SCA Public Issues Committee

AGENDA

December 10, 2014 – 7:00 PM
Renton City Hall

1. **Welcome and Roll Cal**l – Mayor Bernie Talmas, Woodinville, Chair — 2 minutes

2. **Public Comment** – Mayor Bernie Talmas, Woodinville, Chair — 10 minutes

3. **Approval of minutes – November 12, 2014 meeting** — 2 minutes
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4. **Chair's Report** – Mayor Bernie Talmas, Woodinville, Chair — 5 minutes

5. **Executive Director's Report** – Deanna Dawson, SCA Executive Director — 10 minutes

6. **2015 SCA Committee and Board Recommendations**
   ACTION ITEM — 10 minutes
   Page 31
   Deanna Dawson, Executive Director
   (8 minute recommendation, 2 minute discussion and action)

7. **Election of 2015 PIC Chair and Vice Chair**
   ACTION ITEM — 15 minutes
   Page 38
   Deanna Dawson, Executive Director
   (5 minute recommendation, 10 minute discussion and action)

8. **School Siting Guidance Policy**
   POTENTIAL ACTION ITEM — 10 minutes
   Page 39
   Doreen Booth, Policy Analyst
   (2 minute update, 8 minute discussion and potential action)

9. **Sustainable Public Health Funding**
   POTENTIAL ACTION ITEM — 15 minutes
   Page 41
   Doreen Booth, Policy Analyst
   (3 minute update, 12 minute discussion and potential action)

10. Property Tax Cap

POTENTIAL ACTION ITEM — 20 minutes

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Lyset Cadena, Senior Policy Analyst

(3 minute update, 17 minute discussion and potential action)

11. Recreational Immunity

POTENTIAL ACTION ITEM — 5 minutes

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Deanna Dawson, Executive Director

(2 minute update, 3 minute discussion and potential action)

12. "TIGER CUBS" Grants

POTENTIAL ACTION ITEM — 10 minutes

Page 54

Lyset Cadena, Senior Policy Analyst

(2 minute update, 8 minute discussion and potential action)

13. Informational Items

a. **2015 State Legislative Agendas**

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b. **Safety of Newborn Children Task Force – Report and Recommendations**

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14. Upcoming Events

a) SCA South & South Valley Regional Caucus Meeting – Wednesday, December 17, 2014 – 6:30 PM – Kent Senior Center
b) SCA North & Snoqualmie Valley Region Caucus Meeting – Thursday, December 18, 2014 – 6:30 PM – Redmond Senior Center
c) SCA Public Issues Committee Meeting – Wednesday, January 14, 2015 – 7:00 PM – Renton City Hall
d) SCA Appointee Orientation – Wednesday, January 28, 2015 – 6:00 PM – SeaTac City Hall

15. For the Good of the Order

16. 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

To be the most influential advocate for cities, effectively collaborating to create regional solutions.

Values

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

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

SCA Public Issues Committee
DRAFT MINUTES
November 12, 2014 – 7:00 PM
Renton City Hall
1055 S Grady Way, Renton WA 98057

1. Welcome and Roll Call
PIC Chair Mayor Bernie Talmas, Woodinville, called the meeting to order at 7:04 PM. 24 cities had representation (Attachment A). Guests present included Bob Keller, Sammamish City Council; Benson Wong, Mercer Island City Council; Tamie Deady, Black Diamond City Council; Stacy Goodman, Issaquah City Council; Mary Jane Goss, Lake Forest Park Mayor; Kingston Wall, Snoqualmie City Council; Martin Moore, Federal Way City Council; Rob Odle, City of Redmond; Maria Wood, Public Health – Seattle and King County; Rachel Bianchi, City of Tukwila.

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

3. Approval of the October 8, 2014 Minutes
Mayor Dave Hill, Algona, moved, seconded by Councilmember Dini Duclos, Federal Way, to approve the October 8, 2014 meeting minutes.

There was no discussion. The motion passed unanimously.

4. Chair's Report
Chair Talmas reported that the SCA Leadership met with King County Executive Dow Constantine earlier in the day. Meeting topics included continued discussion on the new Regional Transit Task Force. Chair Talmas also reported that there was discussion regarding the County budget, including funding for public health clinics. Topics of discussion also included upcoming ballot measures.

5. Executive Director's Report
Deanna Dawson, SCA Executive Director, handed out a letter that was sent to the County Council regarding SCA budget priorities. Attachment B. Dawson reported that the Council and Executive have been responsive to SCA feedback. On Metro Transit, the County will not be making any additional cuts to service in the next biennium, and will be restoring some of the service cut in 2014 to SCA member cities through alternative service. Dawson reported that a great deal of work has gone on already with the two cities, Mercer Island and Snoqualmie, hit hardest by the 2014 cuts and other routes are being looked at as well. The Executive's proposed budget contained $6 million in the biennium to restore cuts through alternative service; it appears that the Council is likely to double that amount.

Dawson reported that the County has been working hard to ensure that public health clinics will not be closed. Dawson stated that it is all but certain that the Auburn clinic will now not be closed. Dawson credited the diligence of Auburn Mayor Nancy Backus and the Auburn Council, City of Auburn staff, as well as contributions from cities like Algona, Pacific, and Enumclaw. Dawson stated that similar efforts are underway to look at keeping the Northshore clinic open, and the Federal Way clinic is off the chopping block due to good work from Mayor Ferrell and the Federal Way Council.

Dawson reported that the County has been listening to SCA member concerns relating to fees for farmers markets. The Council has put forward a budget proviso that would require Executive Constantine to transmit an action plan for changes to the food program permit fee structure, including, but not limited to, temporary and farmers market permits, that result in lower permit costs and encourage vendor participation while maintaining food safety.

Dawson reported that the Council has unanimously approved Councilmember Dembowki's ordinance to create a full-time, ongoing and independent auditor of Metro Transit. Dawson stated that the new independent auditor will make recommendations for continued improvement and identification of potential savings and efficiencies. Dawson continued that the auditor will function within the independent King County Auditor's office and be required to file a report to the Council and the public by July 1 of every even-numbered year, which would summarize the results of the work done in the previous twenty-four months, and detail what actions the county took in response to any findings in transit audits and assessments completed in the previous three years.

In other transportation news, Dawson reported that SCA held a meeting to review cities' transportation priorities on October 31, 2014. The meeting was well attended, with representatives from 24 cities. Dawson stated that a full report of the meeting is forthcoming and gave a summary of the discussion:

- When we talk about a statewide transportation package, we often focus on state highway projects. And all our cities do have priorities that relate to state highways. But a statewide transportation package contains more elements than just that- and our cities' priorities go well beyond state highway projects;
- All cities are also struggling with local transportation needs. And these needs are not limited to roads. They include roads, but they also include transit, bike lanes, sidewalks, trails, and park & ride facilities;
- Many cities expressed support for funding not just city roads, but also county roads;
- We need funding that is stable and flexible (this is perhaps the most common sentiment expressed at the meeting);
- We need to protect (or better yet, enhance) grant programs that fund infrastructure, including the public works trust fund, TIB, etc.;
- Our transportation challenges are exacerbated by other fiscal challenges in our cities, including but not limited to the loss of state shared revenues and caps on local taxing authority;
- If the state isn't going to step up and do its job to pass a comprehensive transportation package, then it should give us the authority to raise revenue to solve our transportation challenges; and

- Transportation is critical to our local economy.

Dawson reported that the highway projects most commonly mentioned at the October 31 meeting were:

- Highway 18 (Including I-90 interchange)
- SR 167 (Including I-405/167 interchange)
- SR 169
- SR 202
- I-405
- SR 509
- SR 518
- Completion of 520
- SR 522

Dawson reported that the transportation leaders from the House and Senate spoke to the Washington Highway Users Federation group earlier in the day about the likelihood of a transportation package in the 2015 Legislative session. Legislative members were in agreement that a package could pass but would require work and compromise from both chambers. Members are open to reviewing and considering local options; there is some concern over Sound Transit 3 and how it will impact other transit agencies. Members at the meeting indicated that they are concerned about the Governor's climate change initiative but no one has seen a proposal and therefore could not offer more insight on how this might impact a transportation package. Dawson stated that Legislative members advised those present to reach out and speak to members of the Legislature that do not sit on the transportation committees and explain the need and why a transportation package is so important.

Dawson reported that Executive Constantine will be convening a new regional transit task force to take a look at service guidelines. Dawson passed around a letter from the Executive to King County Council Chair Phillips regarding the Regional Transit Task Force (Attachment C). Dawson reported that SCA will be working with the County on scope of the task force as well as members representing cities and the group will start meeting in January 2015, and will wrap up work by June 2015.

Dawson reported that the Executive has also proposed a new levy for 2015; the "Best Starts for Kids" levy (Attachment D). Dawson stated that SCA will be working closely with the County on what this might look like. Dawson noted that she serves on the Youth Action Plan Task Force, which will be tasked with helping to put the levy together. Dawson reported that the Executive is hosting a film screening next Thursday, to which everyone is invited (Attachment E).

Dawson reported that in discussions with the Executive, other levies may be coming up were reviewed, including the Radio Replacement Levy, which may be on either the April or August ballot in 2015. Dawson stated that it would be helpful to know the levies that your cities are contemplating and asked that the information be sent to sca@soundcities.org.

Dawson reported that on Monday, November 17th, the Solid Waste Division will hold a workshop at the Mercer Island Community Center from 10:00am-2:30pm on transfer station

system planning. Dawson continued that the Solid Waste Division is currently working with a subcommittee of Solid Waste Advisory Committee (SWAC) and Metropolitan Solid Waste Advisory Committee (MSWAC) members on strategies to manage transfer station transactions and capacity, and will include looking at the impacts on the system of closing the Renton and Houghton transfer stations and the impact of not building a northeast transfer station on the overall transfer station system. Dawson stated that the workshop will review the methodology and assumptions being used to conduct the analysis and attendees will have the ability to weigh in on that methodology and the assumptions being used. Dawson continued that the analysis, however, is on-going and the results of the analysis will not be presented in November. City staff requested, and the division staff agreed, to hold a second workshop in January to present the results of the analysis. Dawson noted that SCA staff will be present at the workshops.

Dawson reported that she and Mayor Larson continue to tour the SCA member cities to learn more about each individual city's needs and challenges. Dawson reported that one item that has been repetitive is how many cities have noted that they are struggling with issues of mental health, drug dependency, and homelessness. Many cities have said this was their biggest challenge, and yet it isn't something we hear about here at PIC regularly. Dawson reported that SCA is looking at a pre-PIC workshop for January on the 10-year plan to end homelessness.

Dawson reported that the SCA Annual Meeting will be held on December 3, 2014, and will be both a networking meeting with entertainment from John Keister of "Almost Live" fame, as well as the annual business meeting where the annual budget will be approved. Dawson encouraged members to provide SCA of each city's voting delegate at that meeting. Dawson reported that contained within the budget is a proposal from the Board to return to 2009 dues levels, which would enable SCA to bring on a new policy analyst to help keep up with our growing work load, and to provide additional service to cities.

Dawson reported that SCA will also be holding its annual caucus meetings next month. On December 17 the South and South Valley Caucuses will meet and on December 18 the north and Snoqualmie Valley Caucuses will meet. This is where members give input on priorities as well as elect board members for next year. Dawson noted that there is one vacancy in the North. Dawson continued that there will be a few other board seats up, one in the North and two in the South, where returning board members are running for reelection. Dawson noted that these meetings are open to all, and encouraged members to attend.

Dawson reported that there will be another opportunity for members to share their views through an upcoming membership survey. In 2012, SCA had its intern conduct interviews with member cities. This year's survey will be an online survey. Dawson invited members to share your feedback with her and members of the SCA team at any time throughout the year.

Dawson reminded members that the deadline to submit applications for committee appointments is Thursday, November 20, 2014.

Dawson reported on some sad news that Renton Councilmember Terri Briere passed away earlier in the week. Briere was an active member of SCA and will be missed by Renton and the SCA community.

Councilmember Loudenback, North Bend, asked for clarification on the radio replacement levy and if that includes a levy for Public Service Answering Points (PSAP) consolidation. Dawson responded that there is no levy for PSAP, just the radio replacement which will be included in either April or August 2015. Loudenback asked whether costs had been determined on the radio replacement project, and Dawson noted that work on determining costs was ongoing.

Chair Talmas added that in the meeting with Executive Constantine earlier in the day, it was brought up that SCA member cities in south King County would like to be included on the Sound Transit (ST) Board. Dawson noted that cities in the South end were interested in representation, and the North end was also concerned regarding lack of representation on the Board.

6. Appointments to Area Agency on Aging for Seattle and King County Advisory Council and Puget Sound Clean Air Agency Advisory Council

Redmond Council President Hank Margeson, PIC Nominating Committee Chair, reported that the committee met on November 3, 2014 to review nominations for the open seats on the Area Agency on Aging for Seattle and King County Advisory Council and Puget Sound Clean Air Agency Advisory Council.

Council President Hank Margeson, Redmond, moved, seconded by Councilmember Ed Prince, Renton, to appoint Mayor David Baker, Kenmore, to the Area Agency on Aging for Seattle and King County Advisory Council for an appointment ending 12/31/2015.

There was no discussion. The motion passed unanimously.

Council President Hank Margeson, Redmond, moved, seconded by Councilmember Ed Prince, Renton, to appoint Deputy Mayor Dan Grausz, Mercer Island to the Puget Sound Clean Air Agency Advisory Council for an appointment ending 6/30/2016.
There was no discussion. The motion passed unanimously.

Chair Margeson reminded members that the deadline for the call for nominations for 2015 appointments to regional boards and committees is next week and encouraged members to talk with their councils about the opportunities. Chair Margeson also encouraged members to attend meetings of committees that they may be interested in to see what the committee is about.

Chair Talmas thanked the PIC Nominating Committee for their work on these appointments.

7. Military Bases and Regional Centers

Doreen Booth, SCA Policy Analyst, provided an overview of the proposal before the PSRC Growth Management Policy Board (GMPB) to designate military bases as regional centers. Booth noted that the proposal was one which the SCA GMPB Caucus felt needed more

thorough and deliberative review than it had been given. The GMPB caucus felt a more appropriate time to consider the proposal was in the 2018 update of Vision 2040.

Council President Hank Margeson, Redmond, GMPB Caucus Chair, noted there had been limited stakeholder outreach and that there were other questions to consider, including determining if a regional centers designation had impacts on federal funding on military bases.

