evidence-based interventions to address and prevent homelessness. Any appropriated funds must be allocated directly to the regional homelessness authority.
- Operation and maintenance of affordable or supportive housing (including services)
- Low income rental assistance
- Acquisition, construction, or operation of behavioral health related facilities
- The revenue collected may be used for repayment of bonds.

Housing, services, and rental assistance may only be provided to persons whose income is at or below 80% of median income in the county – with at least half of that spending going toward persons whose income is at or below thirty percent of median income.

### **House Finance Committee Hearing**

The House Finance Committee held a hearing on HB 2907 on Friday, February 7, and passed the bill to the Rules committee for further consideration as amended. One amendment was adopted to require representatives from cities and state elected officials from each subregion of the county be included on the accountability and advisory committee. Several other amendments that were considered but not adopted would have added healthcare workers to the list of exempt employees; change the threshold for the definition of small business; limit administrative fees; and add non-supplant language for county spending. Bill sponsors indicated at the hearing that there would be ongoing negotiation that would address some of the issues raised in the amendments that were not adopted.



March 11, 2020  
SCA PIC Meeting

**Item 6:**

Potential Change to November 2020 PIC Meeting Date

***FUTURE ACTION***

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**Future Action**

At the February 12, 2020 Public Issues Committee meeting, members adopted Resolution 2020-1 setting the PIC's 2020 Meeting Schedule. The PIC typically meets on the 2<sup>nd</sup> Wednesday of each month at 7:00 PM at Renton City Hall. The usual date for meeting in November falls on Veteran's Day, November 11, 2020. At PIC, members will discuss potential alternate dates for the November meeting – potential options include Wednesday, November 4 or Thursday, November 12. Based on member feedback at the March PIC meeting, a revised meeting schedule resolution will be brought back to PIC for action in April.

**Background**

Pursuant to SCA Bylaw 4.17.6, the Public Issues Committee (PIC) "shall review and evaluate policy positions and recommend to the Board what, if any, action should be taken on such policy positions." These meetings are open to the public, and agendas are available on the SCA website. Pursuant to SCA Bylaw 4.17.7c, regular meetings of the PIC "shall be held monthly or as deemed necessary."

In the interest of openness, accountability, and transparency, the PIC typically adopts a meeting schedule by resolution at its first meeting of the year. This will enable all SCA members and the public to be aware of meeting dates and locations.

The PIC typically meets on the 2<sup>nd</sup> Wednesday of each month at 7:00 PM at Renton City Hall. SCA also typically holds a pre-PIC workshop at 6:00 PM in advance of those meetings.

**Item 07:**  
2020 Legislative Session  
***DISCUSSION***

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**SCA Staff Contact**

Cynthia Foley, SCA Policy Analyst, [cynthia@soundcities.org](mailto:cynthia@soundcities.org), 206-495-3020

**Discussion**

The 2020 Washington State Legislative Session began January 13 for a 60-day regular session. The SCA 2020 Legislative Agenda ([Attachment A](#)) was recommended by PIC and approved by the SCA Board of Directors on December 18, 2019. The SCA Legislative Agenda focuses on legislative requests in four priority issue areas: Address the Affordable Housing and Homelessness Crisis; Invest in Transportation Infrastructure and Mobility; Fully Fund the Public Works Trust Fund and Provide Options for Local Infrastructure Needs; and, Preserve Local Decision-Making Authority.

**Background**

PIC will be joined at the March meeting by staff from the Association of Washington Cities (AWC) who will provide an update to PIC members on key legislative priorities for 2020. AWC's latest "Hot Sheet," which tracks priority bills the Association is supporting and opposing, can be found [here](#).

The final day of the 2020 legislative session is approaching on Thursday, March 12.

The following update on bills under consideration in the Washington State Legislature is ordered in relation to priorities identified in the SCA 2020 Legislative Agenda. Note that some of the bills listed below may address a topic that is a priority for SCA cities, but do so in a manner that has raised concerns for SCA cities. This is intended to provide a status update of those bills and does not reflect support or opposition to a particular bill.

**Address the Affordable Housing and Homelessness Crisis**

[HB 2907](#) would allow King County to impose a payroll tax for every employee making \$150,000 or more to fund affordable housing and homelessness services. A replacement bill, [HB 2948](#), which includes a series of changes from the original proposal was released on Thursday, February 20. The new bill is considered "necessary to implement the budget" and therefore exempt from cutoff.

**Status:** HB 2948 is in the House Finance Committee, but AWC reports that it is likely dead given the short time remaining in the legislative session.

[HB 1590](#) would provide councilmanic authority for cities and counties to impose a sales tax for affordable housing and related services.

**Status:** The original bill passed the House and could be scheduled for a vote in the Senate as amended by the Senate Local Government committee. If acted upon by the Senate, the bill would then go back to the House for further consideration.

[HB 2497](#) would add the development of permanently affordable housing to the allowable uses for community revitalization financing, local infrastructure financing tool, and local revitalization financing.

**Status:** The original bill passed the House and an amended version passed the Senate. The amended version will now go back to the House.

[HB 2620](#) / [SB 6411](#) would authorize local governments to extend qualified Multi-Family Tax Exemptions an additional 12 years.

**Status:** These bills did not survive cutoff.

[HB 2797](#) would extend the deadline for jurisdictions to participate and expands allowable uses of funds authorized in 2019 by [HB 1406](#), under which cities and counties receive a portion of state sales taxes collected in the jurisdiction for affordable housing.

**Status:** This bill did not survive cutoff.

#### **Invest in Transportation Infrastructure and Mobility**

[SB 6606](#) would change depreciation schedule for a Regional Transit Authority (Sound Transit) that levies a Motor Vehicle Excise Tax. This legislation would require approval by a two-thirds vote because it repeals part of I-976. This legislation is considered 'necessary to implement the budget' and is exempt from cut off.

**Status:** This bill has been placed on second reading in the Senate and could be scheduled for a vote.

[HB 2362](#) / [SB 6652](#) would create new local transportation options, including a city utility tax, countywide motor vehicle excise tax, and increased sales tax authority for transportation benefit districts.

**Status:** These bills did not survive cutoff.

#### **Preserve Local Decision-Making Authority**

[HB 2343](#) identifies planning actions that certain cities are encouraged to take to increase density, sets a cap on minimum residential parking requirements, and exempts certain projects from aesthetics appeals under SEPA.

**Status:** The original bill passed the House and an amended version passed the Senate. The amended version will now go back to the House.

[SB 6617](#) would require cities to update policies related to Accessory Dwelling Units (ADU's), including provisions eliminating off-street parking requirements for ADU's within one-quarter mile of major transit stops in the Urban Growth Area. The bill would also exempt city updates to local ADU regulations from legal challenge under the Growth Management Act or State Environmental Policy Act.

**Status:** The original bill passed the Senate and could be scheduled for a vote in the House as amended by the House Environment and Energy Committee. If acted upon by the House, the bill would then go back to the Senate for further consideration.

[HB 2230](#) would make permanent a property tax exemption for tribal properties being used for economic development purposes, which was established in 2014 and set to expire in 2022. The bill would also expand the tribal properties eligible for the exemption by removing a provision that allowed it only to be applied to properties acquired prior to March 1, 2014.

**Status:** This bill passed in the House and could be scheduled for a vote in the Senate.

[HB 2780/SB 6536](#) would require allowance of the development of duplexes, triplexes, quadplexes, townhouses, and courtyard apartments in areas zoned for detached single-family residences.

**Status:** These bills did not survive cutoff.

[HB 2570](#) would require cities to adopt development regulations allowing at least one Accessory Dwelling Unit on all single-family lots, including prescriptive requirements that must be followed.

**Status:** This bill did not survive cutoff.

#### **Provide the Tools for Cities to Address Local Priorities and Infrastructure Needs**

[HB 2804](#) would expand Local Revitalization Financing projects by providing new funding, increasing the state's annual contribution supporting projects, and revise the application process. This bill is considered 'necessary to implement the budget' and is therefore exempt from cutoff.

**Status:** This bill has passed out of the House Rules Committee and could be scheduled for a vote by the House.

[HB 1948](#) would establish a Manufacturing and Job Centers Account to provide mitigation payments to support manufacturing and job centers in communities negatively impacted by the Streamlined Sales Tax and Use Agreement.

**Status:** The original bill passed the House and could be scheduled for a vote in the Senate as amended by the Senate Ways and Means Committee. If acted upon by the Senate, the bill would then go back to the House for further consideration.

[HB 2145](#) would eliminate the 1% limit on increases to local property taxes.

**Status:** This bill did not survive cutoff.

[HB 2778](#) authorizing Tax Increment Financing, and its companion legislation, and HR 4212 to amend the Washington State Constitution to allow the implementation of TIF in Washington State have not been voted out of committee.

**Status:** These bills did not survive cutoff.

#### **Other**

[HB 1390](#) would provide a one-time increase to the Public Employees' Retirement System and Teachers' Retirement System Plans.

**Status:** This legislation passed the House and is currently before the Senate Rules Committee.

[HB 2342](#) would change the frequency of comprehensive plan updates and under the Growth Management Act and periodic reviews under the Shoreline Master Program from every eight years to every ten years.

**Status:** This bill passed in the House and is before the Senate Rules Committee.

### **Next Steps**

Please share this information with your city. Questions may be directed to SCA Policy Analyst Cynthia Foley at [cynthia@soundcities.org](mailto:cynthia@soundcities.org) or 206-495-3020.

### **Attachments**

- A. [SCA 2020 Legislative Agenda](#)



## **SCA 2020 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:

- *Allow cities to create and preserve affordable housing through optional local tools, including extending the timeline to approve a “qualifying local tax” provided under HB 1406 adopted in the 2019 legislative session*
- *Continue to expand investment in the Housing Trust Fund*
- *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. Cities have increased investments in local transportation systems, but still face an annual funding gap for maintenance and operation of those systems of \$1 billion statewide. Sound Cities Association urges the Legislature to:

- *Partner with cities to develop a comprehensive transportation bill that provides new resources and options for local government to address transportation and mobility needs*

### **Fully Fund the Public Works Trust Fund and Provide Options for Local Infrastructure Needs**

Today’s cities are building the infrastructure necessary to accommodate a growing population and economy. Investments in infrastructure keep communities vibrant, protect the environment, and attract economic development. Cities need tools to lower the cost of providing local infrastructure and to avoid further exacerbating the housing affordability crisis. Sound Cities Association urges the Legislature to:

- *Fully fund the Public Works Trust Fund*
- *Support economic development tools that help maintain and expand local infrastructure, such as Tax Increment Financing and similar tools*

### **Preserve Local Decision-Making Authority**

Cities possess strong local knowledge and authority to keep communities safe, healthy, and improve quality of life. It is critical cities maintain the authority to provide the necessary services and retain local control over land use planning that will help communities thrive.

### **Provide the Tools for Cities to Address 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:

- *Replace the arbitrary 1% cap on annual property tax increases with a limit tied to inflation plus population growth*
- *Meet the state’s commitment to revenues intended to be shared with cities to serve our shared constituents*
- *Continue streamlined sales tax mitigation to affected cities*

**Item 8:**  
**Regional Transit Funding Measure**  
***UPDATE***

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**SCA Staff Contact**

Deanna Dawson, SCA Executive Director, [deanna@soundcities.org](mailto:deanna@soundcities.org), (206) 495-3265, Brian Parry,

SCA Policy Director, [brian@soundcities.org](mailto:brian@soundcities.org), (206) 499-4159, or Cynthia Foley, Policy Analyst, [cynthia@soundcities.org](mailto:cynthia@soundcities.org), (206) 495-3020

**SCA Regional Transit Committee Members**

Councilmember Kathy Hougardy, Tukwila (Caucus Chair); Councilmember Susan Chang, Shoreline (Caucus Vice Chair); Mayor Leanne Guier, Pacific; Mayor Kim Lisk, Carnation; Councilmember Ryan McIrvine, Renton; Councilmember Jon Pascal, Kirkland; Councilmember Jennifer Robertson, Bellevue; Councilmember Jeralee Anderson, Redmond (alternate); Mayor Dave Hill, Algona (alternate); Mayor Mary Lou Pauly, Issaquah (alternate); Councilmember Toni Troutner, Kent (alternate)

King County is considering placing on the August 2020 ballot a potential countywide 0.2% countywide sales tax that would generate \$160 million per year for the next ten years to fund increased regional transit service, speed and reliability investments, improved access, and expanded fare reduction programs. In order to place a measure on the ballot in August, the King County Transportation District (KCTD) would need to act on authorizing legislation by May 8, 2020.

Prior to the March PIC meeting, SCA will host a pre-PIC workshop where King County Metro General Manager Rob Gannon will lead a discussion about the potential measure. That meeting will be held at 6:00 PM on March 11, 2020 at Renton City Hall.

**Background**

In 2014, King County created the King County Transportation District (KCTD). The KCTD's geographic boundaries are those of King County. It is governed by a board made up of the members of the King County Council.

The KCTD Board placed a countywide transit and roads funding measure on the ballot in April 2014. Because that measure was not approved by voters, the City of Seattle Transportation Benefit District (TBD) placed a Seattle-specific, six-year transit funding measure on the ballot. Seattle voters approved this measure in November 2014. This effectively "de-regionalized" transit service in King County,

Seattle's funding expires December 31, 2020. King County is considering whether to place a countywide funding measure on the August ballot. This would replace the Seattle TBD funding mechanism, and "re-regionalize" transit service, in that there would again be a uniform funding mechanism for transit throughout the county. If the County does not proceed with a ballot measure in 2020, Seattle is expected to put a renewal of its TBD funding measure on the ballot in 2020. This could have the effect of precluding a countywide measure for the next six years.

Approval of a regional levy would allow Metro to move forward toward implementation of the region's long-range plan for transit, Metro Connects. Metro Connects aims to increase bus service hours by 70% by 2040, resulting in 73% of residents living within a half-mile of frequent transit service while helping meet the region's growth and climate change goals. Fully funding Metro Connects would require approximately \$220 million in new revenue per year to add 1.4 million more service hours and fund \$5 billion in capital needs by 2040.

### **Possible Regional Transit Funding Measure**

During the KCTD Board meeting on March 3, 2020, Metro staff presented conceptual options for how funding could be allocated among various spending options and other considerations in developing a levy proposal ([Attachment A](#)). Determining the answer to questions about exactly how much service could be expanded or which capital investments would be made is dependent upon the level of funding allocated in the levy to these conceptual categories. The current proposed [timeline](#) would place a measure on the ballot countywide in August 2020.

Metro has identified potential categories for investment, which were developed through conversations with the King County Executive, the King County Council, and the City of Seattle, as well as recent conversations with SCA cities. The funding categories included:

- **Expansion of regional bus service hours.** The 2019 Metro System Evaluation Report identified a need of approximately 450,000 regional service hours in today's system. Investments would be delivered using Metro's policies, including Metro Connects, Strategic Plan, and Service Guidelines.
- **Funding for a regional low-income fare program.** This could include funding for a fully-subsidized annual transit pass for riders at 80% of the federal poverty level or below.
- **Fleet electrification.** Proposals include upgrades to bus base capacity to serve a growing electric fleet.
- **Park and Ride access and management.** Proposals include expansion of first/last mile services (such as Via to Transit), tailored service for specific markets (such as Trailhead Direct), or enhanced park and ride capacity and investments in parking management technology.
- **Speed and reliability investments.** These could include corridor improvements as well as intersection and signalization improvements

Metro has also stated that a potential levy would also likely continue to fund existing services and programs funded through Seattle's 2014 levy at an estimated cost of \$70 million per year. This includes:

- 350,000 hours of bus service that is currently funded under Seattle's 2014 levy
- Flexible transportation services; and
- Transit fare affordability programs.

Members are encouraged to attend the March 11, 2020 pre-PIC workshop to hear the presentation from Metro General Manager Rob Gannon, and to ask questions about the measure.

### **Next Steps**

In order to place a measure on the ballot in August, the board of the KCTD would need to act on authorizing legislation by May 8. The City of Seattle has urged the county to make a decision by the end of March in order to allow the city time to pursue its own replacement levy if a countywide measure is not moving forward.

Metro staff and King County Councilmembers have been meeting with SCA cities to discuss what should be included in a possible levy. Those meetings will continue as the KCTD deliberates.

SCA city feedback on a regional funding measure and spending priorities should a measure move forward is strongly encouraged.

Questions and comments can be directed to SCA Executive Director Deanna Dawson at [deanna@soundcities.org](mailto:deanna@soundcities.org), or (206) 495-3265 or SCA Policy Director Brian Parry at [brian@soundcities.org](mailto:brian@soundcities.org), (206) 499-4159.

# King County Metro

## Regional Funding



# METRO CONNECTS Needed for Future Growth

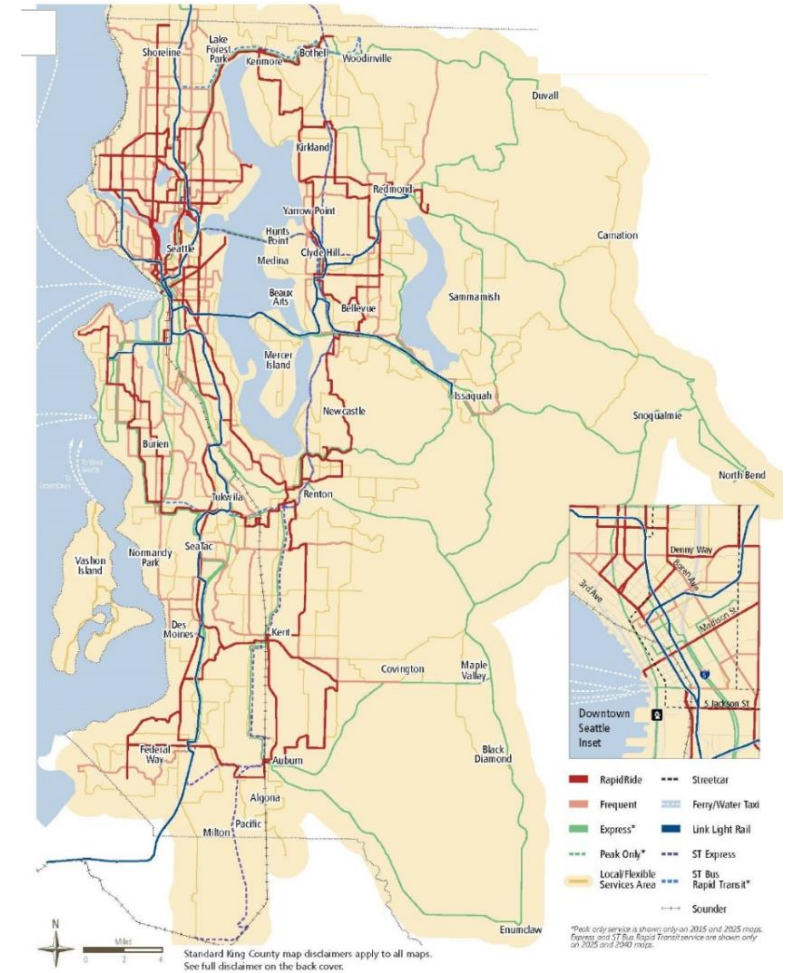
- METRO CONNECTS, our adopted long-range plan, aims to increase bus service hours by 70% between 2015 and 2040
- Double transit ridership to 1 million daily boardings
- 73% of residents would be within ½ mile of frequent service, with higher levels of service to low-income residents and people of color
- Based on the region's growth needs and adopted comprehensive plans
- Necessary to meet climate and growth management goals