Council President Hank Margeson, Redmond, moved, seconded by Councilmember Tom Odell, Sammamish, to recommend to the SCA Board of Directors the following potential policy position:

SCA supports deferring the consideration of designating military facilities as regional centers to the Vision 2040 update in 2018. This would allow the region the opportunity to consider the questions around designating military facilities within a larger planning context. SCA recognizes that military facilities are regional economic drivers and that the facilities have impacts on the communities adjacent to them, however, more work needs to be done prior to considering such regional center designations, including greater public outreach efforts and the implementation of PSRC's Regional Centers Report.

There was no discussion. The motion passed unanimously.

8. Arlington/Marysville Manufacturing Industrial Centers

Doreen Booth, SCA Policy Analyst, provided an overview of the request by Arlington and Marysville for Puget Sound Regional Council (PSRC) consideration of a manufacturing industrial center (MIC) designation. Booth noted that the request had three parts; (1) that PSRC accept the application when it is submitted; (2) that PSRC quickly engage in a policy discussion to create a multiple tier centers framework; and (3) that the cities be included in the regional discussion. Booth handed out a revised position developed earlier in the day by Council President Hank Margeson, Redmond; Mayor Bernie Talmas, Woodinville; and SCA staff, for PIC consideration.

Council President Margeson noted that the earlier position from the GMPB caucus was not in support of an expedited process, namely due to PSRC staff statements related to their lack of ability to expedite the work. PSRC staff has now expressed willingness to consider a potential shift in work load to accommodate an expedited process for tier designation consideration. Council President Margeson noted that other communities in other states use a tiered system and tiers could encourage cities to develop manufacturing industrial centers.

Council President Hank Margeson, Redmond, moved, seconded by Deputy Mayor Catherine Stanford, Lake Forest Park, to recommend to the SCA Board of Directors the following potential policy position:

SCA supports maintaining the Puget Sound Regional Council's (PSRC) current Manufacturing Industrial Center designation policy, including the existing employment threshold of 10,000 jobs. SCA also supports PSRC expediting the scheduled implementation of PSRC's Regional Centers Report to determine whether updates to existing policies should be made.

Mayor Dave Hill, Algona, spoke in support of Council President Margeson's motion supporting potential tiering of centers. Mayor Hill noted that such language could be especially beneficial to cities in the other three counties; King County cities can often meet minimum standards but cities in other counties cannot.

Councilmember Nancy Tosta, Burien, asked if the word "scheduled" was needed in the second sentence.

Councilmember Nancy Tosta, Burien, moved, seconded by Council President Hank Margeson, Redmond, to remove the word "scheduled" from the policy.

The amendment passed unanimously.

Discussion on the main motion as amended continued.

Councilmember Tom Odell, Sammamish, asked if we were moving away from a tiered approach. It was clarified that currently there was no tiered approach and that a manufacturing industrial center needed a minimum of 10,000 existing jobs but that we are asking PSRC to look at a tiered system sooner than scheduled.

Councilmember Bill Boyce, Kent, asked how this related to the Sumner-Pacific MIC and if there could be too many MICs. Council President Margeson noted that both Sumner-Pacific and the Nalley Valley MICs are working to get to the 10,000 jobs. If a tiered system was in place, they might qualify for a tier designation sooner. Council President Margeson and Doreen Booth explained how the federal funding for centers is split; half of the money goes to the county for their priorities and half goes into a pot for regional priorities. Only a specified number of projects from each county can be submitted for regional funding consideration. If there were more MICs, more would qualify but the same number of applications could be submitted, In response to a question, Booth noted that the PSRC Executive Board sets the number of projects each county can submit. Councilmember Odell noted that the Executive Board could potentially change the number of projects per county.

Mayor Hill reiterated his support of the policy and looking into the tier designations.

The amended motion read: *SCA supports maintaining the Puget Sound Regional Council's (PSRC) current Manufacturing Industrial Center designation policy, including the existing employment threshold of 10,000 jobs. SCA also supports PSRC expediting the scheduled implementation of PSRC's Regional Centers Report to determine whether updates to existing policies should be made.*

The motion as amended passed unanimously.

9. Youth and Community Athletic Facilities

Lyset Cadena, SCA Senior Policy Analyst, provided an overview of the request by the Washington Recreation and Park Association to support re-establishing competitive grant

funding for “Youth Athletic Facilities” administered by the Recreation and Conservation Office (RCO). Cadena noted that the Youth Athletic Facilities program provides funding to acquire, develop, and improve community athletic fields. The program was created by Washington voters as part of Referendum 48 and an initial $10 million contribution from the Seattle Seahawks. Cadena stated that once the initial $10 million donation was expended, the RCO received subsequent appropriations in the 2006 and 2013 Capital Budget’s. During the RCO budget process, the RCO asked communities to submit letters of interest for youth athletic facilities and received interest from 193 agencies and organizations asking for nearly $40 million. Cadena mentioned that the RCO is requesting a capital budget appropriation of $12 million to fund the Youth Athletic Facilities program and there was no scientific method as to how the number was reached. The RCO decided that $12 million was more palatable than $40 million especially when the RCO request competes with other Capital Budget requests.

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

SCA supports re-establishing competitive grant funding for the “Youth Athletic Facilities” program administered by the Recreation and Conservation Office (RCO).

Discussion on the motion ensued.

Councilmember Kate Kruller, Tukwila, mentioned that the City of Tukwila submitted a letter of support for the program.

Mayor Matt Larsen, Snoqualmie, stated that $12 million was not enough to address the need and offered an amendment to add “and increasing” to the policy statement. The motion was seconded by Mayor Dave Hill, Algona.

Discussion on the amendment ensued.

Councilmember Tom Odell, Sammamish, asked whether the policy should include a dollar amount as a minimum.

Chair Talmas asked whether there was support for the broader policy statement.

Mayor Larson reiterated the need to strengthen the policy.

Councilmember Odell supports adding a minimum dollar amount and recommended increasing the dollar amount above $12 million.

Councilmember Nancy Tosta, Burien, agreed with Councilmember Odell to add a minimum dollar amount.

Deputy Mayor Catherine Stanford, Lake Forest Park, mentioned she was unsure if $12 million was the original amount.

Cadena mentioned that after the initial $10 million, the RCO received $2.5 million in 2006 and $3.6 million in 2013 and the money was earmarked for specific projects.

Deanna Dawson, SCA executive Director, noted that the RCO was initially planning on asking for $3.6 million but received so many letters of interest that they decided to ask for $12 million.

Chair Talmas asked whether there was support for the broad policy and stated that the policy position does not need to state a specific number.

Deputy Mayor Stanford stated there is strong support for the program and would like to ensure the program continues.

Dawson mentioned that the letter of support could include broad support for the program as well as ask for increased funding. Many other letters have supported the $12 million request.

Mayor Dave Hill, Algona, stated that $12 million is not enough to deal with the statewide need.

The amended motion reads: *SCA supports re-establishing and increasing competitive grant funding for the "Youth Athletic Facilities" program administered by the Recreation and Conservation Office (RCO).*

The amendment to the motion passed 21-3-0. The cities of Algona, Auburn, Black Diamond, Bothell, Carnation, Clyde Hill, Covington, Duvall, Federal Way, Issaquah, Kent, Kirkland, Lake Forest Park, Mercer Island, North Bend, Redmond, Renton, Sammamish, Shoreline, Snoqualmie and Woodinville voted yes. The cities of Beaux Arts Village, Burien and Tukwila voted no.

Discussion on the main motion as amended continued.

Council President Hank Margeson, Redmond, supports the Washington Recreation and Park Association asking the Governor to include $12 million in the budget for this program. He noted that he will ask the City of Redmond's lobbyist to support this in Olympia. Council President Margeson mentioned that the youth athletic facilities program provides grants that are matched by local dollars and $12 million will result in $24 million being spent in communities.

Motion as amended passed unanimously.

10. School Siting

Doreen Booth, SCA Policy Analyst, introduced Rob Odle, Redmond Planning Director and a primary author of the proposed position. Booth reviewed the proposed position, providing a brief history of the school siting policy and the School Siting Task Force. Booth reviewed the changes in the proposed policy compared to the version the PIC had seen in the summer. Rob Odle added that the IJT had heard clearly from planning directors that the relationship between school districts and cities has often been tenuous. This policy provides an opportunity for cities to consider school district needs and work with their school districts as cities put comprehensive plans together.

Mayor Bernie Talmas, Woodinville, asked about siting schools outside the UGA. Odle noted that issue had already been addressed; except in special circumstances noted in the School Siting Task Force Final Report, schools cannot be built in the rural area.

Mayor Matt Larson, Snoqualmie, moved, seconded by Councilmember Tom Odell, Sammamish, to bring the following policy position back to the next PIC meeting for action:

The Sound Cities Association supports the proposed Countywide Planning Policy PF-19A as follows:

Plan, through a cooperative process between jurisdictions and school districts, that public school facilities are available to meet the needs of existing and projected residential development consistent with adopted comprehensive plan policies and growth forecasts.

Cooperatively work with each school district located within the jurisdiction's boundaries to evaluate the school district's ability to site school facilities necessary to meet the school district's identified student capacity needs. Use school district capacity and enrollment data and the growth forecasts and development data of each jurisdiction located within the school district's service boundaries. By January 2016 and every two years thereafter, determine if there is development capacity and the supporting infrastructure to site the needed school facilities. If not, cooperatively prepare a strategy to address the capacity shortfall. Potential strategies may include:

- *Shared public facilities such as play fields, parking areas and access drives;*
- *School acquisition or lease of appropriate public lands;*
- *Regulatory changes such as allowing schools to locate in additional zones or revised development standards; and*
- *School design standards that reduce land requirements (such as multi-story structures or reduced footprint) while still meeting programmatic needs.*

In 2017, and every two years thereafter, King County shall report to the GMPC on whether the goals of this policy are being met. The GMPC shall identify corrective actions as necessary to implement this policy.

Mayor Larson asked if the policy would support an adjustment to a UGA. Odle replied that generally, it would not. Countywide planning policies 18 and 19 state that schools generally should be in the UGA and not in the rural area.

Deputy Mayor Dan Grausz, Mercer Island, expressed concerns with the workload associated with creating a new planning process and the required two year cycle, especially given longer planning cycles used by school districts. Rob Odle noted that the process could be a phone call between the planning director and the school superintendent discussing capacity needs. Only if there is a capacity issue would a planning process need to go forward.

Councilmember Marla Mhoon, Covington, asked about the origin of the item. Deanna Dawson noted that work on this topic had originated with the School Siting Task Force. The specific policy will be coming before the GMPC, which is why direction is needed from PIC at this time.

Mayor Dave Hill, Algona, asked for clarification of how a city with multiple school districts is impacted and how the unincorporated area is going to be addressed. Odle noted that King County has the same role as cities do in this process for unincorporated areas. Odle also noted that Lake Washington School District is in 4 cities and discussed how the cities will likely work together to have conversations with the district about their needs.

Councilmember Janie Edelman, Black Diamond, mentioned that Black Diamond is served by 4 school districts with many students coming from the rural area and noted that the rural area voters don't support schools.

Councilmember Tola Marts, Issaquah, noted that the city has a good relationship with the Issaquah School District and the city knows that the district brings people to the city.

Councilmember Bill Peloza, Auburn, noted Auburn and the Auburn School District had an excellent working relationship and shared facilities.

Councilmember Bill Boyce, Kent, noted he has served on the Kent School Board for 17 years and the school district has a good relationship with its cities. Councilmember Boyce noted there are benefits to having a good relationship.

The motion passed 23-1-0. The cities of Algona, Auburn, Beaux Arts Village, Black Diamond, Bothell, Burien, Carnation, Clyde Hill, Covington, Duvall, Federal Way, Issaquah, Kent, Kirkland, Lake Forest Park, Mercer Island, Redmond, Renton, Sammamish, Shoreline, Snoqualmie, Tukwila and Woodinville voted yes. The city of North Bend voted no.

11. Sustainable Public Health Funding

Doreen Booth, SCA Policy Analyst, reviewed the staff report and noted current efforts underway at the state level to fund public health. Those efforts include e-cigarette / vaping legislation and a request in the Governor's budget to fund the gap in communicable disease funding across the state.

Deanna Dawson, SCA Executive Director, mentioned that the policy position is to support increased support from the state for funding public health. There is a need for long term, sustainable funding. This year cities are contributing to keep health clinics open and it has helped to keep the doors open in the short term, but a dedicated funding source is needed.

Deputy Mayor Catherine Stanford, Lake Forest Park, moved, seconded by Councilmember Amy Ockerlander, Duvall, to bring back to the next meeting of the PIC, the following potential policy position:

The Sound Cities Association (SCA) recognizes that public health services are needed to ensure the health and safety of all of our residents. SCA supports increased statewide funding for public

health through additional revenue streams dedicated to public health. These sources may include but are not limited to taxes on e-cigarettes / vaping devices with funding dedicated to public health.

Discussion on the motion ensued.

Deputy Mayor Catherine Stanford, Lake Forest Park, agreed with Dawson's statements. She was supportive of the position, but would need to take back to her Council.

Councilmember Dini Duclos, Federal Way, expressed her appreciation for bringing the issue to light and applauded public health staff on foregoing cost of living increases, which helped to keep the Federal Way clinic open. She stated that public health funding cannot continue to be funded on the back of cities.

Councilmember Dan Grausz, Mercer Island, noted that he would be abstaining from a vote because he needed direction from the city council. Councilmember Grausz mentioned that he believes e-cigarettes pose a lesser health risk than regular cigarettes and questioned whether we were creating a greater public health concern. He stated that when he used to work on cruise ships, e-cigarettes were handed out to heavy smokers and the health benefits of shifting to e-cigarettes were noticeable.

Mayor Amy Walen, Kirkland, agreed that public health is very important but would be abstaining from a vote because the policy needed to be discussed by the council.

Chair Talmas reminded PIC members that they were being asked to take a vote on bringing the policy position back to the next PIC meeting. He mentioned that members should be prepared to discuss the policy position in more detail at the next meeting.

Mayor Dave Hill, Algona, stated that the policy position needs to include "stable, dependable funding". Mayor Hill wants assurances that funding for public health will be around for years to come.

Staff will look at possible amendments to the position to ensure that the concept of long term stability is adequately conveyed.

Councilmember Tola Marts, Issaquah, stated he would be voting in favor to bring the policy back for consideration but in general he is against sin taxes. He mentioned that second hand smoke adversely affects the cardiovascular system. Councilmember Marts questioned whether the tax would exist in perpetuity or whether it would go away as technology changes.

Dawson noted that it was likely that e-cigarettes/vaping devices are going to be taxed and members need to take part in the discussions on where that money is going to be allocated.