# METRO CONNECTS Is Not Fully Funded

- METRO CONNECTS long-range plan is not fully funded
- 1.4M more service hours and \$5B in capital needed by 2040
- Approximately \$220M in new revenue per year
- Without new funding:
- Metro can maintain service and adjust to new Link openings, but cannot meet regional growth or equity needs
- Service may become more Seattle-centric (Seattle now funds 1/10 of all transit hours)



# Seattle Transportation Benefit District Replacement

## Current City of Seattle Transportation Benefit District

- Enacted from 2014-2020
  - Mix of sales tax and vehicle license fees to generate approximately \$80M per year
  - Funded service hours (350K hours – approximately \$60 million per year)
  - ORCA Opportunity programs (approximately \$6 million per year)
  - Innovation programs (Trailhead Direct, Via to Transit, etc.- approximately \$6 million per year)
  - Speed and reliability investments (approximately \$8 million)
- 
- Seattle Forecast: 0.1% of Seattle-only sales tax raises ~\$33.5 million



# Regional Service Hours

- Service investments would be delivered using Metro's policies:
  - Metro Connects
  - Strategic Plan and Service Guidelines
  - Added focus on equity
- The 2019 System Evaluation identified a need of approximately 450,000 regional service hours in today's Metro transit system
- Service hour investment at this level would allow substantial investment consistent with the Service Guidelines and Metro Connects, which means:
  - Better connections with new Sound Transit services
  - Improved regional connections
  - Expanded all-day, frequent network
  - Improved local connections
  - Service investments where needs are greatest



# Speed & Reliability Investments

- Corridor and Right of Way improvements
- Intersection improvements (queue jumps and signalization)
- Hot Spots (improvements tailored to areas identified to be causing significant travel time delays)
- Currently, Metro invests about \$7M per year at an average of \$1.5M per project (not including RapidRide investments)



# Access to Transit – Affordability

- Funding for the new ORCA LIFT income-based fare program at its startup size and scale
- A fully-subsidized annual transit pass for riders at 80% Federal Poverty Level or below
- At start-up, the program will serve 54,000 residents enrolled in six state benefit programs



# Access to Transit – Innovation and Parking

- First, last mile services to connect to transit (Via to Transit ~\$5M per year, per project)
- Tailored service in distinct markets (e.g. Trailhead Direct)
- Enhance and manage Park & Ride capacity through leased facilities and investments in technology

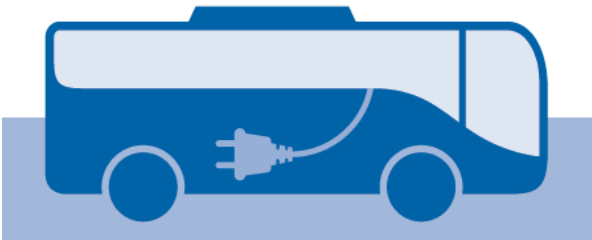




# Electrification – greener fleet, greener future

Implementation locations (new investment)	Estimated Cost	Estimated Debt Service
South Annex (beginning 21/22)	\$165M	\$11M/yr
North Base (beginning 23/24)	\$166M	\$11M/yr
Central/Atlantic/Ryerson (beginning 25/26)	\$448M	\$30M/yr

Based on conceptual planning estimates  
Estimated 30-yr debt service shown



# Proposal Considerations

- Through discussions with Council and jurisdictions it is clear there is a desire to maximize service hour adds
- Additional questions about the scale of the investments for electrification remain
- Innovation, Speed & Reliability and Parking have more local specialization
- Tradeoffs to fund these elements may require lower service level adds



# Package Concepts

METRO CONNECTS alignment	Include
Bus Service	
Access to Transit: Affordability	
Access to Transit: Innovation	
Speed and Reliability	
Electrification	
Seattle Renewal	
<b>0.2% Sales Tax generates</b>	<b>\$160M /yr</b>

# Package Concepts

Seattle Transportation Benefit District Replacement	Current	Y/N - \$
Bus Service	\$60M	
Access to Transit: Affordability	\$6M	
Access to Transit: Innovation	\$6M	



# Package Concepts

Regional Service	Est. \$/yr	Y/N - \$
350,000 hours	\$ 33.5M	
450,000 hours	\$ 43.0M	
550,000 hours	\$ 52.5M	

Speed & Reliability	Est. \$/yr	Y/N - \$
1-2 projects (avg per year)	\$ 3M	
3-5 projects (avg per year)	\$ 6M	
5-8 projects (avg per year)	\$ 9M	

# Package Concepts

Access to Transit: Affordability	Est. \$/yr	Y/N - \$
Current Program being rolled out (Population 54,000)	\$ 12M	
Expand to all people at 80% of FPL (Population 140,000)	\$ 35M	
Access to Transit: Innovation (Via-like/1 <sup>st</sup> -Last Mile)	Est. \$/yr	Y/N - \$
1-2 active projects	\$ 10M	
3-5 active projects	\$ 20M	
5-8 active projects	\$ 30M	

# Package Concepts

Electrification (estimate for debt service on 30-year debt)	Est. \$/yr	Y/N - \$
South Annex	\$ 11M	
North Base	\$ 11M	
Atlantic/Central/Ryerson	\$ 30M	
Parking Technology and Leased Facilities	Est. \$/yr	Y/N - \$
Small (600 stalls) (Covers real-time parking info)	\$ 5M	
Medium (1,750 stalls) (Covers real-time parking info and integrated managed parking)	\$ 10M	
Large (4,000 stalls) (Covers real-time parking info, integrated managed parking, and other technology improvements to enhance the customer experience)	\$ 20M	

# Sample Package Concepts

## Package A

Regional Service (450,000 hours)	\$43M
Affordability (Current Program)	\$12M
Innovation (3-5 active projects)	\$20M
Electrification (South Annex)	\$11M
Speed & Reliability (1-2 projects)	\$3M
Parking (none)	\$0M
Seattle Replacement	
Current Service Levels	\$60M
Affordability	\$5M
Innovation	\$5M
<b>Total</b>	<b>\$159M</b>

## Package B

Regional Service (550,000 hours)	\$52.5M
Affordability (Current Program)	\$12M
Innovation (1-2 active projects)	\$10M
Electrification (none)	\$0M
Speed & Reliability (5-8 projects)	\$9M
Parking (small)	\$5M
Seattle Replacement	
Current Service Levels	\$60M
Affordability	\$5M
Innovation	\$5M
<b>Total</b>	<b>\$158.5M</b>

## Package C

Regional Service (450,000 hours)	\$43M
Affordability (Current Program)	\$12M
Innovation (none)	\$0M
Electrification (South Annex and North Base)	\$22M
Speed & Reliability (3-5 projects)	\$6M
Parking (small)	\$5M
Seattle Replacement	
Current Service Levels	\$60M
Affordability	\$5M
Innovation	\$5M
<b>Total</b>	<b>\$158M</b>

# Thank you



King County  
**METRO**

King County Transportation District  
*Moving forward together*

March 3, 2020

## Item 9:

### King County Regional Homelessness Authority

#### **UPDATE**

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#### **SCA Staff Contact**

Alexis Mercedes Rinck, SCA Policy Analyst, [alexis@soundcities.org](mailto:alexis@soundcities.org), (206) 495-5238; or, Deanna Dawson, SCA Executive Director, [deanna@soundcities.org](mailto:deanna@soundcities.org).

#### **King County Regional Homelessness Authority Governing Committee Members**

Mayor Nancy Backus, Auburn; Mayor Angela Birney, Redmond; Council President Ed Prince, Renton

#### **Update**

On March 2, 2020 SCA hosted a briefing and discussion for SCA members on the Regional Homelessness Authority. At this meeting, 20 number of cities were represented.

The first meeting of the King County Regional Homelessness Authority Governing Committee is set for March 12, 2020. Items on the agenda for this first meeting include selecting a Chair, the process for hiring the CEO, and process for appointing the Implementation Board (the expert board). SCA will appoint two members to the Implementation Board and is beginning the process of collecting names of potential nominees that could be put forward.

The March 11, 2020 PIC meeting will provide SCA members to provide feedback on the following topics, to aid SCA's representatives on the Governing Board:

- What is your city's philosophy when it comes to homelessness crisis response?
- What is your city doing to provide homelessness crisis response services currently?
- What are the gaps in crisis response in your city? Where are additional resources needed?
- What suggestions do you have for potential SCA appointees to the Implementation Board?

#### **Background**

Several reports have identified the fractured nature of the current system as a barrier to addressing homelessness in King County. To address this longstanding issue, in December 2019 the King County Council and Seattle City Council approved legislation establishing the King County Regional Homelessness Authority to coordinate homelessness crisis response. After extensive discussions and negotiations in 2019, the King County Regional Homelessness Authority was established in late 2019, with an [Interlocal Agreement \(ILA\)](#) signed by the Seattle Mayor and County Executive in December 2019.

## *Role and Responsibilities of the King County Regional Homelessness Authority (KCRHA)*

*“To provide consolidated, aligned services for individuals and families who are experiencing homelessness or who are at imminent risk of experiencing homelessness in King County.”*

The Regional Homelessness Authority is focused on homelessness crisis response, and is charged with managing procurement for organizations that provide services to people experiencing homelessness or about to experience homelessness, including shelters, transitional housing, permanent supportive housing, rapid rehousing.