Councilmember Tom Odell, Sammamish, concurred with Deanna Dawson. He stated he would be talking to his son who is a cardiovascular surgeon about e-cigarettes and impacts on smoking

rates, and the Sammamish City Council. Councilmember Odell personally supports the policy position but would be abstaining from a vote.

Council President Hank Margeson, Redmond, supports the policy position. He noted that many of the taxes in Washington were subject to many fluctuations, and noted that Washington's lack of an income tax causes revenue instability.

Councilmember Kate Kruller, Tukwila, supports bringing the policy position back to the next meeting and looks forward to having a discussion with the Tukwila city council.

Councilmember Duclos noted that the policy language states "may include but not limited to" taxes on e-cigarettes. The important point is to have a policy in support of state public health funding.

Councilmember Marlla Mhoon echoed Margeson's statement, and noted that Washington has a very regressive taxation system.

The motion passed 19-0-5. The cities of Algona, Auburn, Black Diamond, Bothell, Burien, Carnation, Clyde Hill, Covington, Duvall, Federal Way, Issaquah, Kent, Lake Forest Park, Redmond, Renton, Shoreline, Snoqualmie, Tukwila and Woodinville voted yes. The cities of Beaux Arts Village, Kirkland, Mercer Island, North Bend, and Sammamish abstained.

12. Property Tax Cap

Deanna Dawson, SCA Executive Director, gave a brief overview of the 1% property tax cap. Dawson noted that AWC will include lifting the 1% property tax on their legislative agenda. King County has not adopted their legislative agenda, but there appears to be strong support for lifting the property tax cap from both the Executive and Council. Some cities have not taken the 1% increase and support for this position would not require cities to raise property taxes. Rather, it would give an option to those cities that need additional revenue.

Mayor Matt Larson, Snoqualmie, moved, seconded by Councilmember Chris Roberts, Shoreline, to bring back to the next meeting of the PIC, the following potential policy position:

While cities understand and appreciate property owners' concerns about rising costs and increased property taxes, in some jurisdictions the current 1% property tax cap has created an ever widening structural gap between revenues, and the costs of providing needed services to residents and making prudent investments in infrastructure. SCA therefore supports legislation to lift the 1% property tax revenue limit.

Discussion on the motion ensued.

Councilmember Tola Marts, Issaquah, mentioned that due to growth and commercial development, Issaquah did not have to take the 1% property tax. In the last couple of years, Issaquah has had to take the 1% property tax and increase B&O taxes by 50% to deal with structural problems. Councilmember Marts noted that other state's taxes are around 10-12%

and a 1% property tax cap binds municipalities. He noted that he will take this position back to the council.

Councilmember Tom Stowe, Beaux Arts, noted that the policy is too broad and should be limited to cities.

Dawson and Talmas highlighted options listed in the staff report about language for consideration. Dawson stated that cities may want to talk to their council's about the various options as they discuss this matter.

Councilmember Ed Prince, Renton, mentioned that Renton had to institute a B&O tax for the first time due to the property tax cap. He noted that the policy will be discussed with the Renton City Council.

Councilmember Chris Roberts, Shoreline, mentioned that the City of Shoreline adopted the broad policy language in their legislative agenda. He noted that in recent conversations with legislative members, Representative Ryu mentioned that the state is looking at making the state portion of the property tax retroactive as a way to support the school levy swap; all of this is tied to McCleary. Councilmember Roberts felt that cities need to be pushing for this at the local level in order to address structural gaps.

Mayor Amy Walen, Kirkland, mentioned that Kirkland's legislative agenda includes support for lifting the property tax cap and replacing it with population growth and inflation. She noted that in meeting with Representative Ross Hunter, he advised her not to tie the property tax cap to population and inflation and instead generally support lifting the property tax cap.

Council President Hank Margeson, Redmond, stated that the City of Redmond has adopted the broad policy and are exploring ways to increase revenue. He noted that the city will lobby to lift the property tax cap if bills are introduced by the legislature.

Deputy Mayor Catherine Stanford, Lake Forest Park, supports moving the policy forward and looks forward to having a conversation with her city council. She mentioned that Lake Forest Park primarily relies on the property tax for revenue since they do not have many businesses to impose a B&O tax.

Councilmember Tom Odell, Sammamish, stated that Sammamish is entirely dependent on the property tax. The city has not had to take the 1% property tax cap in 5 years, but discussion are taking place on when the city might have to take the 1% cap. He noted that many cities need the flexibility to address their needs and will encourage the Sammamish Council to support the policy. Councilmember Odell personally supports the elimination of the 1% cap.

Mayor Matt Larson, Snoqualmie, stated that Snoqualmie has taken the 1% property tax cap and is unsure how other cities are conducting business without taking the property tax. Mayor Larson felt cities cannot keep doing business when contracts are continually driving up the cost of business.

Mayor Bernie Talmas, Woodinville, noted that he would be abstaining from the vote. Woodinville has not taken the 1% in 8 years but staff is recommending taking the 1%. He mentioned that the position will be discussed with the city council.

Councilmember Dini Duclos, Federal Way, noted that Federal Way has taken the 1% every year and will discuss the policy with the city council.

Mayor Dave Hill, Algona, stated that the property tax cap options should be broad. He mentioned that Algona has not taken the 1%, but will need too in the future in order to keep up with needs. Mayor Hill supports tying the property tax cap to inflation but will support anything that is passed. He supported SCA adopting a broad position at this time, as it was unclear how things may progress throughout the legislative session.

Councilmember Marlla Mhoon, Convington, noted that they do not have a street overlay program and police officers are on duty one at a time due to budget challenges.

Councilmember Amy Ockerlander, Duvall, supports moving the policy forward and will talk to the city council. She noted that Duvall has had to raise property taxes, utility taxes, and cable taxes and are using money from REET to finance operations. Duvall is unable to keep up with costs especially when union contracts include a 5% step increase plus COLA.

The motion passed 21-3-0. The cities of Algona, Auburn, Black Diamond, Bothell, Burien, Carnation, Clyde Hill, Covington, Duvall, Federal Way, Issaquah, Kent, Kirkland, Lake Forest Park, Mercer Island, North Bend, Redmond, Renton, Shoreline, Snoqualmie, Tukwila voted yes. The cities of Beaux Arts Village, Sammamish and Woodinville abstained.

13. Recreational Immunity

Deanna Dawson, SCA Executive Director, provided an overview of a Washington State Supreme Court opinion that has liability implications for cities across King County and the State. In 2006, a bicyclist was injured in an accident on the I-90 trail. She sued the construction company who had installed the fencing she collided with, and the City of Mercer Island. The trail court granted summary judgment to the City. The Court of Appeals reversed, holding that material issues of fact precluded summary judgment. Evidence in the record suggested that WSDOT had viewed the trail as a “transportation facility.” Because the “public purpose” of the trail was disputed, the Court held that summary judgment was granted improperly. The City appealed. Dawson mentioned that the Washington State Association of Municipal Attorneys (WSAMA) filed an amicus brief, arguing that making immunity a '"question of fact' is tantamount to no immunity at all." Br. of Amicus Curiae, WSAMA at 5. The Supreme Court granted review and affirmed the Court of Appeals, holding that recreational use immunity could not be determined as a matter of law because there were disputed issues of fact as to whether the trail served a recreational purpose as opposed to a transportation purpose. Representative Senn has proposed legislation that would clarify that potential dual purposes of land would not reduce the scope of immunity.

Councilmember Dan Grausz, Mercer Island, mentioned that Senator Litzow will sponsor a companion bill in the Senate.

Dawson mentioned that the prosecuting attorneys association may join in support for the legislation.

Mayor Amy Walen, Kirkland, moved, seconded by Councilmember Dan Grausz, Mercer Island, to bring back to the next meeting of the PIC, the following potential policy position:

SCA supports legislation to clarify the scope of recreational immunity in Washington State, and clarify that potential dual purposes of land does not reduce the scope of immunity provided by RCW 4.24.210

The Washington State Supreme Court has created a disincentive for recreational facility investments in its recent interpretation of RCW 4.24.210, the state's recreational immunity statute. The Court's interpretation of the nature and role of bicycling and bicycle paths, as applied to RCW 4.24.210, creates the type of potential liability for local government, policymakers, and private landowners that discourages any investments in bicycling or other recreational trails and facilities and encourages decisions to revoke existing access privileges. This outcome is counter to the recreational, economic, and health policies and objectives of the state that underlie RCW 4.24.210.

There was no further discussion. The motion passed unanimously.

14. "TIGER CUBS" Grants

Lyset Cadena, SCA Senior Policy Analyst, provided an overview of Congressman Larsen's "TIGER CUBS" legislation. The Transportation Investment Generating Economic Recovery, or TIGER Discretionary grant program, provides an opportunity for the USDOT to invest in road, rail, transit and port projects. It was created as a supplementary grant program under the American Recovery and Reinvestment Act of 2009. Since 2009, Congress has dedicated more than $4.1 billion for six rounds to fund projects. About a quarter of TIGER funding has been set aside for rural communities, with the bulk of the remainder going to large cities and statewide projects.

Cadena noted that many smaller jurisdictions do not have the resources to compete for TIGER grants with cities such as New York and San Francisco even though they face many of the same transportation challenges. To deal with this issue, Congressman Larsen introduced legislation, Transportation Improvement Generating Economic Recovery for Cities Underfunded Because of Size Act of 2013. The legislation makes supplemental appropriations of $500 million for TIGER competitive grant program and earmarks $100 million of the $500 million for projects in cities with population between 10,000 and 50,000. Cadena mentioned that several cities have submitted letters of support and they are included in the PIC packet.

Deanna Dawson, SCA Executive Director, noted that the proposed policy position would support the legislation, with the amendment that the population threshold be modified to include "cities under 60,000" and that the funding be in addition to (not taking funds away from) the existing TIGER grant program.

Councilmember Nancy Tosta, Burien, moved, seconded by Councilmember Tom Odell, Sammamish, to bring back to the next meeting of the PIC, the following potential policy position:

SCA supports reauthorization of the TIGER grant program and Congressman Rick Larsen's "TIGER CUBS" legislation that would allow cities between 10,000 and 50,000 population to apply for federal competitive transportation grants with the following amendments:

- *The population threshold should be modified to include cities under 60,000; and*
- *Funding for "TIGER CUBS" be in addition to "TIGER" grants funding.*

Discussion on the motion ensued.

Councilmember Amy Ockerlander, Duvall, supports Congressman Larsen's legislation but is concerned with the 10,000 population threshold. She noted that Duvall's population is around 7,000 and they would not be able to apply for funding. The city is unable to compete with less state dollars even though more money is needed to deal with their transportation issues.

Dawson mentioned she was unsure why the minimum population threshold in the legislation was set at 10,000. Cadena noted that when she spoke to Congressman Larsen's staff they mentioned there was no scientific method but reviewed applications that were not awarded and found that those projects fit into the population thresholds in the legislation.

Mayor Dave Hill, Algona, stated he was concerned with the population threshold and advocated for a lower minimum population threshold.

Councilmember Ockerlander made a motion to amend the policy to include "cities up to 60,000". The motion was seconded by Mayor Dave Hill, Algona.

Discussion on the amendment ensued.

Mayor Jim Berger, Carnation, supports the amended language and would not have been able to support the initial policy language.

Councilmember Tom Odell, Sammamish, stated he was sympathetic to Dunvall's concerns but a floor was needed. If a floor was not instituted, all jurisdictions would apply and it would create tons of paperwork. He mentioned that a population threshold of 5,000 might be the right number.

Dawson noted that the current policy position states cities "under 60,000." The policy as drafted does not necessarily have a population minimum. The language may need to be clarified. The motion would be to clarify the language further

Councilmember Tom Stowe, Beaux Arts, stated that the paperwork alone would keep Beaux Arts from applying for TIGER grants and would not be competing for "TIGER CUBS" funding.

Dawson clarified for members that the proposed policy would include cities under 60,000 in population and funding for TIGER CUBS to be in addition to TIGER grants. Based on the motion on the floor, staff will amend the proposed language to further clarify the intention.

The amendment to the motion passed 21-3-0. The cities of Algona, Auburn, Black Diamond, Bothell, Burien, Carnation, Clyde Hill, Covington, Duvall, Federal Way, Kent, Kirkland, Lake Forest Park, Mercer Island, North Bend, Redmond, Renton, Sammamish, Shoreline, Snoqualmie and Woodinville voted yes. The cities of Beaux Arts Village, Issaquah and Tukwila voted no.

There was no further discussion.

The motion as amended passed unanimously.

15. Upcoming Events

The next SCA Annual Meeting and Networking Dinner will be held on Wednesday, December 3, 2014 at 5:30 PM at the Renton Pavilion Event Center. (The original agenda contained a typo on the date.)

The next Public Issues Committee Meeting will be held on Wednesday, December 10, 2014 at 7:00 PM at Renton City Hall.

The South and South Valley Caucus Meeting will be held on Wednesday, December 17, 2014 at 6:30 PM at the Kent Senior Center.

The North and Snoqualmie Valley Caucus Meeting will be held on Wednesday, December 18, 2014 at 6:30 PM at the Redmond Senior Center.

16. For the Good of the Order

Chair Talmas asked if any member had comments for the good of the order. Seeing none, Chair Talmas closed this portion of the meeting.

17. Adjourn

The meeting was adjourned at 9:00 PM.

2014 Roll Call – Public Issues Committee Meeting
November 12, 2014

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

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

SOUND CITIES ASSOCIATION

36 Cities. A Million People. One Voice.

President
John Marchione
Mayor
City of Redmond

Vice President
Matt Larson
Mayor
City of Snoqualmie

Treasurer
Don Gerend
Councilmember
City of Sammamish

Member-at-Large
Dave Hill
Mayor
City of Algona

Past President
Denis Law
Mayor
City of Renton

Members
Bill Allison
Mayor
City of Maple Valley

Nancy Backus
Mayor
City of Auburn

David Baker
Mayor
City of Kenmore

Chris Eggen
Deputy Mayor
City of Shoreline

Jim Haggerton
Mayor
City of Tukwila

Dennis Higgins
Councilmember
City of Kent

Bob Harrison
City Administrator
City of Issaquah

Bernie Talmas
Mayor
City of Woodinville

Executive Director
Deanna Dawson

October 28, 2014

The Honorable Larry Phillips
Chair, King County Council
516 Third Ave, Rm. 1200
Seattle, WA 98104

Dear Chair Phillips and Members of the County Council:

On behalf of the Board and the 36 member cities of the Sound Cities Association (SCA), I am writing to share our cities' priorities as the Council prepares to adopt the 2015/2016 biennial budget. We applaud the Council for your openness and transparency in the budget process, and appreciate the opportunity to provide comment. As our members have reviewed the Executive's proposed budget and discussed areas of potential impact on cities, three priorities have emerged for our cities: transportation, public health, and public safety.

We are very pleased to see that the Council is taking another look at the budget for Metro Transit, and has signaled that it will not be making the cuts to service proposed for 2015. Our cities commend the Council for your ongoing efforts to find efficiencies and cost savings to avoid cuts to transit. As you are well aware, King County is one of the fastest growing counties in the nation and residents throughout the County rely on transit to get to their jobs, school, and medical appointments. Transit service is important to the quality of life for our residents, and our local economy. We are supportive of the Council taking a hard look at its existing reserve policies, and the revisions to policy proposed by Metro on the revenue stabilization reserve. Having appropriate levels of reserves is fiscally responsible. But we encourage the Council to not build overly conservative reserves at the expense of existing, needed service.

To that end, we would also urge the Council to take a look at the cuts to Metro service made in 2014. Our cities have already begun discussions with Metro and the Executive's office to find alternative services that could provide cost effective ways to restore service on routes that may not be viewed as productive on existing measures (including the route in Burien serving Highline Medical Center, and routes in Auburn serving the Muckleshoot Reservation and Orion Industries), and those cities hit hardest by the cuts (including Mercer Island, whose routes were cut by 75%, and Snoqualmie, whose routes were cut by 66%). We are very encouraged by these conversations and believe that we may be on the road to finding solutions that could restore needed service, and provide a model for future right-sizing of the system. The budget proposed by the Executive contains a placeholder of $6 million for the biennium for alternative transit service. We would encourage the Council to look at that as a starting point, and to provide sufficient funding to restore service to those communities and routes hit hardest by the 2014 cuts.

We are also pleased that the County is looking for ways to avoid the proposed closure of health clinics in the County. We know that the budget for the Health Department is at a crisis point, and our cities are committed to working with the County to find sustainable funding for public health. In the meantime, we encourage the Council to do all that it can to avoid closing clinics. This is especially critical for the Auburn clinic. Closure of this clinic would appear to conflict with other initiatives at the County such as the Health and Human Services Transformation Plan and Communities of Opportunity, where the County is focusing resources in areas with inequities in income, race, and health, and where services are most needed. The County has articulated the need to focus in on prevention in order to address these inequities and to create healthy communities. Closing health clinics would be a step in the wrong direction. Ensuring that these clinics remain open as we work together toward long-term solutions on funding for public health is a top priority not just for Auburn and neighboring communities, but for all our cities.

Sound Cities Association
6300 Southcenter Boulevard
Suite 206
Tukwila, WA 98188
(206) 433-7168
SCA@SoundCities.org
www.SoundCities.org

Our cities were also very concerned about the proposal to raise the costs of inspections for farmers markets and vendors at community festivals. This proposal would be a hardship to small vendors, and would stifle efforts to support local farms and create healthier communities through providing fresh, local, healthy food to our residents. It would also place an undue burden on local community festivals and events throughout the County. We are pleased to hear that this proposal is going back to the drawing board and is off the table for consideration in the budget. We look forward to working through this issue with the Board of Health to ensure that fees do not hamper the success and sustainability of farmers markets.

Finally, our cities are concerned about the potential of rising costs in the area of public safety. Many of our cities contract with the County for police service, which has benefits for cities and the County. We know that the County has been struggling to get a handle on the costs of providing those services, and we encourage you and Sheriff Urquhart to continue to do so, so that these services continue to be a cost-effective option for cities and taxpayers throughout the County. In addition, the Executive's proposed budget notes that the Department of Adult and Juvenile Detention has requested an additional $5.2 million in the biennium to address growth. The budget does not contain that additional funding, but rather proposed to convene a task force to manage the jail population. We are concerned that cities were not invited to join that task force, and would welcome the opportunity to work with the County on this important issue. We would encourage the Council to ensure that any proposals that come forward from this task force are carefully evaluated to ensure that they do not shift burdens from the County onto cities, as well as to ensure that they do not unnecessarily jeopardize community safety.

We are extremely impressed by the level of responsiveness we have had from the County Executive and staff from the Office of Performance, Strategy and Budget (PSB) in sharing information and answering questions for our cities. Dwight Dively met with SCA's Finance Committee, and also shared written responses to our cities' questions. I've attached those questions and Mr. Dively's responses, as they may be helpful to the Council in their budget deliberations.

We thank you for taking the time to listen to our cities' priorities. If you have any questions, please do not hesitate to contact our Executive Director Deanna Dawson at (206) 433-7170, or at Deanna@SoundCities.org.

Sincerely,

John Marchione
President, Sound Cities Association
Mayor, City of Redmond

Cc: King County Council
Dow Constantine, King County Executive
Dwight Dively, Office of Performance, Strategy and Budget
Sound Cities Association Board of Directors
Sound Cities Association Member Cities

King County

Dow Constantine
King County Executive
401 Fifth Avenue, Suite 800
Seattle, WA 98104-1818
206-263-9600 Fax 206-296-0194
TTY Relay: 711
www.kingcounty.gov

November 4, 2014

The Honorable Larry Phillips
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Chair Phillips:

In 2009, in response to our ongoing transit financial challenges and the increasing regional interest in improving efficiency of the system, we worked together to convene the Regional Transit Task Force (RTTF). The work of the award-winning task force was the foundation for the adopted King County Metro Strategic Plan for Public Transportation and Service Guidelines that are in place today. These guidelines are helping Metro deliver better, more productive service. However, the Guidelines were also meant as a living document, with regular opportunities for refinement to help develop a transit system that addresses the complex mobility needs of King County.

In the three years since our Strategic Plan was adopted, Metro has completed four Service Guidelines Reports and adjusted service ten times. Building on the lessons learned from the past three years, I believe further refinements to the guidelines could be beneficial to help ensure that the intent of the policy guidance developed by the RTTF is realized in our future transit investment.

In order to further develop the work of the RTTF, I would like to work with the King County Council and our city partners to develop a Service Guidelines Task Force in 2015. My intent is that the Service Guidelines Task Force will use the solid foundation developed in the 2009 effort to further analyze how our transit service is allocated and measured across the region. The success of the RTTF was, in part, due to the tremendous collaboration and investment of the County Council, partner cities, regional decision makers, and diverse stakeholders. This same approach will help us continue to develop recommendations that better our regional transit system.

As with the previous task force, the membership and scope of this group will be developed in collaboration with the Council and city partners throughout the end of year, with the goal to

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begin the task force in January 2015. The task force will also help provide guidance to Metro's long-range plan development process that will also begin in early 2015.

I am committed to continuing to work with the King County Council and our regional leaders to find ways to deliver a quality transit system that is responsive to the diverse needs of the County. If you have any questions please have your staff contact Kevin Desmond, General Manager, Metro Transit Division, Department of Transportation, at 206-477-5910 or at kevin.desmond@kingcounty.gov.

Sincerely,

Dow Constantine

Dow Constantine
King County Executive

cc: King County Councilmembers
ATTN: Carolyn Busch, Chief of Staff
Anne Noris, Clerk of the Council
Regional Transit Committee members
The Honorable Ed Murray, Mayor, City of Seattle
The Honorable Claudia Balducci, Mayor, City of Bellevue
The Honorable John Marchione, Board President, Sound Cities Association

BEST STARTS FOR KIDS
Resilient children and strong communities are the foundation for the future.

Babies' brains grow at lightning speed in the first three years, and continue to develop in adolescence and early adulthood. The lives they will grow up to lead hinge on the supports they receive as children and the strength of the communities in which they live.

We can build a better future for today's children, families and communities.

A Prevention Investment Portfolio

Pregnancy & Early Childhood	School-aged Children & Youth	Communities of Opportunity Fund
Prevention Opportunity: • Healthier moms deliver healthier babies. • Families are supported to form close bonds and active roles in early childhood development. • Babies and toddlers have a healthy start in life and a strong foundation for brain growth, and preschoolers are set on a pathway to success.	**Prevention Opportunity**: • Children and youth engage in meaningful social and family relationships and progress toward a healthy, safe, academically and vocationally successful life. • Physical and behavioral health issues are prevented outright or identified and treated early to prevent future crises.	**Prevention Opportunity**: • The places where we live, work, learn and play are supported to create safe, welcoming and healthy neighborhoods. • Communities are in the driver's seat and have the capacity to address issues they care about most.

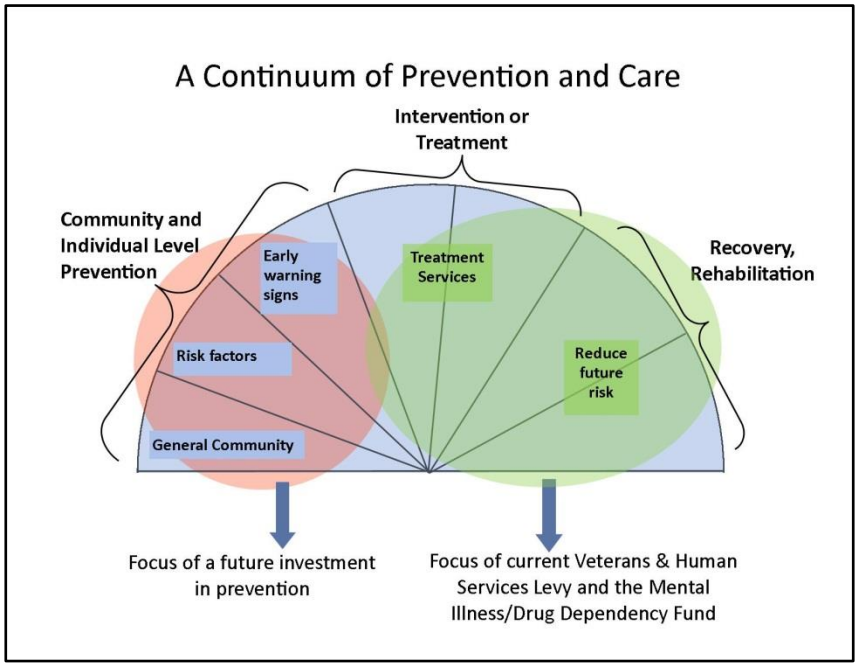
Assuring a Strong Return on Investment

- High quality, culturally responsive strategies.
- Use of innovation, data and science to inform investments.
- Measure results, learn from feedback, and make course corrections as needed.

King County

Why this? Why now?

The earliest experiences in life shape future physical, social and emotional well-being. To stay prosperous as a region, and achieve our vision of equity and opportunity for all, we must increase our investments in prevention. This is the critical next piece in our human and community investment portfolio, expanding on previous successes helping people with immediate crisis and recovery needs by intervening earlier.



PREVENTION is the key.

Smart public investments in proven prevention strategies will pay back many times over. The result: people and communities are healthier, safer, more successful and prosperous.

The earlier we invest, the better the outcomes. Early childhood programs show returns ranging from $3 to $17 dollars for every dollar invested. More important is the difference these investments can make to the lives of our children, and to the community as a whole.

The benefits are clear.

- **Positive brain development**: Families are supported and empowered to be their babies first teachers and the foundation is laid during the period of rapid brain development for lifelong success in learning.
- **Academic success**: Children entering kindergarten are ready to learn and stay on track for high school graduation.
- **Lower health care costs throughout life:** Costly chronic health conditions, including mental illness and substance use disorders, are prevented or addressed early on.
- **Safer communities**: Our communities will see less child abuse and neglect, less violence in homes and communities, less homelessness and fewer incarcerations.
- **Stronger economy**: Businesses have the skilled, productive workforce they need to stay competitive.

Join me at "Raising of America" screening and panel discussion

Dear Colleagues:

You are invited to join me on the evening of Thursday, Nov. 20 for a special preview screening and panel discussion of “Raising of America: Early Childhood and the Future of our Nation,” a program produced by California Newsreel for national PBS broadcast next spring. The “Raising of America” documentary series reframes the way we look at early child health and development, and offers many ways to advance a vision in which all our children matter, are nurtured, and have opportunities to thrive.

With the help of an impressive stakeholder task force, King County is currently drafting a Youth Action Plan to better understand how we currently serve our youth and to make recommendations on future programs. As part of my 2015-16 budget address, I proposed my Best Starts for Kids regional prevention framework. This strategy builds on the work already underway here in King County, and around the state, to ensure that every baby born and every child raised in this community enters adulthood ready to succeed.

Please join me and representatives of the healthcare, early learning, education, and business sectors, along with parents, local and state policy makers, and members of the public to watch this film together and to discuss what we can do to improve the lives of our children. I ask that you share this invitation with others, including staff members and local providers and partners. This special screening is one of many community events to support King County’s efforts to give all children a strong start in life.

King County's ability to remain prosperous as a region, with equity and opportunity for all, requires that we work together to align and integrate ongoing efforts and to increase our focus on prevention. Together we can fully support children of all ages, their families, and the communities in which they live. Like you, I am committed to improving the lives of children and families in King County, and I look forward to this opportunity to join together around our shared vision.

I hope to see you at this event.