### **It WILL:**

- Manage grant allocations to the non-profits and other organizations that are service providers for people experiencing homelessness.
- Collect data from those recipients of public dollars
- Evaluate performance of those recipients of public dollars
- Oversee the Homelessness Management Information System
- Oversee Coordinated Entry for All, which is the county’s front door service for people experiencing homelessness in the County, it is a mechanism in which they prioritize clients
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### **It WILL NOT:**

- Conduct direct services. It is not managing shelters or conducting its own programs.
- Address affordable housing. It will not concern construction of affordable housing, nor the create affordable housing policy.
- Address “upstream interventions” or behavioral health

### *Who will work there?*

There will be a CEO, and select staff from Seattle and King County’s homelessness divisions will be moved into the new entity.

Until the CEO is hired, the co-located staff from the County and the City of Seattle will maintain their reporting structure (i.e. that person continues to report to the supervisor they currently have now).

### *Funding*

In terms of funding, the Authority will receive and operate with revenues from the County and the City of Seattle. The agency does not have taxing authority and cannot issue debt.

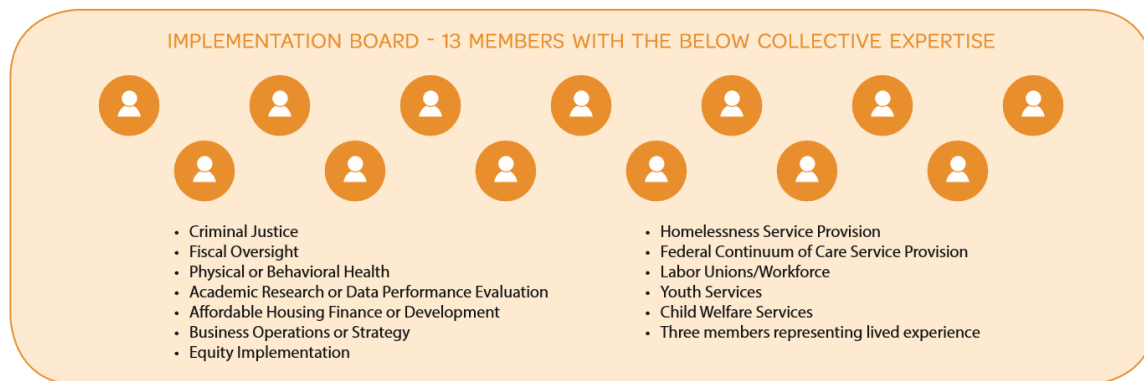
The City of Seattle is putting forward \$73 million, with \$2 million of that for initial start-up funding in 2020. Then the County is contributing \$55 million with no more than about \$1.8 million in start-up funding for 2020.

## Accountability and Authority Structure



The Governing Committee is where SCA will have direct representation with Mayor Nancy Backus of Auburn, Mayor Angela Birney of Auburn, and Councilmember Ed Prince of Renton serving in the SCA seats. SCA's representatives will be joined by the County Executive Dow Constantine and King County Councilmembers Joe McDermott and Reagan Dunn; Seattle Mayor Jenny Durkan, and Seattle City Councilmembers Lorena González and Andrew Lewis, and lastly joined by three members representing lived experience.

Through the Governing Committee, elected officials in SCA cities now have a new role of oversight where it did not exist previously. They will evaluate, approve, and amend all plans for the Authority. The CEO will oversee everyday operations of the Authority and will report to the Governing Committee and Implementation Board. The CEO will provide written performance reports to the Governing Committee and seek input from the Governing Committee on the performance of the Authority. This CEO will also annually present on budget and performance to the Regional Policy Committee, King County Council and Seattle City Council.



The Implementation Board is the next body of responsibility. There is a goal to have all the competencies listed in the graphic above, to be represented on the Implementation Board. Some representatives may wear multiple hats. SCA will appoint two of the members of the Implementation Board, as will the Seattle Council, the Seattle Mayor, the King County Council, and the King County Executive, and as on the governing committee, three members of the Implementation Board will be representing individuals with lived experience.

The implementation board will be responsible for developing and recommending organizational goals, policies and plans to the Governing Committee, and ensuring their implementation. The



implementation board also has the power to create additional subcommittees and advisory bodies to guide their work.

### **Timeline**

The following is a **rough** schedule of expected activities to stand up the Regional Homelessness Authority:

#### **In March**

- Lived Experience representatives to Governing Committee will be appointed
- DCHS and HSD staff begin co-locating in Yesler Building in Mid-March
- First meeting of the KCRHA Governing Committee on March 12

#### **In April:**

- The Governing Committee will meet and appoint the Implementation Board members
- A recruitment firm will be selected, and the CEO recruitment process will begin.

By July, the goal is for a CEO to be approved by the Governing Committee so the CEO can begin working in August.

### ***Agenda for March 12, 2020 Meeting of the Regional Homelessness Authority Governing Committee***

At the first meeting of the Governing Committee, members will select a Chair. They will also decide on the process for selecting a search firm to recruit the CEO. AN RFP for that process is currently open.

The Governing Committee will also decide on a plan for appointing the Implementation Board. Per the ILA, the Implementation Board “shall be comprised of individuals who have connections to or experience with a broad range of stakeholders and communities, including but not limited to: the local business community; neighborhood and community associations; faith/religious groups; and the philanthropic community. A majority of the members of the Implementation Board shall be persons whose combination of identity, personal experience, or professional expertise enables them to credibly represent the perspectives of, and be accountable to, Marginalized Demographic Populations that are statistically disproportionately represented among people experiencing homelessness in King County. The Implementation Board members shall strive to reflect a diversity of geographies in King County.”

In addition to possessing “substantial and demonstrable expertise, experience and/or skill in one or more of the areas specified” above, the group is expected to possess expertise in the following areas:

- Criminal justice
- Fiscal oversight
- Physical or behavioral health
- Academic research or data performance evaluation
- Affordable housing finance or development
- Business operations or strategy
- Equity implementation
- Homelessness Service Provision

- Federal Continuum of Care Service Provision
- Labor Unions/Workforce
- Youth Service
- Child Welfare

Per the ILA, the Implementation Board “shall neither include elected officials nor employees of Seattle, the County or the Authority, nor employees, officials, agents or representatives of current Contract Holders or any entity that is likely to directly benefit from the actions of the Authority.”

It should be noted that this is not going to be one for one, so there will not be a one person representing solely labor unions, and another equity implementation, and so forth. Rather, there is a goal to ensure all these competencies are represented on the Board. Some representatives may wear multiple hats.

SCA will appoint two of the members of the implementation board, as will the Seattle Council, the Seattle Mayor, the King County Council, and the King County Executive. Three members of the Implementation Board will be representing lived experience (appointed by the current All Home Coordinating Board).

#### ***Feedback sought from PIC:***

The March 11, 2020 PIC meeting will provide SCA members to provide feedback on the following topics, to aid SCA’s representatives on the Governing Board:

- What is your city’s philosophy when it comes to homelessness crisis response?
- What is your city doing to provide homelessness crisis response services currently?
- What are the gaps in crisis response in your city? Where are additional resources needed?
- What suggestions do you have for potential SCA appointees to the Implementation Board?

#### **Next Steps**

The Governing Committee is set to meet March 12, 2020. The Governing Committee is expected to appoint the Implementation Board members at an April meeting. The Implementation Board and Governing Committee will jointly appoint a CEO by July, with an anticipated start date in August.

A staff group consisting of representatives from Seattle, King County, and SCA will be meeting to support the work of the Governing Committee in the meantime.

For more information contact Alexis Mercedes Rinck, SCA Policy Analyst, [alexis@soundcities.org](mailto:alexis@soundcities.org) , (206) 495-5238; or, Deanna Dawson, SCA Executive Director, [deanna@soundcities.org](mailto:deanna@soundcities.org)

**Item 10:**  
**Public Health and COVID-19**  
***UPDATE***

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**SCA Staff Contact**

SCA Executive Director Deanna Dawson, [deanna@soundcities.org](mailto:deanna@soundcities.org), (206) 495-3265

King County has confirmed cases of coronavirus disease (COVID-19) caused by severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2). The vast majority of the cases around the world are mild, with fever and cough. A much smaller percentage of cases are severe and involve pneumonia, particularly in elderly people and people with underlying medical conditions. In King County, these now include numerous hospitalizations, and several deaths.

King County Public Health and the King County Executive's Office will be providing daily updates to SCA, which will be shared with SCA member cities. SCA staff will provide an update to PIC members at the March 11, 2020 meeting.

Up to date information can be found at [www.kingcounty.gov/COVID](http://www.kingcounty.gov/COVID).

**Next Steps**

This is a quickly evolving situation, and members will be provided with both daily email updates, and an update at the March 11, 2020 PIC meeting.

In the meantime, attached are several documents to assist your cities:

- Novel Coronavirus Fact Sheet (Attachment A)
- Non-Pharmaceutical Interventions One-Pager (Attachment B)
- Planning for Coronavirus Pandemic Guide (Attachment C)

For more information, contact SCA Executive Director Deanna Dawson at [deanna@soundcities.org](mailto:deanna@soundcities.org), or (206) 495-3265.

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# PLANNING FOR A CORONAVIRUS PANDEMIC

## A guide for businesses and organizations

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*If the novel coronavirus (COVID-19) continues to spread around the world, it could become a pandemic. Though global by definition, pandemics have local impacts. Pandemics can cause absenteeism, alter patterns of business and travel, interrupt supply chains, and affect the daily operations of your business. A pandemic isn't an isolated incident, but an event that unfolds over time, sometimes spanning many months. You can minimize the impact to your organization by creating a plan that clearly outlines roles, responsibilities, and policies.*

### I N I T I A T E

#### IDENTIFY PLAN OBJECTIVES



**A well-designed plan can protect your employees and keep your business functioning during a disease outbreak.**

Objectives might include:

- Reduce the spread of disease among staff.
- Protect people at higher risk for complications.
- Maintain business operations.
- Minimize impact on your customers and business partners.