Sincerely,

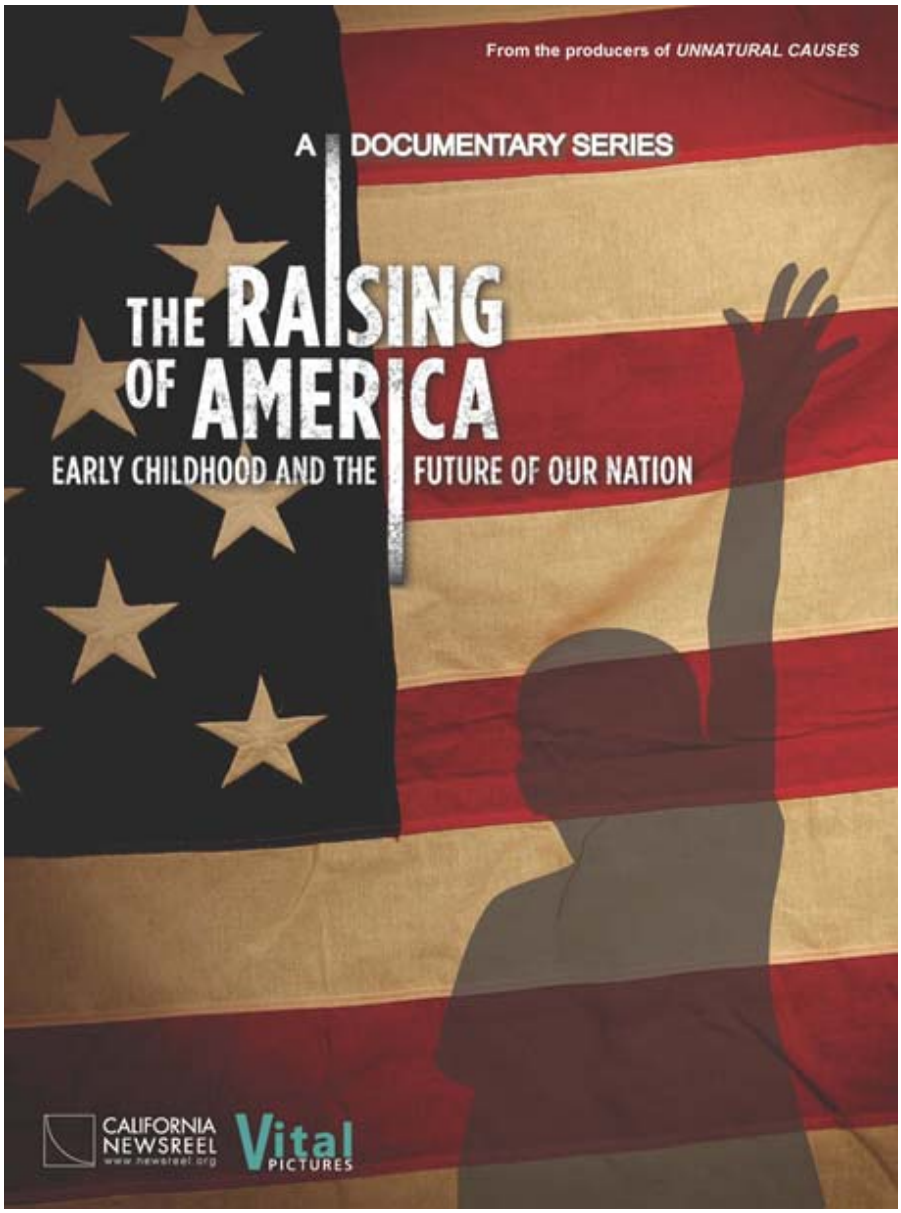
Dow Constantine

Dow Constantine
King County Executive

Join us for a special screening of the documentary
"The Raising of America: Early Childhood and the Future of our Nation"
Which will air this spring on PBS

Followed by a panel discussion including King County Executive Dow Constantine

Thursday, November 20, 2014
6:00 Doors Open * Refreshments and Information Booths
Program 6:20 to 8:30 p.m.| IKEA Performing Arts Center at Renton High School
Register Here



December 10, 2014
SCA PIC Meeting

Item 6:
2015 SCA Committee and Board Recommendations
Action Item

Staff Contacts
Deanna Dawson, Executive Director, office 206-433-7170, deanna@soundcities.org

SCA PIC Nominating Committee Representatives
Chair Hank Margeson, Redmond Council President; Mayor Leanne Guier, Pacific; Ross Loudenback, North Bend Councilmember; Ed Prince, Renton Councilmember

Potential Action:

The Nominating Committee has recommended a slate of appointments for 2015. Attachment A. The PIC is expected to take action on December 10, 2014 to recommend appointments to the SCA Board.

Background

A nominating committee of the Public Issues Committee (PIC) consisting of one representative of each SCA Regional Caucus (South, North, South Valley, and Snoqualmie Valley) is appointed annually by the Chair of the PIC, and makes recommendations to the PIC on appointments. The PIC in turn makes recommendations to the SCA Board of Directors on board and committee appointments.

For 2015, there are open seats on 22 regional boards and committees. Per SCA Bylaws, appointees to major regional committees shall be selected from among elected officials otherwise qualified to serve in such positions, in accordance with the terms of the enabling documents creating such boards and committees. Appointees shall represent the positions of all the member cities. Equitable geographic distribution shall be considered in recommending appointments to the Board of Directors. Cities within King County who are not members of the Association may make recommendations to the nominating committee and be appointed to regional committees. Pursuant to SCA Board policy adopted on November 26, 2014, preference shall be given to applicants who are SCA members.

No member shall serve more than six (6) consecutive years on a regional board or committee appointed by SCA. This limitation shall not apply to alternates to regional boards and committees. Once a member has served six (6) consecutive years on a regional board or committee, s/he shall be ineligible to serve on said committee for a minimum of one (1) year.

The PIC nominating committee met on November 25, 2014 and December 4, 2014 to develop a list of recommended appointments. Attachment A.

The Committee will meet again on December 10, 2014 to make final recommendations for the King County Flood Control District Advisory Committ.ee (KCFCDAC) and South Central Area Action Caucus Group (SCAACG) vacancies. If you are interested in applying for either of these committees, please submit an application prior to December 9, 2014.

Next Steps:
Following action by the PIC, recommendations will be forwarded to the SCA Board for final approval at their next meeting.

All appointees are expected to attend the 2015 appointee orientation, which will be held on January 28, 2015 at 6:00 PM at SeaTac City Hall.

Attachment

A. 2015 Recommended Appointments to Regional Boards and Committees

To be recommended to the SCA Public Issues Committee December 10, 2014
12/4/2014 Recommendations

Sound Cities Association 2015 Committee Appointments

Board of Health (BOH)

Term		Members	City
12/31/2015	N	David Baker	Kenmore
12/31/2015	S	Largo Wales	Auburn
		Alternate	
12/31/2015	S	Susan Honda	Federal Way

Committee to End Homelessness (CEH)

Term		Members	City
12/31/2016	S	Lydia Assefa-Dawson	Federal Way
12/31/2015	N	Doreen Marchione	Kirkland

Domestic Violence Initiative (DVI) Regional Task Force

Term		Members	City
12/31/2015	S	Susan Honda	Federal Way
12/31/2015	N	Shelley Kloba	Kirkland
12/31/2015	N	Doris McConnell	Shoreline
12/31/2015	S	Debbie Ranniger	Kent
		Alternates	
12/31/2015	SV	Tamie Deady	Black Diamond
12/31/2015	SV	Dawn Dofelmire	Algona
12/31/2015	S	Denis Law	Renton
12/31/2015	S	Yolanda Trout	Auburn

Economic Development Council of Seattle & King County (EDC)

Term		Members	City
12/31/2015	S	Layne Barnes	Maple Valley
12/31/2015	S	Jeanne Burbidge	Federal Way
12/31/2015	N	Dave Carson	Redmond
12/31/2015	S	John Holman	Auburn
12/31/2015	Sno	Matt Larson	Snoqualmie
12/31/2015	S	Armondo Pavone	Renton
12/31/2015	N	Allan Van Ness	Kenmore
12/31/2015	N	Amy Walen	Kirkland

Emergency Management Advisory Committee (EMAC)

Term		Members	City
12/31/2017	S	Sean Kelly	Maple Valley
12/31/2016	S	Don Persson	Renton
12/31/2015	N	Penny Sweet	Kirkland
		Alternates	
12/31/2015	N	Mark Hagreen	Redmond
12/31/2016	S	Pam Fernald	SeaTac
12/31/2017	S	Dini Duclos	Federal Way

To be recommended to the SCA Public Issues Committee December 10, 2014
12/4/2014 Recommendations

Growth Management Planning Council (GMPC)

Term		Members	City
12/31/2015	S	Layne Barnes	Maple Valley
12/31/2015	N	Tola Marts	Issaquah
12/31/2015	N	Tom Odell	Sammamish
12/31/2015	S	Ed Prince	Renton
12/31/2015	N	John Stilin	Redmond
12/31/2015	S	Jeff Wagner	Covington
		Alternates	
12/31/2015	N	Debbie Bertlin	Mercer Island
12/31/2015	SV	Leanne Guier	Pacific
12/31/2015	N	Tom Stowe	Beaux Arts
12/31/2015	Sno	Jason Walker	Duvall

King Conservation District (KCD) Advisory Committee

Term		Members	City
12/31/2015	Sno	Jim Berger	Carnation
12/31/2015	N	Mary Jane Goss	Lake Forest Park
12/31/2015	S	Kate Kruller	Tukwila
		Alternates	
12/31/2015	S	Brenda Fincher	Kent
12/31/2015	N	Nina Milligan	Issaquah
12/31/2015	S	Nancy Tosta	Burien

King County Consortium Joint Recommendations Committee for CDBG (JRC)

Term		Members	City
12/31/2015	S	Pam Fernald	SeaTac
12/31/2015	Sno	Ken Hearing	North Bend
12/31/2015	S	Jerry Robison	Burien
12/31/2015	N	Paul Winterstein	Issaquah

King County Flood Control District Advisory Committee (KCFCDAC)

Term		Members	City
12/31/2015	N	Mike Cero	Mercer Island
12/31/2015	N	Mary Jane Goss	Lake Forest Park
12/31/2015	S	Susan Honda	Federal Way
12/31/2015	S	Marlla Mhoon	Covington
		Alternates	
12/31/2015	SV	Dawn Dofelmire	Algona
12/31/2015	SV	Erika Morgan	Black Diamond
12/31/2015	SV	Leanne Guier	Pacific
12/31/2015		TBD	

Law Enforcement Officers' and Fire Fighters' Plan 1 (LEOFF1) Disability Retirement Board

Term		Member	City
12/31/2016	S	Verna Seal	Tukwila

Local Hazardous Waste Management Coordinating Committee (LHWMP)

Term		Member	City
12/31/2015	N	David Baker	Kenmore

To be recommended to the SCA Public Issues Committee December 10, 2014
12/4/2014 Recommendations

Puget Sound Regional Council Economic Development District Policy Board (EDDB)

Term		Members	City
12/31/2015	N	Catherine Stanford	Lake Forest Park
12/31/2015	N	John Stilin	Redmond
		Alternates	
12/31/2015	S	Jeanne Burbidge	Federal Way
12/31/2015	S	Jim Berrios	Kent

Puget Sound Regional Council Executive Board

Term		Members	City
12/31/2015	SV	Dave Hill	Algona
12/31/2015	N	John Marchione	Redmond
12/31/2015	S	Marlla Mhoon	Covington
		Alternates	
12/31/2015	S	Nancy Backus	Auburn
12/31/2015	N	Fred Butler	Issaquah
12/31/2015	N	Don Gerend	Sammamish
		Second Alternate	
12/31/2015	N	Bruce Bassett	Mercer Island

Puget Sound Regional Council Growth Management Policy Board (GMPB)

Term		Members	City
12/31/2015	S	John Holman	Auburn
12/31/2015	N	Hank Margeson	Redmond
12/31/2015	N	Bernie Talmas	Woodinville
		Alternates	
12/31/2015	N	Jay Arnold	Kirkland
12/31/2015	N	Mary Lou Pauly	Issaquah
12/31/2015	N	Chris Roberts	Shoreline

Puget Sound Regional Council Operations Committee

Term		Member	City
12/31/2015	N	John Marchione	Redmond
		Alternate	
12/31/2015	S	Nancy Backus	Auburn

Puget Sound Regional Council Transportation Policy Board (TPB)

Term		Members	City
12/31/2015	N	Don Gerend	Sammamish
12/31/2015	S	Dana Ralph	Kent
12/31/2015	N	Amy Walen	Kirkland
		Alternates	
12/31/2015	N	Jane Brahm	Mercer Island
12/31/2015	N	Chris Eggen	Shoreline
12/31/2015	S	Rich Wagner	Auburn

To be recommended to the SCA Public Issues Committee December 10, 2014
12/4/2014 Recommendations

Regional Law, Safety & Justice (RLSJ) Committee

Term		Members	City
12/31/2015	N	Dave Carson	Redmond
12/31/2015	S	Joseph Cimaomo Jr.	Covington
12/31/2015	S	Claude DaCorsi	Auburn
12/31/2015	S	Kate Kruller	Tukwila
12/31/2015	N	Tola Marts	Issaquah
12/31/2015	N	Toby Nixon	Kirkland
12/31/2015	S	Dana Ralph	Kent
12/31/2015	N	Jesse Salomon	Shoreline

Regional Policy Committee (RPC)

Term		Members	City
12/31/2015	N	Hank Margeson	Redmond
12/31/2015	S	Bill Peloza	Auburn
12/31/2015	N	Bernie Talmas	Woodinville
12/31/2015	N	Amy Walen	Kirkland
		Alternates	
12/31/2015	S	Suzette Cooke	Kent
12/31/2015	SV	Dave Hill	Algona

Regional Transit Committee (RTC)

Term		Members	City
12/31/2015	N	Kim Allen	Redmond
12/31/2015	N	Dave Asher	Kirkland
12/31/2015	N	Bruce Bassett	Mercer Island
12/31/2015	S	Dennis Higgins	Kent
12/31/2015	SV	Dave Hill	Algona
12/31/2015	S	Kathy Hougardy	Tukwila
12/31/2015	S	Wayne Osborne	Auburn
12/31/2015	N	John Wright	Lake Forest Park
		Alternates	
12/31/2015	S	Bill Allison	Maple Valley
12/31/2015	N	Kathy Huckabay	Sammamish
12/31/2015	Sno	Matt Larson	Snoqualmie
12/31/2015	S	Ed Prince	Renton

Regional Water Quality Committee (RWQC)

Term		Members	City
12/31/2015	N	Doris McConnell	Shoreline
12/31/2015	S	Wayne Osborne	Auburn
12/31/2015	S	Ed Prince	Renton
12/31/2015	N	John Wright	Lake Forest Park
		Alternates	
12/31/2015	N	Penny Sweet	Kirkland
12/31/2015	N	Benson Wong	Mercer Island

Solid Waste Advisory Committee (SWAC)

Term		Members	City
9/30/2017	S	Stacia Jenkins	Normandy Park
9/30/2017	N	Chris Eggen	Shoreline

To be recommended to the SCA Public Issues Committee December 10, 2014
12/4/2014 Recommendations

South Central Area Action Caucus Group (SCAACG)

Term		Members	City
12/31/2015		**TBD**	
12/31/2015		**TBD**	

STAFF APPOINTMENTS

Interagency Advisory Council (IAC) to the Committee to End Homelessness (CEH)

Term		Members	City
12/31/2015	S	Michael Hursh	Auburn
12/31/2016	S	Jennifer Henning	Renton
12/31/2017	N	Colleen Kelly	Redmond

Recent Appointments:
Approved by SCA in November 2014:

Area Agency on Aging for Seattle and King County's Advisory Council (AAA)

Term		Member	City
12/31/2015	N	David Baker	Kenmore

Puget Sound Clean Air Agency Advisory Council

Term		Member	City
12/31/2015	N	Dan Grausz	Mercer Island

Key:

Un-highlighted:	Re-appointed for 2015, returning member
Yellow:	New to this committee
Green:	Moving from alternate to member
Gray:	Unexpired term

December 10, 2014
SCA PIC Meeting

Item 7:
Election of 2015 PIC Chair and Vice Chair
Action Item

Staff Contact
Deanna Dawson, Executive Director, office 206-433-7170, deanna@soundcities.org

SCA PIC Nominating Committee Representatives
Chair Hank Margeson, Redmond Council President; Mayor Leanne Guier, Pacific; Ross Loudenback, North Bend Councilmember; Ed Prince, Renton Councilmember

Potential Action:

The PIC Nominating Committee recommends that Mayor Bernie Talmas of Woodinville and Councilmember Marlla Mhoon of Covington be reelected to serve second one-year terms as Chair and Vice Chair, respectively.

Background information
Per the PIC Operating Policies:

> *Committee Leadership shall be a Chair and Vice-chair elected by the committee. The nominating committee of the PIC shall solicit names for the Chair and Vice-chair of the PIC and make a recommendation to the PIC by December 15th of each year. The Chair may serve a one year term with a two term maximum. The Chair shall establish the agenda in advance of each meeting in conjunction with the Executive Director. The Chair shall appoint subcommittees as needed.*

December 10, 2014
SCA PIC Meeting

Item 8:
School Siting Guidance Policy
POTENTIAL ACTION ITEM

SCA Staff Contact
Doreen Booth, Policy Analyst, Doreen@soundcities.org, 206-433-7147

GMPC Members:
Maple Valley Councilmember Layne Barnes (caucus chair); Shoreline Deputy Mayor Chris Eggen; Sammamish Councilmember Tom Odell; Renton Councilmember Ed Prince; Covington Mayor Pro Tem Jeff Wagner; Issaquah Councilmember Tola Marts; Mercer Island Councilmember Debbie Bertlin (alternate); Black Diamond Councilmember Tamie Deady (alternate); Pacific Mayor Leanne Guier (alternate); Redmond Councilmember John Stilin (alternate).

Potential Action:

To recommend the following policy position to the SCA Board of Directors:

The Sound Cities Association supports the proposed Countywide Planning Policy PF-19A as follows:

Plan, through a cooperative process between jurisdictions and school districts, that public school facilities are available to meet the needs of existing and projected residential development consistent with adopted comprehensive plan policies and growth forecasts.

Cooperatively work with each school district located within the jurisdiction's boundaries to evaluate the school district's ability to site school facilities necessary to meet the school district's identified student capacity needs. Use school district capacity and enrollment data and the growth forecasts and development data of each jurisdiction located within the school district's service boundaries. By January 2016 and every two years thereafter, determine if there is development capacity and the supporting infrastructure to site the needed school facilities. If not, cooperatively prepare a strategy to address the capacity shortfall. Potential strategies may include:

- Shared public facilities such as play fields, parking areas and access drives;
- School acquisition or lease of appropriate public lands;
- Regulatory changes such as allowing schools to locate in additional zones or revised development standards; and
- School design standards that reduce land requirements (such as multi-story structures or reduced footprint) while still meeting programmatic needs.

In 2017, and every two years thereafter, King County shall report to the GMPC on whether the

goals of this policy are being met. The GMPC shall identify corrective actions as necessary to implement this policy.

Background

On November 12, 2014, the Public Issues Committee (PIC) recommended the above policy be moved to the December 10 PIC meeting. A proposed policy position on school siting first came before the Public Issues Committee (PIC) on June 11, 2014. Detailed background information on the position and the history of school siting as related to Countywide Planning Policies can be found beginning on page 121 of the June 11, 2014 PIC Packet. Additional information can be found in the November 12, 2014 packet.

At the November 12 PIC meeting, some members raised concerns about whether this policy would create workload challenges for cities. SCA staff has discussed this matter with city staff. The general consensus is that the time necessary would be minimal in usual cases, and that the benefits to both cities and school districts from greater collaboration would outweigh any workload increase. The November 12, 2014 packet contains additional information on the benefits realized by cities from increased collaboration with districts. If you or your staff have continuing concerns about the workload implications of this policy, please contact Doreen Booth in advance of the meeting so that she can help address those concerns.

Next Steps

The Growth Management Planning Council (GMPC) is scheduled to consider the school siting policy at the December 17 GMPC meeting. Changes to the countywide planning policies are required to go through an approval process at the King County Council and then are sent out to cities for ratification. It is likely that the school siting policy, if approved, would be ratified and in place by mid-2015.

December 10, 2014
SCA PIC Meeting

Item 9:
Sustainable Public Health Funding
Board of Health (BOH)
POTENTIAL ACTION ITEM

SCA Staff Contact
Doreen Booth, Policy Analyst, doreen@soundcities.org, 206-433-7147

Board of Health (BOH) SCA Members:
Mayor David Baker, Kenmore (caucus chair); Councilmember Largo Wales, Auburn; Mayor Shari Winstead, Shoreline (alternate).

Potential Action:

To recommend the following policy position to the SCA Board of Directors:

The Sound Cities Association (SCA) recognizes that public health services are needed to ensure the health and safety of all of our residents. SCA supports increased stable and dependable statewide funding for public health through additional revenue streams dedicated to public health. These sources may include but are not limited to taxes on e-cigarettes / vaping devices with funding dedicated to public health.

Background
At the November 12, 2014 Public Issues Committee (PIC) meeting, members voted 19-0 with 5 members abstaining, to bring the draft sustainable public health policy position back to the PIC at the December PIC meeting. A link to the November 12 packet with background information on the public health policy can be found here.

In the proposed policy above, staff addressed a proposal made at the November PIC meeting to state in the policy position that future revenues should be stable and dependable.

At the November PIC meeting there was a discussion about the wisdom of "sin taxes" in general, and taxing e-cigarettes specifically. As noted at the November PIC meeting, a tax on e-cigarettes and related devices is the only proposal to have come forward at this time to create a stable and dedicated funding source for public health funding in the near-term.

Members could adopt a more general policy by deleting the final sentence of the proposed policy position ("The Sound Cities Association (SCA) recognizes that public health services are needed to ensure the health and safety of all of our residents. SCA supports increased stable

and dependable statewide funding for public health through additional revenue streams dedicated to public health.").

The King County 2015 legislative agenda also addresses the need for a stable, dedicated funding stream for public health. See Agenda Item 13. The County policy states that the State should "[g]rant counties dedicated revenue sources for public health to ensure adequate and sustainable funding."

December 10, 2014
SCA PIC Meeting

Item 10:
Property Tax Cap
POTENTIAL ACTION ITEM

SCA Staff Contact
Lyset Cadena, Senior Policy Analyst, lyset@soundcities.org, 206-433-7169

Potential Action:

To recommend the following policy position to the SCA Board of Directors:

While cities understand and appreciate property owners' concerns about rising costs and increased property taxes, in some jurisdictions the current 1% property tax cap has created an ever widening structural gap between revenues, and the costs of providing needed services to residents and making prudent investments in infrastructure. SCA therefore supports legislation to lift the 1% property tax revenue limit.

At the November 12 Public Issues Committee meeting (PIC), members had a discussion about lifting the 1% property tax cap. The staff report from the November meeting can be found beginning on page 47 of the November 12 PIC packet. Public Issues Committee members generally expressed support for a broad position on lifting the 1% property tax cap but needed to discuss the policy with their city councils.

Background

Property Tax Lid
In November 2001, the voters passed Initiative 747. The initiative decreased the allowable change in property taxes levied from six percent to one percent. Initiative 747 was later found to be unconstitutional by the state Supreme Court but the legislature quickly passed legislation that enacted the same limitations that were found in Initiative 747.

Implications of a 1% property tax limitation
Under the 1% property tax limitation, cities have been dealing with a gap between revenue and the cost of services to residents. The costs for many cities are rising at a rate that exceeds the 1% limitation, and it is difficult for cities to keep up with the rising costs of providing services to residents.

The implication of this disparity between revenue growth and expenditure growth is that cities expenses will continue to grow faster than revenue. This means that there is less money available in a city's General Fund to cover expenses and any shortfalls. In addition to sales tax, several other city revenue sources have declined the last few years, such as real estate excise tax used for maintaining or improving the city's transportation infrastructure. This decline

places pressure on the General Fund to "bail out" these other funds as resources decline in those funds. The disparity becomes magnified during an economic recession, when property tax revenues are depressed and sales tax revenues decline.

As noted at the October PIC meeting, some cities would not choose to raise taxes beyond the 1% limit, even if the cap were lifted. Indeed, some cities have not taken the 1% increase. Support for this position would not require cities to raise property taxes. Rather, it would give an option to those cities (and other jurisdictions) that need the additional revenue.

SCA Policy Position Options

In prior discussions on this item, PIC members have discussed whether to adopt a general position of support for lifting the 1% property tax cap, or to adopt a position of support tied to a different property tax cap. Options discussed included:

- A position of support for lifting the 1% property tax revenue limit;
- Support raising the 1% property tax cap, and express support for a higher cap such as 2%, 3%, or 6%;
- Support raising the 1% property tax cap, and express support for replacing it with a cap indexed to both population growth and inflation.

Adopted City Positions

Several cities have adopted legislative agendas that address this issue. These include:

- The City of Burien has adopted a position to "Support new revenue for cities, if a state revenue package is developed";
- The City of Kent has adopted a position to "Strongly support adjusting the 1 percent annual limit on property tax increase to better reflect the cost of providing critical services: Sustainable funding opportunities that keep up with the rate of inflation and/or growth must be explored so cities can meet their own service needs";
- The City of Kirkland has adopted a position stating that it "supports allowing both state and local governments the option of replacing the property tax cap, currently fixed at 1 percent, with a cap that is indexed to both population growth and inflation";
- The City of Redmond has adopted a positon to "Enhance and Protect "State-Shared" and other Key State Revenues" and to "Provide cities and counties with additional revenue authority and tools to help local governments better address their needs";
- The City of Renton has adopted a position urging lawmakers to "Provide local governments with sustainable revenue options and tools to address their needs, including a fix to the law that limits annual property tax growth to 1 percent while annual costs increase at the rate of inflation"; and
- The City of Shoreline has adopted a position to "Support Local Government Financial Sustainability and Flexibility" and to "Revise 1% Property Tax Limitation".

SCA staff is collecting legislative agendas from member cities. If your city has adopted its 2015 legislative agenda and you would like to share it with other member cities, please forward to SCA staff.

King County Position
The King County Council Committee of the Whole adopted its 2015 legislative agenda. See Item 13a. The County's position states that the County has a position of support to "revise the annual limit on property tax to include inflation and population growth."

Issaquah Proposed SCA Position
Subsequent to the November PIC meeting, Issaquah proposed an alternate policy position:

While cities understand and appreciate property owners' concerns about rising costs and increased property taxes, in some jurisdictions the current 1% property tax cap has created an ever widening structural gap between revenues, and the costs of providing needed services to residents and making prudent investments in infrastructure. SCA therefore supports the commission of a study or task force to (a) investigate the impact of the 1% cap on the ability of Washington State municipalities to generate needed funds, (b) identify possible funding mechanism options to address structural gaps, including options lifting or changing the current 1% property tax cap, and (c) recommend a course of action to legislators and municipal elected officials.

This proposal was forwarded to PIC members on December 2, 2014. If your city has adopted an alternate position, please forward to SCA staff in advance of the meeting so that we may include a written copy at the meeting for all PIC members.

December 10, 2014
SCA PIC Meeting

Item 11:
Recreational Immunity
POTENTIAL ACTION ITEM

SCA Staff Contact
Deanna Dawson, SCA Executive Director, deanna@soundcities.org, 206-433-7170

Potential Action:

To recommend the following policy position to the SCA Board of Directors:

SCA supports legislation to clarify the scope of recreational immunity in Washington State, and clarify that potential dual purposes of land does not reduce the scope of immunity provided by RCW 4.24.210.

The Washington State Supreme Court has created a disincentive for recreational facility investments in its recent interpretation of RCW 4.24.210, the state's recreational immunity statute. The Court's interpretation of the nature and role of bicycling and bicycle paths, as applied to RCW 4.24.210, creates the type of potential liability for local government, policymakers, and private landowners that discourages any investments in bicycling or other recreational trails and facilities and encourages decisions to revoke existing access privileges. This outcome is counter to the recreational, economic, and health policies and objectives of the state that underlie RCW 4.24.210.

At the November 12 Public Issues Committee meeting (PIC), members had a discussion about a Washington State Supreme Court opinion that has liability implications for cities across King County and the State. The staff report from the November meeting can be found beginning on page 52 of the November 12 PIC packet.

Background
The City of Mercer Island has asked the PIC to consider taking a position in support of legislation that would clarify the scope of recreational immunity in Washington State. The Washington State Supreme Court recently issued an opinion in Camicia v. Howard S. Wright Construction Co. and City of Mercer Island that has liability implications for cities across King County, and the State. Legislation has been proposed to clarify the scope of recreational immunity, to protect cities from liability for unintentional injuries, and to encourage investments in trails.

Proposed Legislation

In response to the Camicia decision, Representative Senn has proposed legislation that would clarify that potential dual purposes of land do not reduce the scope of immunity provided by RCW 4.24.210. The legislation would specifically state that "the state supreme court has created a disincentive for recreational facility investments in its recent interpretation of RCW 4.24.210, the state's recreational immunity statute. The court's interpretation of the nature and role of bicycling and bicycle paths, as applied to RCW 4.24.210, creates the type of potential liability for local government, policymakers, and private landowners that discourages any investments in bicycling or other recreational trails and facilities and encourages decisions to revoke existing access privileges. This outcome is counter to the recreational, economic, and health policies and objectives of the state that underlie RCW 4.24.210." The full text of the proposed legislation can be found in Attachment A.

The statute as amended would clarify that landowners who allow the public to use their land for the purposes of outdoor recreation, without charging a fee of any kind, are not liable for unintentional injuries to the users. The statute would also make clear that the applicability of the statute is "not limited by potential or actual alternative, nonrecreational purposes or uses of the underlying land." The statute would also include a finding that demand for bicycling facilities, like all forms of recreation in the state, is increasing and will continue to increase with the state's population, and that the state "should enact policies that remove disincentives for state agencies, local governments, and private landowners to invest in recreational infrastructure."

Attachment:

A. Proposed Legislation to RCW 4.24.210

BILL REQUEST - CODE REVISER'S OFFICE

BILL REQ. #: H-0044.2/152nd draft

ATTY/TYPIST: ML:akl

BRIEF DESCRIPTION: Clarifying that potential dual purposes of land does not reduce the scope of immunity provided by RCW 4.24.210.