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#### OUTLINE KEY BUSINESS FUNCTIONS



**Determine what people and resources are required for your business to operate.**

- What jobs are needed to carry on day-to-day activities?
- Who are your key partners, suppliers, and contractors?
- What raw materials does your business need to function?

**Consider how your business will adjust if resources are constrained.**

- How can you back fill positions if employees are absent?
- How can you accomplish critical tasks if key partners are unavailable?
- How can you adapt if your supply chain is interrupted?

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#### ASSESS WORKPLACE EXPOSURE RISK



**Identify health risks your employees may face.**

In the course of their duties, are employees likely to:

- Have face-to-face contact with large numbers of people?
- Spend time in work sites, like health care settings, where they may come into contact with ill people?
- Handle materials that could be contaminated, like laboratory samples or healthcare waste?

**Workers with increased risk** include those involved in healthcare, deathcare, airline operations, waste management, and travel to areas where the virus is spreading. Visit the OSHA website for guidance on controlling exposures among workers at risk: [osha.gov/SLTC/covid-19/](https://www.osha.gov/SLTC/covid-19/)

## REVIEW WORKPLACE POLICIES



### **Ensure your policies are responsive and adaptable.**

- Verify that your human resources policies align with state and federal workplace laws. Visit the Department of Labor's website ([www.dol.gov/](http://www.dol.gov/)) and the Equal Employment Opportunity Commission's website ([www.eeoc.gov](http://www.eeoc.gov)) for more information
- Implement flexible workplace and leave policies. Providing protected sick leave can limit the spread of disease in your workplace.
- During an outbreak or pandemic, adjust workplace policies to reflect public health recommendations.

## I M P L E M E N T

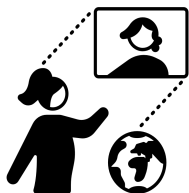
## APPLY INFECTION CONTROL MEASURES



### **Before, during, and after an outbreak, create a culture of wellness.**

- Place posters that encourage staying home when sick, cough and sneeze etiquette, and hand hygiene at the entrance to your workplace and in high visibility locations.
- Provide soap, water, and alcohol-based hand rubs in multiple locations and routinely refill.
- Instruct employees to clean hands often with an alcohol-based hand sanitizer or by washing for at least 20 seconds.
- Supply tissues and no-touch waste bins.
- Ask employees to stay home when sick. Ensure that sick leave policies are in place.
- Routinely clean commonly touched surfaces.

## PREPARE FOR SOCIAL DISTANCING



**Social distancing is an intervention to increase the physical distance between people and reduce the spread of disease.**

**If recommended by Public Health, consider what policies and procedures your business can implement to accomplish work remotely.**

- Allow telecommuting where possible.
- Permit flexible work hours (e.g. staggered shifts).
- Ensure that you have the technology and infrastructure needed to support multiple employees working from home.
- Trial telecommuting and flexible hours during normal (non-pandemic) periods. Identify and remedy problems that arise.

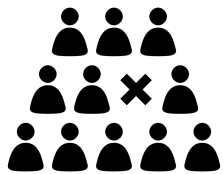
## PLAN TO SEPARATE SICK EMPLOYEES



**Employees who report having a fever or an acute respiratory illness upon arrival to work or who become sick during the work day should be separated from others and immediately sent home. Ensure that:**

- All managers and employees are aware of your policies and the expectation that sick employees stay home.
- If possible, designate a separate area at your work site where sick employees can temporarily isolate. Use this space for employees who become ill during the work day and are awaiting transportation to their home or to medical care.

## ANTICIPATE ABSENTEEISM



Prepare for employee absences resulting from personal illness, caring for ill family members, and dismissal of early childhood programs and K-12 schools. Be ready to adapt your business practices to maintain critical operations.

- Cross-train employees to carry out essential functions so the workplace can operate when essential staff are out.
- Identify alternative suppliers to meet supply chain needs.
- Consider prioritizing customers with the greatest needs.
- Prepare to temporarily suspend operations if necessary.

## PLAN FOR RESTRICTED TRAVEL



**If there's evidence of an outbreak in the U.S. or to another business destination, you may need to cancel non-essential travel.**

Consider:

- How can you accomplish work-related meetings or events remotely?
- How can you support employees who are abroad when travel restrictions are put into place, particularly those who become sick? Ensure you have clear policies for obtaining medical care during travel.

Prepare to consult travel guidance on the CDC website:

<https://wwwnc.cdc.gov/travel>

## ENCOURAGE PERSONAL PREPAREDNESS



**Your business is only as healthy as your employees. Encourage employees to take standard steps to prepare for staying at home if needed:**

- Store a two-week supply of water and food.
- Make sure to have enough prescription drugs at home.
- Keep non-prescription drugs and other health supplies on hand. This includes pain relievers, stomach remedies, cough and cold aides, fluids with electrolytes, and vitamins.
- Get copies of electronic health records from the doctor, hospital, or pharmacy.
- Talk with family members and loved ones about how they would like to be cared for if they got sick, and what's needed to care for them at home.

## I N V O L V E

## ESTABLISH A COMMUNICATION PROTOCOL



**Determine how you will relay information about the outbreak to employees and business partners.**

- How will you keep your workforce and partners informed about the outbreak, latest public health recommendations, and your response?
- How can you support employees and partners experiencing anxiety and fear?
- How can you prevent rumors and misinformation from circulating, and respond effectively if they do?

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## DEVELOP A PROCESS FOR ACTIVATING YOUR PLAN



**Decide when and how to activate and terminate your pandemic plan.**

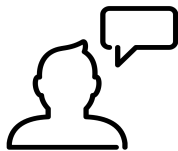
Consider:

- Which decision makers in your business should be involved?
- What event(s) should trigger action?
- What procedures should be used to activate or deactivate your plan?
- How can you efficiently and effectively transfer business knowledge to key employees?
- When you deactivate your plan, how can you most effectively reintegrate employees who have been absent?

Prepare to work with local health officials when answering these questions.

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## GET INPUT FROM YOUR WORKFORCE



**Your plan is more likely to be successful if you get buy-in from employees and partners.**

- Invite your employees to help develop and review the plan. If it's not possible to talk with every team member, try sampling a variety of departments in your organization.
  - Test out your plan to help detect gaps or problems that need attention.
  - Share your completed plan with employees. Explain what benefits are available to them, including paid time off, flexible scheduling, and health care coverage.
  - Share your plan with other businesses in your community.
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## STAY INFORMED



**Every disease outbreak is different, and the intensity of an outbreak can vary from one location to another. Stay alert to recommendations from federal, state, and local public health experts, and adapt your plan accordingly.**

- Centers for Disease Control and Prevention (CDC):  
<https://www.cdc.gov/coronavirus/2019-ncov/>
  - Washington State Department of Health (DOH):  
<https://www.doh.wa.gov/emergencies/coronavirus>
  - Public Health - Seattle & King County (PHSKC):  
[kingcounty.gov/covid](http://kingcounty.gov/covid)
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## WHAT ARE NPI'S?

The non-pharmaceutical interventions (NPI) below have been chosen by the Washington State Department of Health as the most effective strategies to minimize the spread of the new coronavirus (COVID-19).

The 13 strategies below are ranked from the most flexible to the most restrictive. Restrictive strategies are not in place now, public health officers have the authority to implement these. Strategies 8 through 13 are not in effect as of March 2, 2020. Stay informed from the Washington State Department of Health ([www.doh.wa.gov/Emergencies/Coronavirus](http://www.doh.wa.gov/Emergencies/Coronavirus)) and Public Health – Seattle & King County ([www.kingcounty.gov/covid](http://www.kingcounty.gov/covid)).

For each of the 13 strategies, the state Department of Health has developed the public health rationale, benefits and risks, and guidance for decision-making and implementation.

## INTERVENTIONS OUTLINED IN NPI IMPLEMENTATION GUIDE.

### Strategies in place (as of March 2, 2020):

1. Increase handwashing and use of alcohol-based sanitizer
2. Respiratory hygiene and cough etiquette
3. Keep distance from others (>6 feet)
4. Frequently clean and disinfect surfaces
5. Remain home during a respiratory illness
6. Voluntary isolation of sick persons
7. Voluntary quarantine of contacts of sick persons

### Strategies that may be implemented as needed depending on the spread of COVID-19

8. Involuntary isolation of sick persons
9. Involuntary quarantine of contacts of sick persons
10. Recommend or order cancellation of major public and large private gatherings
11. Recommend or order closure of schools, childcare facilities, workplaces, and public buildings
12. Prevent non-emergency travel outside of the home
13. Isolate specific geographic areas, also called “establishing a cordon sanitaire”





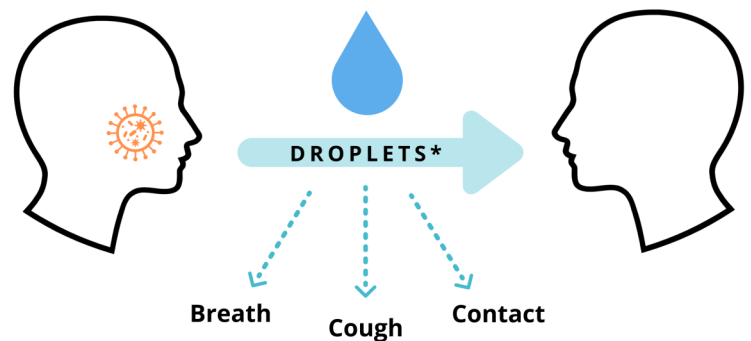
## What is novel coronavirus?

Novel coronavirus (COVID-19) is a new virus strain spreading from person-to-person in China and other countries, including the United States. In some instances, cases outside of China have been associated with travelers from China. Health experts are concerned because \_\_\_\_\_ known about this new virus and it has the poten \_\_\_\_\_ ause severe illness and pneumonia in some people.