AN ACT Relating to clarifying that potential dual purposes of land does not reduce the scope of immunity provided by RCW 4.24.210; amending RCW 4.24.210; and creating a new section.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

NEW SECTION. **Sec. 1.** (1) The legislature finds that there is a great public value in encouraging bicycling as an outdoor recreational activity. The encouragement of bicycling is consistent with the state's public health goals, such as reducing obesity, and historical and ongoing efforts to improve outdoor recreational opportunities in Washington. Modern and plentiful bicycle trails and other related facilities also add to the quality of life in Washington that assists local companies recruit and retain talented employees. Finally, as evidenced by RCW 43.43.390, bicycling is an important alternative component of the state's transportation infrastructure. As such, bicycling, by design, serves the dual purpose of recreation and transportation.

(2) The legislature further finds that, like all forms of recreation in the state, the demand for bicycling facilities is increasing and will continue to increase with the state's population. The state should enact policies that remove disincentives for state agencies, local governments, and private landowners to invest in recreational infrastructure.

(3) The legislature further finds that the state supreme court has created a disincentive for recreational facility investments in its recent interpretation of RCW 4.24.210, the state's recreational immunity statute. The court's interpretation of the nature and role of bicycling and bicycle paths, as applied to RCW 4.24.210, creates the type of potential liability for local government, policymakers, and private landowners that discourages any investments in bicycling or other recreational trails and facilities and encourages decisions to revoke existing access privileges. This outcome is counter to the recreational, economic, and health policies and objectives of the state that underlie RCW 4.24.210.

(4) It is therefore the intent of the legislature to overrule the state supreme court's holding in *Camicia v. Howard S. Wright Construction Company*, No. 85583-8 (January 30, 2014) and establish the changes made to RCW 4.24.210 by section 2 of this act as the state policy on how the immunity provided by RCW 4.24.210 applies to bicycling as an activity and to land that may serve additional purposes beyond recreation.

Sec. 2. RCW 4.24.210 and 2012 c 15 s 1 are each amended to read as follows:

(1)(a) Except as otherwise provided in subsection (3) or (4) of this section, any public or private landowners, hydroelectric project owners, or others in lawful possession and

control of any lands whether designated resource, rural, or urban, or water areas or channels and lands adjacent to such areas or channels, who allow members of the public to use them for the purposes of outdoor recreation, ((~~which~~)) without charging a fee of any kind, is not liable for unintentional injuries to the users.

(b) The applicability of this section is not limited by potential or actual alternative, nonrecreational purposes or uses of the underlying land.

(c) For the purposes of this section, the term "outdoor recreation" includes, but is not limited to, the cutting, gathering, and removing of firewood by private persons for their personal use without purchasing the firewood from the landowner, hunting, fishing, camping, picnicking, swimming, hiking, ((~~bicycling,~~)) skateboarding or other nonmotorized wheel-based activities, aviation activities including, but not limited to, the operation of airplanes, ultra-light airplanes, hanggliders, parachutes, and paragliders, rock climbing, the riding of horses or other animals, clam digging, pleasure driving of off-road vehicles, snowmobiles, and other vehicles, boating, kayaking, canoeing, rafting, nature study, winter or water sports, viewing or enjoying historical, archaeological, scenic, or scientific sites((~~, without charging a fee of any kind therefor, shall not be liable for unintentional injuries to such users~~)).

(d) The term "outdoor recreation" also includes bicycling in any area other than a state highway, county road, city street, or designated bicycle lane located within a state highway, county road, or city street, regardless of whether the activity or location also serves a transportation purpose.

(2) Except as otherwise provided in subsection (3) or (4) of this section, any public or private landowner or others in lawful possession and control of any lands whether rural or

urban, or water areas or channels and lands adjacent to such areas or channels, who offer or allow such land to be used for purposes of a fish or wildlife cooperative project, or allow access to such land for cleanup of litter or other solid waste, shall not be liable for unintentional injuries to any volunteer group or to any other users.

(3) Any public or private landowner, or others in lawful possession and control of the land, may charge an administrative fee of up to twenty-five dollars for the cutting, gathering, and removing of firewood from the land.

(4)(a) Nothing in this section shall prevent the liability of a landowner or others in lawful possession and control for injuries sustained to users by reason of a known dangerous artificial latent condition for which warning signs have not been conspicuously posted.

(i) A fixed anchor used in rock climbing and put in place by someone other than a landowner is not a known dangerous artificial latent condition and a landowner under subsection (1) of this section shall not be liable for unintentional injuries resulting from the condition or use of such an anchor.

(ii) Releasing water or flows and making waterways or channels available for kayaking, canoeing, or rafting purposes pursuant to and in substantial compliance with a hydroelectric license issued by the federal energy regulatory commission, and making adjacent lands available for purposes of allowing viewing of such activities, does not create a known dangerous artificial latent condition and hydroelectric project owners under subsection (1) of this section shall not be liable for unintentional injuries to the recreational users and observers resulting from such releases and activities.

(b) Nothing in RCW 4.24.200 and this section limits or expands in any way the doctrine of attractive nuisance.

(c) Usage by members of the public, volunteer groups, or other users is permissive and does not support any claim of adverse possession.

(5) For purposes of this section, the following are not fees:

(a) A license or permit issued for statewide use under authority of chapter 79A.05 RCW or Title 77 RCW;

(b) A pass or permit issued under RCW 79A.80.020, 79A.80.030, or 79A.80.040; and

(c) A daily charge not to exceed twenty dollars per person, per day, for access to a publicly owned ORV sports park, as defined in RCW 46.09.310, or other public facility accessed by a highway, street, or nonhighway road for the purposes of off-road vehicle use.

--- END ---

December 10, 2014
SCA PIC Meeting

Item 12:
"TIGER CUBS" Grants
POTENTIAL ACTION ITEM

SCA Staff Contact
Lyset Cadena, Senior Policy Analyst, lyset@soundcities.org, 206-433-7169

Potential Action:

To recommend the following policy position to the SCA Board of Directors:

SCA supports reauthorization of the TIGER grant program and Congressman Rick Larsen's "TIGER CUBS" legislation with the following amendments:

- The population threshold should be modified to include cities up to 60,000; and
- Funding for "TIGER CUBS" be in addition to "TIGER" grants funding.

At the November 12 Public Issues Committee meeting (PIC), members had a discussion on Congressman Rick Larsen's "TIGER CUBS" legislation that would allow cities between 10,000 and 50,000 population to apply for federal competitive transportation grants. The staff report from the November meeting can be found beginning on page 73 of the November 12 PIC packet.

PIC members were supportive of a funding mechanism for the transportation needs of smaller cities, but had a number of concerns about the proposed population threshold in the proposed legislation. Members voted 21-0 with 3 members abstaining, to bring the draft "TIGER CUBS" policy position above (with the addition of the words, "cities up to 60,000"), back to the PIC at their December meeting for consideration.

Background
TIGER Grants
The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides an opportunity for the USDOT to invest in road, rail, transit and port projects that promise to achieve critical national objectives. It was created as a supplementary grant program included in the American Recovery and Reinvestment Act of 2009 during a time where traditional transportation earmarks were being eliminated. Since 2009, Congress has dedicated more than $4.1 billion for six rounds to fund projects that have a significant impact on the Nation, a region or a metropolitan area. About a quarter of TIGER funding has been set aside for rural communities, with the bulk of the remainder going to large cities and statewide projects.

TIGER grants can fund port and freight rail projects and provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, and MPOs.

In each round of TIGER, USDOT receives many applications to build and repair critical pieces of freight and passenger transportation networks. Applicants must detail the benefits their project would deliver for five long-term outcomes: safety, economic competitiveness, state of good repair, livability and environmental sustainability. USDOT also evaluates projects on their expected contributions to economic recovery, as well as their ability to facilitate innovation and new partnerships. Many smaller jurisdictions do not have the resources to compete for TIGER grants with cities such as New York and San Francisco even though they face many of the same transportation challenges.

Since 2009 Washington State has been awarded 12 TIGER grants.

H.R. 2944
In August 2013, Congressman Rick Larsen introduced H.R. 2944, Transportation Improvement Generating Economic Recover for Cities Underfunded Because of Size Act of 2013 or TIGER CUBS Act. The legislation makes supplemental appropriations of $500 million for FY 2014 to the USDOT for the TIGER competitive grant program. It earmarks $100 million of the $500 million for projects in cities with populations between 10,000 and 50,000. The TIGER CUBS Act will make sure small cities have a fair shot at transportation dollars.

Cities such as Burien, Cheney, Edmonds, Lake Stevens, Puyallup, Redmond, Shoreline, and Tukwila (Attachment A) have written letters of support to Congress supporting the "TIGER CUBS" legislation with the following amendments:

- The population threshold should be modified; and
- Funding for "TIGER CUBS" be in addition to "TIGER" grants funding.

Attachment

A. Letters of Support from Burien, Redmond, Shoreline, and Tukwila

Burien

Washington, USA

400 SW 152nd Street • Suite 300 • Burien, WA 98166
Phone: (206) 241-4647 • FAX (206) 248-5539
www.burienwa.gov

June 19, 2014

The Honorable Patty Murray
United States Senate
154 Russell Senate Office Building
Washington, D.C. 20510

The Honorable Maria Cantwell
United States Senate
311 Hart Senate Office Building
Washington, D.C. 20510

The Honorable Jim McDermott
United States House of Representatives
1035 Longworth House Office Building
Washington, D.C. 20515

Dear Senators Murray and Cantwell, and Representative McDermott:

We are writing to urge you to support Senator Boxer's efforts to enact a Moving Ahead for Progress in the 21st Century (MAP-21) reauthorization bill before the end of 2014.

As you know well, the current federal transportation legislation, MAP-21, expires on September 30th, and the revenues that support the bill may be exhausted before that date. Without a Congressional MAP-21 reauthorization bill this year, the federal-state-local transportation partnership will suffer, resulting in local and state projects in Washington being delayed or even cancelled.

On May 12th, the Senate Environment and Public Works Committee, which Senator Boxer chairs, unanimously passed S.2322, which reauthorizes MAP-21 for 6 years. The bill provides new, long-term funding authorization, which will give our state and local governments the certainty and stability we need to improve and develop Washington's transportation infrastructure. A MAP-21 reauthorization bill may even energize our state legislature to pass the long-stalled, statewide transportation revenue package.

As the bill moves through the appropriations process, an amendment that would assist the City of Burien is the inclusion of Rep. Larsen's "TIGER CUBS" legislation, H.R.2944, introduced in House in August 2013.

The TIGER CUBS legislation earmarked $100M in TIGER competitive grants to cities between 10,000 and 50,000 in population; Burien's population being about 48,000. We are very appreciative of Senator Murray's TIGER competitive grant program and Burien is not interested in reducing TIGER grants. Rather, we support Rep. Larsen's legislation as an add-on to the original TIGER program, as it will enable smaller jurisdictions to compete for grants against cities of similar size.

The Puget Sound Regional Council (PSRC) reports that Map-21 delivered $1.3 billion in five Federal Highway Administration programs to Washington State in the past two years through the following accounts:

- the Surface Transportation Program- STP
- the National Highway Performance Program
- the Transportation Alternatives Program
- the Congestion Mitigation and Air Quality Improvement Program – CMAQ, and
- the Highway Safety Improvement Program

This is vital, federal transportation partnership funding, the loss of which will have a negative and chilling effect on state and local efforts to address our transportation needs.

We urge you and your Congressional colleagues to find common ground on the reauthorization of MAP-21 and pass a new, 6-year federal transportation funding bill into law this year.

Sincerely,

Kamuron Gurol, City Manager
City of Burien

cc: Congressman Rick Larsen
Sheila Babb, Katie Whittier, Senator Murray's Seattle office
Sara Crumb, Senator Cantwell's Seattle office
Olivia Robinson, Rep. McDermott's Seattle office

City of Redmond letter that can be used as a template

September 15, 2014

The Honorable Patty Murray
United States Senator
154 Russell Senate Office Building
Washington, D.C. 20510

The Honorable Maria Cantwell
United States Senator
311 Hart Senate Office Building
Washington, D.C. 20510

The Honorable Suzan Delbene
U.S. Representative, 1st Congressional District
318 Cannon House Office Building
Washington, D.C. 20515

RE: *Support for reauthorization of "TIGER" program and Congressman Larsen's "TIGER CUBS" Act*

Dear Senators Murray and Cantwell and Congresswoman Delbene:

I am writing in support of continued progress on transportation funding reauthorization legislation. I appreciate efforts to provide federal road and transit funding through May 2015, however, programs and projects in Washington State and across the nation will suffer without a long-term transportation funding solution.

Additionally, I strongly support continued funding of the "TIGER" (Transportation Investment Generating Economic Recovery) program that has been available on a competitive basis and support amending legislation (H.R. 2944) sponsored by Congressman Rick Larsen (D-2nd District). Congressman Larsen's amendment to the TIGER program, dubbed the "TIGER CUBS" (Cities Underfunded Because of Size) legislation would enable $100 million of the TIGER funds to be set aside for cities with populations between 10,000 and 50,000. Furthermore, I would ask for Congress to structure a TIGER CUBS program in such a way as to *add* $100 million in funding, if not more, to keep the program strong and improve it for some of the nation's smaller cities.

I join with other cities you may have heard from, such as Shoreline, in asking that the 50,000 population level be modified to 60,000 so that our city can qualify for such a program. The City of Redmond has a day-time population of 55,000, and cities of our size face challenges in competing nationally for funds from a program such as TIGER, yet we face many of the same transportation infrastructure challenges as larger cities. Congressman Larsen's legislation, in amended form, would allow cities such as ours more access to federal funding, by competing against jurisdictions in our own size category.

In summary, I urge Congress to work towards a long-term reauthorization solution, while setting aside funding for the TIGER and TIGER CUBS programs to allow projects with economic benefits to compete for jobs-creation funding on a national level.

Sincerely,

John Marchione
Mayor

Cc: Congressman Larsen
Uriel Ybarra, Senator Murray's Seattle Office
Tommy Bauer, Senator Cantwell's State Outreach Director
Julien Loh, District Director for Congresswoman Delbene

CITY OF SHORELINE

SHORELINE CITY COUNCIL

Keith A. McGlashan
Mayor

Chris Eggen
Deputy Mayor

Will Hall

Doris McConnell

Chris Roberts

Jesse Salomon

Shari Winstead

December 6, 2013

The Honorable Rick Larsen
U.S. House of Representatives
2113 Rayburn House Office Building
Washington D.C. 20515

Dear Congressman Larsen:

On behalf of the citizens of Shoreline, I am writing to thank you for introducing H.R. 2944, The TIGER-CUBS Act and to request a modification in the eligibility requirements for cities as you further the legislation.