## How does novel coronavirus spread?

Health experts are \_\_\_\_\_ ning the details.  
Currently, it is thought to spread:

- via respiratory droplets produced when an infected person coughs or sneezes.
- between people who are in close contact with one another (within about 6 feet).



\* Droplets can land in the mouths or noses of people who are nearby or possibly be inhaled into the lungs.

## How severe is novel coronavirus?

Most coronavirus illnesses are mild with fever and cough. The vast majority of people with novel coronavirus \_\_\_\_\_ do not require hospital care. A much smaller percentage of people get severely ill with respiratory problems like pneumonia. Elderly people and people with underlying medical \_\_\_\_\_ are at highest risk.

## What are the symptoms?

People who have been diagnosed with novel coronavirus have reported symptoms that may appear in as few as 2 days or as long as 14 \_\_\_\_\_ er exposure to the virus:

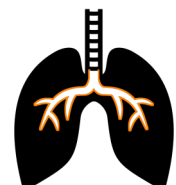
Fever



Cough



Difficulty  
breathing



## When do I seek medical evaluation and advice?

If you have symptoms like cough, fever, or other respiratory problems, contact your regular doctor  
**Do not go to the emergency room.** Emergency rooms need to be able to serve those with the most medical needs.

If you have difficulty breathing, it doesn't mean you have novel coronavirus, but you should call 911.

If you're over 60 and you have underlying conditions like diabetes, heart disease, and lung disease, come up with a plan with your doctor to identify your health risks for coronavirus and how to manage symptoms. Contact your doctor right away if you do have symptoms.

## How can I protect myself from novel coronavirus?

It is important that everyone take steps to reduce the spread of novel coronavirus, especially to protect those who are more vulnerable. Steps you can take to prevent spread of the common cold will also help prevent coronavirus:

- wash hands thoroughly with soap and water. If not available, use hand sanitizer
- avoid touching your eyes, nose, or mouth with unwashed hands.
- avoid contact with people who are sick.
- stay home while you are sick and avoid close contact with others.
- cover your mouth/nose with a tissue or sleeve when coughing or sneezing.



If you are traveling overseas, follow the CDC's guidance: [wwwnc.cdc.gov/travel](https://wwwnc.cdc.gov/travel).

Currently, there are no vaccines available to prevent novel coronavirus infections.

## How is novel coronavirus treated?

There are no medically approved treatments for coronavirus. Most people with mild coronavirus illness will recover on their own by drinking fluids, resting, and taking pain and fever reducers. However, some cases develop pneumonia and require medical care or hospitalization.

**For more information:** [www.kingcounty.gov/covid](https://www.kingcounty.gov/covid)

**Updated 2/27/2020**



## Item 11:

### Affordable Housing and Countywide Planning Policies

#### **UPDATE**

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#### **SCA Staff Contact**

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

#### **SCA Members of the King County Affordable Housing Committee**

Councilmember Claude DaCorsi, Auburn; Mayor Lynne Robinson, Bellevue; Councilmember Nancy Tosta, Burien; Councilmember Ryan McIrvine, Renton; Councilmember Marli Larimer, Kent (alternate); Council President Tanika Padhye, Redmond (alternate); Councilmember Zach Hall, Issaquah (alternate); Mayor Rob McFarland, North Bend (alternate)

#### **Update**

The affordable housing crisis in King County has been identified by SCA members as a priority issue facing the region and impacting residents; SCA and member cities are engaged in numerous ongoing actions at the local and regional level to address the challenge.

The Affordable Housing Committee (AHC) of the Growth Management Planning Council is one of the regional bodies influencing affordable housing policy in King County. The AHC adopted its 2020 workplan in November 2019, which includes several strategies to address the affordable housing crisis. At PIC, members will be updated and asked for feedback on efforts underway by the Affordable Housing Committee to make recommendations for updating the Housing Chapter of the Countywide Planning Policies.

The Countywide Planning Policies are updated every five years and provide consistent expectations for what must be included in cities' comprehensive plans. The next update cycle will commence in 2020 and offers a timely opportunity for the AHC to ensure alignment between Committee priorities and housing policies contained in the regional plan for growth, VISION 2050, which will be adopted in May 2020.

#### **Background**

In July 2017, the King County Regional Affordable Housing Task Force convened for the first time. The Task Force was designed to have balanced representation between County and city elected officials, with five County Council members and the County Executive participating, along with two representatives from the City of Seattle and four representatives from the Sound Cities Association. The Task Force met nearly monthly for a year and a half to understand the scale of the regional affordable housing crisis, its different impacts on King County communities, and consider diverse strategies to address these impacts. The Task Force's goal was to develop a strategy to address housing affordability at a regional scale. Ultimately, the

Task Force completed its work in December 2018 with the release of a [Final Report and Recommendations](#). SCA adopted a policy position in support of the recommendations on the understanding that they provide a range of options for cities to consider within their own local housing context.

One of the strategies from the Task Force's report was to develop an Affordable Housing Committee (AHC) under the Growth Management Planning Council to serve as a regional advisory body formed to recommend actions and assess progress toward implementing the [Regional Affordable Housing Task Force Five-Year Action Plan](#). The Plan strives to support action to "eliminate cost burden for households earning 80% Area Median Income and below, with a priority for serving households at or below 50% Area Median Income." It began meeting in June 2019 and meets on a bi-monthly basis.

In June 2018, SCA adopted "Guiding Principles" developed by SCA representatives to Regional Affordable Housing Task Force with input from PIC. The principles served a tool to review and assess the work of Task Force and continues to be used in evaluating work for the AHC.

#### *SCA Caucus Guiding Principles*

- Greater transparency is needed with regard to how existing funding is being used to support affordable housing development and preservation. This is especially critical prior to the Task Force making any recommendations to increase taxes at the local level.
- Cities need assistance to implement affordable housing strategies, not mandates.
- Preservation of existing affordable housing needs to be prioritized. The region should inventory current affordable housing stock and develop strategies to preserve those units.
- The region is investing in high-capacity transit at historic levels. We should capitalize on those investments to promote affordable housing, particularly around new light rail stations.
- The region should actively measure what is being achieved by adopted affordable housing policies and assign a body to track results over time as well as recommend corrective actions jurisdictions can consider to address areas of greatest need.
- Many cities are working to implement affordable housing strategies. The region should provide technical assistance to cities to help them develop and implement local strategies (e.g. housing toolkits, best practices, model ordinances).
- Preventing displacement is critical. The region should prioritize emergency assistance to prevent loss of housing.

- Existing public assets should be used to promote affordable housing. The region should work on a strategy to ensure publicly owned lands are utilized to the best extent possible to promote affordable housing (whether through sale proceeds, use of the land, or other strategies).
- Addressing the affordable housing needs of our growing senior population needs to be emphasized.

The committee is supported by the Housing Interjurisdictional Team composed of staff from King County, the City of Seattle, SCA and SCA member cities, transit agencies, nonprofit and stakeholder groups. This includes representatives from sub-regional collaborations such as ARCH (A Regional Coalition for Housing) and SKHHP (South King Housing and Homelessness Partners). King County staff is tasked with convening and leading the work of the staff team.

### Planned Work in 2020

In November 2019, the AHC approved its annual workplan for 2020.

*Table A: 2019-2020 Affordable Housing Committee Work Plan*

BUILD ACCOUNTABILITY	TAKE ACTION
<b>1. To each other</b> Establish Committee procedures	<b>4. Focus on emerging opportunities</b> Take advantage of timely opportunities to increase regional collaboration
<b>2. To the people we serve</b> Center equity in the Committee's work	<b>5. Work with the community</b> To build support for affordable housing, develop a community engagement strategy
<b>3. To achieve our goals</b> Develop the data dashboard and reporting systems	<b>6. Advance Committee priorities to produce more homes</b> <ul style="list-style-type: none"> <li>• Analyze and identify unused and new revenue sources and help build the case for greater investment</li> <li>• Review and recommend zoning and land use actions to increase and diversify housing choices and maximize affordability, particularly near frequent transit</li> </ul>

### Updating the King County Countywide Planning Policies (CPP's)

The Countywide Planning Policies are updated every five years and provide consistent expectations for what must be included in cities' comprehensive plans. The next update cycle will commence in 2020 and offers a timely opportunity for the AHC to ensure alignment between Committee priorities and housing policies contained in the regional plan for growth, VISION 2050, which will be adopted in May 2020.

As described in the AHC work plan, the committee is tasked to "take advantage of timely opportunities to increase regional collaboration" as well as to "review and recommend zoning and land use actions to increase and diversify housing choices and maximize affordability, particularly near frequent transit service." A key component of these work items is reviewing and making recommendations to the Growth Management Planning Council on potential amendments to the Housing Chapter of the CPP's.

The King County Growth Management Planning Council is the formal countywide planning body responsible for recommending updates to the CPPs. Changes to the CPP's must be approved by the County Council and then ratified by at least 30 percent of cities and towns representing at least 70 percent of the total county population. Upon ratification, the CPP's become binding on the County and its 39 cities and provide direction on elements that must be included in local comprehensive plans.

The CPPs set direction for issues that extend beyond boundaries of a single jurisdiction and serve as the framework for local comprehensive plans and development regulations. They serve to ensure that the comprehensive plans of King County and each city work together toward a common regional direction and are one part of a cascading set of regulations that govern how the Puget Sound region, and other populous areas of Washington State, plan for growth. The CPPs offer an opportunity to enforce consistency, concurrency, and accountability in affordable housing plans and regulations across the county.

The current Housing Chapter in the CPPs, adopted in 2012, include policies intended to help all jurisdictions "plan for and promote a range of affordable, accessible, and healthy housing choices for current and future residents."

Under these policies, each jurisdiction is expected to follow a four-step process to implement the Housing Chapter:

1. Conduct an inventory and analysis of existing and projected housing needs and conditions;
2. Implement a range of strategies and policies within a local jurisdiction to address unmet housing needs;
3. Measure results; and
4. Respond to measurement with reassessment and adjustment of strategies.

The intent of the current policies is to recognize that conditions affecting housing supply are different throughout the county and will require different solutions for addressing the need for affordable housing. For instance, in some communities, efforts focused on preservation of existing affordable housing stock may be the most effective. In others, the more effective approach may be to capitalize on new development and tools to incentivize or require the inclusion of affordable units.

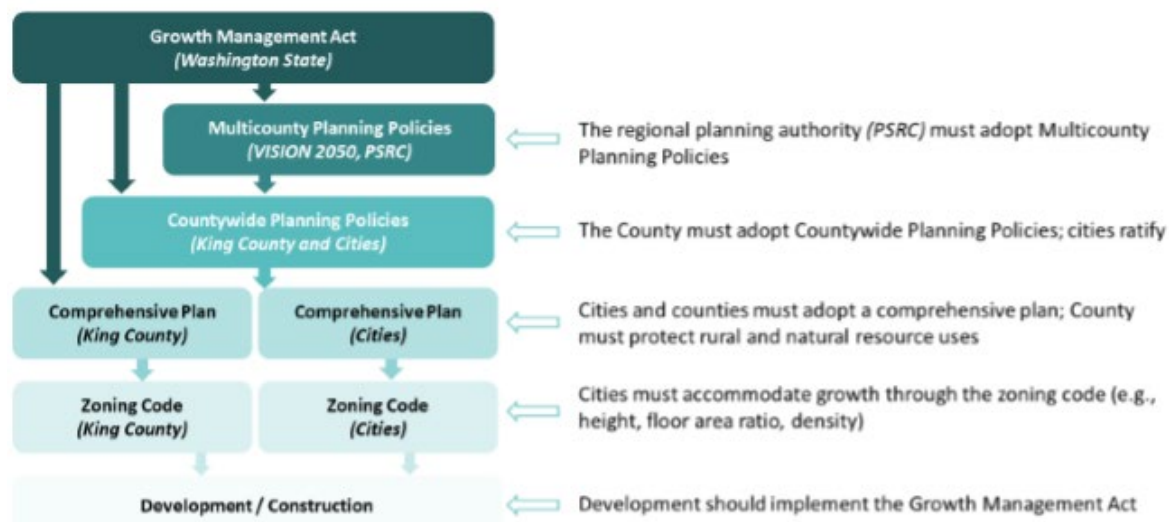
The Puget Sound Regional Council recently surveyed member jurisdictions on actions they have taken to promote development of affordable housing. Findings from the [Housing Incentives and Tools Survey Report](#) show that most jurisdictions have worked to increase affordable housing incentives and mandates, but that these are highly varied by local housing markets and size of city. Of the 50 jurisdictions that responded to the survey, 42 have three or more housing incentives in place and 30 have adopted density bonuses. The most common adopted incentives are parking requirement reductions, multifamily property tax exemption programs, density bonuses.

The Housing Development Consortium also maintains an [online tool](#) that displays the housing tools in place by each city in King County.

Most cities adopted updates to their comprehensive plans in 2015, which included new policies consistent with the Housing Chapter of the CPP's. The CPP's call for jurisdictions to "Review and amend, a minimum every five years, the countywide and local housing policies and strategies, especially where monitoring indicates that adopted strategies are not resulting in adequate affordable housing to meet the jurisdiction's share of the countywide need."

As noted in a staff report to the AHC, "a regional monitoring structure was not established, and each jurisdiction's share of the countywide need was unclear, so it was challenging to assess the effectiveness of individual housing strategies. Without a data reporting structure, the region lacked accurate information on whether the county was meeting its overall goal to ensure that the housing needs of all economic and demographic groups were met within all jurisdictions. In addition, many jurisdictions lack the resources to track these housing metrics and jurisdictional-level monitoring fell by the wayside."

Despite ongoing efforts by jurisdictions in King County, the region has continued to see a net decline in housing units affordable to a broad spectrum of residents.



On January 17, the AHC held a study session on the Countywide Planning Policies (CPPs) in which they reviewed a [Staff Memo](#) prepared by the HIJT. In the memo, the staff identified four issue areas in the current housing chapter of the CPPs:

Issue 1: Methods for ensuring regional accountability

Issue 2: Geographic distribution and siting of affordable housing

Issue 3: Planning Policies to address the need for housing affordable to very low-income households

#### Issue 4: Affordable housing goals and housing need by AMI percentage

SCA members of the AHC provided feedback on each of the issue areas as described below. SCA members are encouraged to provide additional information and feedback to guide the SCA representatives on the committee and staff as work on updating the CPP's continues.

##### *Issue 1: Methods for ensuring regional accountability*

- SCA representatives emphasized that in conversations about accountability, the focus should be on incentives rather than punishment for failing to meet a specific housing goal.
- Different jurisdictions have varying levels of capacity to track progress toward housing goals, and members identified a need for jurisdictions to receive support in collecting information.
- AHC oversight of monitoring regional progress toward meeting the affordable housing need includes evaluating, elevating, and making data public. The AHC does not have punitive authority over jurisdictions failing to implement the CPPs.

##### *Issue 2: Geographic distribution and siting of affordable housing*

- Overall, SCA representatives to the AHC offered support for balancing: 1) availability of affordable housing options countywide and 2) targeting affordable housing in areas of opportunity with access to high-capacity transit, jobs, high performing schools, and parks/open space
- SCA representatives asked AHC members to consider high transit areas, opportunities for growth in the long term, and areas with lower land costs for affordable housing production

##### *Issue 3: Planning Policies to address the need for housing affordable to very low-income households*

- Overall agreement from all AHC members to preserve manufactured home communities which house very low-income households such as senior
- SCA representatives stressed the need to ensure housing developers and manufacturers are involved in discussions to address the need for housing affordable to very low-income households.
- SCA representatives urged AHC members to consider the barriers of suburban cities (i.e. lack of transit, lack of public will for affordable housing) when designing an approach for affordable housing in these cities

##### *Issue 4: Affordable housing goals and housing need by AMI percentage*

- The Five-Year Action Plan adopted by the Task Force includes analysis that there is a need for 244,000 additional affordable homes in King County by 2040 to ensure that no household earning below 80% AMI is cost burdened. SCA staff have raised concerns that while total need may be a useful benchmark, it does not provide a realistic foundation for comprehensive planning. To meet the goal, King County jurisdictions would need to



produce over 12,000 *affordable* units per year; meanwhile, *total* housing production during the latest housing boom has been between 10,000 and 15,000 per year in King County from 2014-2017 (source: [Puget Sound Regional Council Housing Background Paper](#)).

**Next Steps**

Incorporating feedback from AHC and PIC, the HIJT will create a draft recommendation for changes to the housing chapter, which will be reviewed by the full AHC on March 30. PIC will have the opportunity to provide feedback on that draft recommendation on April 15. The AHC is expected to vote on final recommendations for consideration by the Growth Management Planning Council in May.

**Item 12:**  
**VISION 2050**  
***UPDATE***

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**SCA Staff Contact**

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

**SCA Members of the PSRC Executive Board**

Mayor Amy Ockerlander, Duvall; Councilmember Chris Roberts, Shoreline; Mayor Allan Ekberg, Tukwila; Mayor David Baker, Kenmore (alternate); Councilmember James McNeal, Bothell (alternate); Councilmember Nancy Tosta, Burien (alternate); Mayor Jeff Wagner, Covington (2<sup>nd</sup> alternate)

**SCA Cities with Seats on the PSRC Executive Board**

Mayor Nancy Backus, Auburn; Mayor Lynne Robinson, Bellevue; Mayor Jim Ferrell, Federal Way; Mayor Dana Ralph, Kent; Mayor Penny Sweet, Kirkland, Mayor Angela Birney, Redmond; Mayor Armondo Pavone, Renton

**Update**

The proposed update to the regional plan for growth, VISION 2050, is being considered for approval at the March 26, 2020 meeting of the PSRC Executive Board. If approved by the Executive Board, the draft plan will then go before the PSRC General Assembly made up of all PSRC member jurisdictions for final approval in May 2020.

The draft VISION 2050 plan sets the framework for how the four-county PSRC region will manage growth of an additional 1.8 million people and 1.2 million jobs in the next 30 years. The plan sets important expectations that will guide the development of countywide growth targets, city comprehensive plans, and sets the stage for regional collaboration on a host of important issues such as affordable housing and local infrastructure funding.

A limited set of amendments were proposed to the plan during the February Executive Board meeting that are expected to be voted upon in March along with the full plan. Notably the Executive Board will be asked to decide an issue that received significant debate earlier in the process related to the distribution of population in Snohomish County in the plan.

Cities are encouraged to provide any additional feedback on the draft VISION 2050 plan to SCA staff to be shared with SCA members on the PSRC Executive Board as they work toward a final recommendation.

## Background

On December 5, 2019, the PSRC Growth Management Policy Board (GMPB) recommended adoption of the [draft VISION 2050 plan](#) to the PSRC Executive Board. Their recommendation culminated two years of review, public comment, and discussion among PSRC's member jurisdictions in King, Pierce, Snohomish, and Kitsap counties to update regional planning policies and extend the region's long-range plan for growth from 2040 out to 2050.

The update builds-off of the existing framework for growth in the region, VISION 2040, by continuing to emphasize growth within the urban growth area and centers while adding new emphasis to health and equity; climate change; and implementation of recent plans and initiatives such as the Regional Economic Strategy, Regional Open Space Conservation Plan, Regional Centers Framework, and Growing Transit Communities.

Briefings on the update to VISION were held at PIC throughout the development of the draft plan. SCA representatives on the GMPB were actively engaged in the development of the draft plan, and joined other members of the GMPB in unanimously supporting its approval. Additional background can be found in the [July 12, 2020 PIC Packet](#).

The GMPB's draft plan reflects many of the comments previously provided by SCA members to:

- Set ambitious goals for accommodating region's growth in proximity to high-capacity transit;
- Include emphasis on reducing climate change impacts, addressing the region's need for affordable housing, and promoting community health;
- Provide a framework for cities to address the region's challenges with growth through their local plans and avoid some of the "top-down mandates" related to zoning that have been considered by the legislature.
- Promoting consistency across the region to focus growth in centers and high- capacity transit areas while recognizing that for the setting of growth targets, "different approaches may be appropriate based on local circumstances" and recognition that the Growth Management Act requires counties and cities to provide capacity to accommodate 20-year projected growth targets "at a minimum."

Once adopted, work to implement the plan – including updating of the Countywide Planning Policies and growth targets that guide development of local comprehensive plans – will take place over the next year through the work of the King County Growth Management Planning Council. Most cities in King County are required to update their comprehensive plans by June 30, 2023. This date could change if proposed legislation being considered in the state legislature ([HB 2342](#)) is adopted, which would delay this requirement to June 30, 2024.

## Ongoing Issues

As noted at the February PIC meeting, Snohomish County has asked the Executive Board to reconsider an issue related to distribution of growth in that county. Prior to the GMPB taking action to recommend the proposed update to VISION, a closely split vote was held on projected rural population growth in Snohomish County (growth occurring outside of the urban growth

boundary). The recommendation in the draft plan calls for rural development in Snohomish County to be limited to 3% of projected population and employment growth through 2050 (13,000 people). Snohomish County has requested this be amended 6% rural growth share (25,000 people), noting that 6% would represent a lower share of rural growth than current trends and the limited ability for jurisdictions to prevent development on vested lots. In total, the amendment would shift planning expectations for 12,000 people of the 1.8 million increase in population envisioned in the plan.

At the Executive Board meeting in February, some members raised concerns about indirect impacts to a potentially more dispersed growth pattern and whether it would lead to negative environmental and transportation impacts (such as increased passthrough traffic) in the region. Snohomish County and others supporting their proposed growth pattern have questioned the role of PSRC in requiring changes to what was negotiated and approved by Snohomish County and its cities' countywide planning body, Snohomish County Tomorrow. Snohomish County has also noted that they have programs in place to transfer development rights from the rural area to urban parts of the county.

The SCA caucus to the Executive Board did not reach a consensus position at their February meeting. PSRC staff are continuing to work with Snohomish County and other stakeholders on the Executive Board to resolve the issue, but it is very likely to remain in play at the March 26 Executive Board meeting.

### **Next Steps**

SCA members are encouraged to provide feedback or questions related to the proposed VISION update. The Executive Board is currently scheduled make its final recommendation to the PSRC General Assembly on March 26. The General Assembly, made up of all PSRC member jurisdictions, has the authority to formally adopt the plan. The 2020 PSRC General Assembly meeting is scheduled for May 28, 2020 from 11:00 AM to 1:00 PM at the Embassy Suites Seattle Pioneer Square. For more information, contact SCA Policy Director Brian Parry at [brian@soundcities.org](mailto:brian@soundcities.org) or 206-499-4159.



March 11, 2020  
SCA PIC Meeting

**Item 13:**  
**Long-Term Solid Waste Disposal in King County**  
**UPDATE**

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**SCA Staff Contact**

Cynthia Foley, Policy Analyst, [cynthia@soundcities.org](mailto: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**

Cedar Hills Landfill, the last remaining landfill in King County and primary destination for solid waste in the county, is expected to reach capacity sometime between 2035 and 2041. 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 while also beginning work to identify the next disposal option before a required five-year plan update.

During the 2019/2020 biennial budget process, the King County Council funded a study to analyze two disposal options: siting and development of a waste to energy incineration plant, and exporting solid waste out of the county by rail. The [Waste-to-Energy and Waste Export by Rail Feasibility Study](#), conducted by Arcadis U.S., Inc., was released on October 4, 2019.

The Arcadis Team recommends waste-to-energy as the preferred disposal option, as compared to waste export by rail. The study found long-term cost savings, improved recycling rates, and potential for net negative greenhouse gas 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.

The Solid Waste Division is developing a Zero Waste of Resources Plan. The Division would like to use this planning process consider actions that could diminish the quantity of waste being disposed, which in turn would impact the type and scale of future disposal options under consideration.

The 2019 Comprehensive Solid Waste Management Plan requires the Office of Performance, Strategy and Budget to engage regional partners to develop a plan for long-term disposal. A status report on this plan is required to be delivered to the King County Council by December 31, 2021.

## **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. On April 24, 2019 the King County Council passed [Ordinance 18893](#), which authorizes the [2019 King County Comprehensive Solid Waste Management Plan](#). The plan was accepted by the Department of Ecology in November 2019 and is considered finalized.

The 2019 Comprehensive Solid Waste Management Plan directs King County to invest in extending the life of the Cedar Hills Regional Landfill in the near-term 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.

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 budget proviso funding a study to continue analysis of 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.

## **Summary of the 2019 Arcadis Feasibility Study**

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

The Arcadis study determined that waste-to-energy will provide a gross savings of approximately \$4.3 to \$7.2 billion when compared to waste export by rail over the 50-year planning period and that waste-to-energy has a significant advantage on improving recycling rates and energy recovery when compared to export by rail. 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.

The Arcadis Team found that waste-to-energy will release less emissions than exporting by rail, showing negative carbon emissions for every ton of waste processed in a waste-to-energy facility. The model of greenhouse gas emissions for exporting waste by rail assumes that a landfill gas recovery system will capture 80 percent of methane generated by the landfill.

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 facility disposal.

Among the continued analysis that could influence the choice of a long-term disposal option is planning being undertaken by the Solid Waste Division to reduce the volume of waste that would otherwise be landfilled or incinerated. The Zero Waste of Resources Plan being developed by the Division seeks to divert a significant share of the estimated seventy percent of waste going to the landfill that could instead be put to beneficial reuse.

The Arcadis study estimates that it would take between eight and eleven years to implement waste-to-energy from permitting through construction, and it would take between two and six years to implement waste export by rail. 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 seven years in advance of transitioning to a new disposal method.

### **Next Steps**

The Comprehensive Solid Waste Management Plan requires the Office of Performance, Strategy and Budget to engage regional partners to develop a plan for long-term disposal. The King County Executive is required to provide a progress report on the development of this plan to the King County Council by December 31, 2021.

Additionally, the Solid Waste Division has invited regional city elected and staff to attend tours of solid waste facilities around the country in 2020. For more information, contact Josh Marx at [josh.marx@kingcounty.gov](mailto:josh.marx@kingcounty.gov).

For more information contact SCA Policy Analyst Cynthia Foley, [cynthia@soundcities.org](mailto:cynthia@soundcities.org) or (206) 495-3020.



March 11, 2020  
SCA PIC Meeting

**Item 14:**  
**Levies and Ballot Measures in King County**  
**UPDATE**

**SCA Staff Contact**

Brian Parry, Policy Director, [brian@soundcities.org](mailto: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.

Please send information on any upcoming measures affecting your city to SCA Policy Director Brian Parry at [brian@soundcities.org](mailto:brian@soundcities.org) or 206-499-4159.

**Future Ballot Measures – SCA Cities (none reported)**

**Future Ballot Measures – Other Jurisdictions and Special Purpose Districts**

Year	Month	Jurisdiction	Measure
2020	August	King County Library System	Operations levy of 50-cents per \$1,000 of assessed value, up from the current rate of 32-cents per \$1,000
2020	November	Harborview Medical Center	\$1.7 billion capital construction bond measure at a rate of 15 to 18-cents per \$1,000 of assessed value*

\*Requires 60% yes vote for approval with a minimum of turnout of no less than 40% of voters voting in the district at the last general election

**Potential Future Ballot Measures – SCA Cities**

Year	Month	Jurisdiction	Measure
2020	November	Kirkland	Fire and Emergency Services Levy

**Potential Future Ballot Measures – Other Jurisdictions and Special Purpose Districts**

Year	Month	Jurisdiction	Measure
2020	August	King County	Regional Transit Measure
2020/21*	See note	Seattle	Transportation Benefit District Renewal
2020		King County	Road Levy Lid Lift (unincorporated King County)
2021		King County	Best Starts for Kids Renewal

\*If King County pursues a countywide transit funding measure and it fails in August, it is anticipated the City of Seattle will propose a Seattle-only measure in February 2021. If King County does not pursue a countywide measure, it is anticipated a Seattle-only measure would be sought in August or November 2020.



**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](mailto:brian@soundcities.org) or 206-499-4159.

**Item 15:**  
**Potential Upcoming SCA Issues**  
***UPDATE***

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**SCA Staff Contact**

Brian Parry, Policy Director, [brian@soundcities.org](mailto: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. Potential issues were discussed by the PIC in December 2019 and by the SCA board on an ongoing basis.

- Transportation and mobility, including Metro transit service and funding
- Homelessness and governance of the region's response system
- Local infrastructure needs and tools for funding local needs
- Addressing the need for sustainable sources of funding for cities, and addressing budgetary challenges
- Strengthening civic discourse
- Diversity, equity, and inclusion, including planning for the 2020 Governing for Racial Equity Conference
- Apprenticeships and workforce development
- Addressing public safety concerns
- Behavioral Health
- Best Starts for Kids Levy renewal
- Education and training for newly elected officials
- The 2020 census, and work of the King County Regional Census Committee
- Solid waste and the future of recycling and disposal, including review of the new Waste to Energy study
- Affordable housing
- Managing growth and addressing its impacts, including implementation of VISION 2050
- Clean water plan and capital investments
- Environmental sustainability
- Economic development and expanding opportunity for prosperity

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](mailto:brian@soundcities.org) or 206-499-4159.