We've met with your office in the past about the TIGER program and share your goal of designating a portion of TIGER funds to communities that can't compete under the current program. However, limiting eligibility to cities below 50,000 would exclude Shoreline from qualifying for access to this program. We respectfully request you reconsider the population designation listed in your legislation and increase the maximum population size to cities under 100,000 in population.

Shoreline is a primarily residential community with just under 54,000 residents, who commute either North to Everett, South to Seattle, or to the Eastside. Improving access to transit and reducing the number of cars on the road is a primary transportation goal for our City – and one that we are uniquely positioned to accomplish. However, we have applied for TIGER funding in two prior rounds and despite excellent scores from the reviewing agency, have failed to win funding as our projects simply can't compete with projects of statewide and national significance.

Shoreline has major infrastructure needs ahead of it that can't be met without strong funding partners at multiple levels of government. We have two light rail stations coming to our community within the next decade. Our needs involve preparing our community for rail transit, rebuilding arterial streets to connect to rail and bus rapid transit, facilitating transit oriented development in our community and ensuring that we build transit access to the educational, residential and business districts within our community.

The role that federal financial partners play in our infrastructure future is proven by our SR-99 project. We have secured $130 million in funding for the

redevelopment of SR-99 and expect to have construction completed in 2015. This project was funded by more than 20 different agencies and about half of the total investment was federal funding either directed to the City or passed through to WSDOT or PSRC. The project has reduced accidents by more than 60% along the first portion of the project, created close to 1,000 new residential units along the route – many designated as senior and income assisted units – and brought over $500 million in direct private sector investments to the route.

Federal funds, combined with regional, state and local funds, have resulted in thousands of jobs, leveraged half a billion dollars in private investment and built a transit infrastructure connecting Shoreline residents with Seattle and Everett.

Your support for federal transportation funding is very much appreciated by our City. And we strongly agree with the goals you have with regard to your TIGER CUBS legislation. We would very much like to support this bill and ask that you consider modifying the population criteria to qualify additional cities in Washington State.

The next decade will bring new opportunities to the City of Shoreline, including light rail and economic development connected to the SR-99 infrastructure. We look forward to continuing our partnership with you to continue to help Shoreline grow.

We appreciate your genuine interest in the needs of our community. You are an integral partner in our future and your continued support is important to our success. We look forward continuing the discussion of how we may best partner on this important topic.

Sincerely,

Keith A. McGlashan
Mayor

City of Tukwila

6200 Southcenter Boulevard • Tukwila, Washington 98188 Jim Haggerton, Mayor

October 3, 2014

The Honorable Patty Murray
United States Senate
154 Russell Senate Office Building
Washington, D.C. 20510

The Honorable Maria Cantwell
United States Senate
311 Hart Senate Office Building
Washington, D.C. 20510

The Honorable Adam Smith
United States House of Representatives
2264 Rayburn House Office Building
Washington, D.C. 20515

Dear Senator Murray, Senator Cantwell and Representative Smith:

I am writing today in support for continued funding of the TIGER (Transportation Investment Generating Economic Recovery) program. While we were unsuccessful in this latest round of funding, we realize how valuable such a program is for cities across the United States.

In addition, the City of Tukwila strongly supports Congressman Rick Larsen's "TIGER CUBS" legislation, H.R. 2944, introduced in August of 2013. This legislation would allocate $100 million for transportation project in cities with between 10,000 and 50,000 residents. The funding for the TIGER CUBS program should be in addition to the $500 million available for the TIGER program to ensure that cities of all sizes have access to much-needed transportation dollars.

Tukwila has 20,000 residents at night and an excess of 150,000 during the day. We qualify as a small city and often have difficulties competing nationally for funding from programs such as TIGER, even though our infrastructure actually serves the population of a medium-sized city. Access to a program such as TIGER CUBS will help to level the field for smaller cities such as Tukwila and we strongly support this effort.

Thank you for your continued work to ensure a long-term reauthorization solution for transportation infrastructure funding. On behalf of the City of Tukwila, we hope that you will make the TIGER CUBS program, and the additional funding, part of this conversation.

Sincerely,

Jim Haggerton
Mayor

cc: Congressman Rick Larsen

Phone: 206-433-1800 • City Hall Fax: 206-433-1833 • www.tukwilawa.gov

December 10, 2014
SCA PIC Meeting

Item 13a:
2015 State Legislative Agendas
Informational Item

SCA Staff Contact
Lyset Cadena, Senior Policy Analyst, lyset@soundcities.org, 206-433-7169

King County 2015 Legislative Agenda
The King County Council Committee of the Whole adopted the King County 2015 State Legislative Agenda (Attachment A). The King County Council will take action on the legislative agenda on December 8, 2014.

The King County legislative agenda is aligned in many ways with city priorities, including the need for investment in local infrastructure including transportation, and the need for dedicated, sustainable funding sources for public health.

The agenda focuses on the following issues:

- Revenue Reform: Providing local governments with adequate tools to provide services;
- Meaningful Resources for the Safety Net: Meeting our needs in mental health and beyond;
- Keep the Region Moving: Delivering on transportation for today and tomorrow;
- Seizing Opportunity: Investing in our community;
- Winning on Water: Taking state action on water quality; and
- Unintended Consequences: Keeping state laws in alignment with reality.

City Legislative Agendas
Several cities such as Bothell, Burien, Federal Way, Kent, Kirkland, Redmond, Renton, SeaTac, and Shoreline have adopted 2015 legislative agendas, and have shared them with SCA. The cities' legislative agendas can be found in Attachment B. SCA will be collecting additional city legislative agendas, and can be provided upon request.

Attachments

A. King County 2015 State Legislative Agenda
B. Cities' Legislative Agendas

King County

King County 2015 State Legislative Agenda

King County, with more than 2 million residents, is the economic engine of the State of Washington. King County is one of the fastest growing regions in the nation, and its population is expected to increase 30 percent by 2040. It seeks to invest in the human, environmental, and built infrastructure necessary to accommodate this growth and to support Washington's economic competitiveness, as King County represents half of the state economy.

Unfortunately, over the past several years, reductions in funding and policy changes at both the state and federal levels have compounded one another, and local governments have few tools to ensure critical services remain intact. As the government responsible for local services, the County must be given the ability to address critical regional needs for our residents and businesses.

The County's legislative agenda reflects partnerships with its cities, employees, community agencies, and the state with the shared objective of ensuring King County remains a thriving hub of economic development and job creation. These key policy objectives further support the county's Strategic Plan and its focus on efficiency, partnerships, and customer service.

Revenue Reform: Providing Local Governments with Adequate Tools to Provide Services

Counties are in a budgeting trap: The state grants counties few revenue tools and places further constraints on some of those limited authorities. Without change, counties can never escape this structural revenue gap to maintain current levels of service for an increasing population. King County strongly supports the WSAC Fiscal Sustainability Initiative in partnership with counties statewide.

- Revise the annual limit on property tax to include inflation and population growth.
- Monitor the mental illness and drug dependency (MIDD) sales tax levy.
- Diversify counties' revenue sources.
- Provide greater local control over sources like the criminal justice sales tax.
- Modify state law that allows county general fund money based on increased population density to be transferred without consent of counties.

Meaningful Resources for the Safety Net: Meeting our Needs in Mental Health and Beyond

King County has highlighted the accumulated impact of state cuts to health and human services programs for years. The recent Supreme Court ruling on psychiatric boarding is an irrefutable sign that more must be done to provide reasonable care. At the same time, King County is working diligently to lead the way on Medicaid expansion and full integration of health care and behavioral health.

- Support legislative efforts to expand long-term local and state capacity in mental health and substance abuse. This will require a significant commitment to both capital and operating assistance, as well as additional inpatient beds both locally and at state hospitals.
- Adjust the Mental Illness & Drug Dependency (MIDD) levy to better meet the needs of people suffering from mental illness and addiction, including extending the MIDD supplantation language at 30% by postponing the planned 2015 stairstep down to 20% as originally outlined by state law.
- Amend 2014 legislation for Communities of Health and full integration: support a functional all-payer claims database, and extend the timeline for early adopters of full integration.
- Grant counties dedicated revenue sources for public health to ensure adequate and sustainable funding.
- Employ funding and tools to meet residents' increasing needs for a wide range of services, including 2-1-1, a phone number for people to call for health and human service information and referrals and other assistance to meet their needs.

Contact: Rachel Smith, 206-263-9628 or Abby Moore, 206-321-3913

Keep the Region Moving: Delivering on Transportation for Today and Tomorrow

Funding mechanisms supporting both roads and transit are fundamentally flawed, and the County is struggling to provide basic levels of service. As the region continues to grow at an exponential rate, we need to invest in transit and roads now to preserve our mobility, competitiveness, and quality of life.

- Support state-level efforts to invest in state projects and in local needs, including unincorporated areas where counties are the only local government available to residents.
- Explore ways to pursue increased transit options, including Sound Transit Phase 3.
- Endorse local revenue options for municipal governments to invest in community infrastructure and services, including unincorporated county roads.
- Honor the state's commitment to reconnect the Eastside Rail Corridor (ERC) at I-405 (Wilburton).

Seizing Opportunity: Investing in our Community Assets

Fostering a vibrant arts community is a critical asset for both our residents and visitors. Likewise, increasing the amount of available workforce housing and promoting tourism enrich our community.

- Supports the Cultural Access Fund and other local tools for arts and culture.
- Request flexibility in administration and investment of hotel/motel revenues, including –with fiscal prudence– bonding for housing and tourism capital while respecting city priorities and protecting revenue streams for ongoing operating programs.

Winning on Water: Taking State Action on Water Quality

There are as many contributing factors to water quality as there are reasons to love Puget Sound and our rivers, creeks, and watersheds. This year provides an opportunity to take meaningful steps forward.

- Seek approaches to water quality standards that balance tangible improvement in human health and foster economic development – including agriculture – in a region where many entities depend on water and water-related uses for their livelihood and financial success.
- Develop a robust set of state and local funding tools for water infrastructure and to ensure the long-term health of Puget Sound.
- We strongly support preservation of salmon recovery funding and state resources for habitat protection and restoration projects and programs.

Unintended Consequences: Keeping State Laws in Alignment with Reality

- Confront any legislative efforts to penalize King County for its settlement with public defenders in accordance with the *Dolan v. King County* decision in 2011.
- Clarify and integrate the medical cannabis and recreational marijuana statutes to better support effective law enforcement, land use laws, and public health objectives, e.g., deterring youth access.
- Align statute with legislative intent of police accountability through body cameras.

City of Bothell

CITY OF BOTHELL
2015 Top Legislative Priorities

- Transportation Improvement Board (TIB) Funding.
  Bothell urges the Legislature to retain the Transportation Improvement Board grant programs. Grants from TIB are an important piece of the funding puzzle for Bothell's downtown revitalization, generally as the last resource matching federal and local funding to ensure the projects come to fruition.

- Model Toxics Control Act (MTCA) Funding.
  Downtown Contaminated Soil and Groundwater Remediation is an important component of the City's Downtown Revitalization Plan. MTCA funding is key to the creation of jobs and Bothell's Downtown revitalization.

- Public Works Trust Fund (PWTF).
  The City of Bothell urges the Legislature to fund transportation needs now and encourage economic revitalization by restoring funding for the Public Works Assistance Account (Trust Fund). Action in this area is necessary to stimulate economic growth and provide much-needed jobs for Washington's citizens.

- Funding and legislation to address the rapidly expanding burden and costs of municipal criminal prosecution.
  Cities are facing increasing prosecutorial burdens and a crisis of funding due to county prosecutors refusing to prosecute many felony crimes. This is compounded by increasingly stringent public defense standards, privatization of liquor and legalization of recreational marijuana.

- University of Washington Bothell.
  The City of Bothell supports UW Bothell's request for capital investment for an academic building to continue the efforts of providing greater access to higher education.

Transportation Improvement Board Funding and Model Toxics Control Funding. The City of Bothell is in the midst of implementing its ambitious Downtown Revitalization Plan, which has already invested more than $100 million in publicly-funded projects to spark $650 million in private mixed-use investment over the next 25 years. Already, over $200 million in private investment is in the development pipeline or under construction today. The revitalization will create nearly 1,400 new permanent family wage jobs and an estimated 8,400 temporary construction jobs, providing a significant return on the State's investment.

- Transportation Improvement Board Funding - Bothell urges the Legislature to retain the Transportation Improvement Board (TIB) grant programs. Grants from TIB are an important piece of the funding puzzle for Bothell's downtown revitalization, generally as the last resource matching federal and local funding to ensure the projects come to fruition. As an example, the recently completed $53 million Crossroads project realigned SR 522 to address local and regional traffic concerns and begin the revitalization. TIB partnered with the City in this project by awarding a $4 million grant.

  Bothell intends to pursue TIB funding in 2015 to complete the final phase of the unique Multiway Boulevard project. The Multiway Boulevard will provide vehicle mobility much like other arterial streets; however, it also includes tree-lined medians, a slow-moving access lane, parallel parking stalls and a gracious tree-lined, wide sidewalk. This configuration provides a wide buffer between the auto-oriented arterial traffic and pedestrians, creating a welcoming public space. The unique layout of the Boulevard will support the economic revitalization of Downtown Bothell while maintaining traffic capacity for a key north-south arterial.

  The City has already invested over $10 million to complete the design of the Boulevard and construct the first phase of the project. The first phase completed the west side of the sidewalk, access lane, parking and tree-lined median from NE 183rd Street to NE 188th St in 2014 in support of the redeveloping parcels on the west side of Bothell Way. The total remaining cost for this project is $22 million.

  In the future, Bothell will continue to rely on TIB funding to help fund construction projects such as the SR 522, Stage 3 project, which would provide road and transit improvements along the regionally significant route, as well as large sidewalk projects that promote safety and pedestrian use near schools.

- Model Toxics Control Act (MTCA) Funding - Downtown Contaminated Soil and Groundwater Remediation is a key component of the City's Downtown Revitalization Plan. As City actions have begun to be implemented, there are major cleanup efforts to remove contamination left behind by historic gas stations, vehicle maintenance facilities, and dry cleaners. The goal of the City is to have an economically-revitalized, clean, green downtown core.

  By the end of 2014, the City will have spent approximately $3.6 million of its own funds toward contamination remediation. The City has been awarded $4.1 million in remedial action grant funding from the Department of Ecology and another $200,000 from the U.S. Environmental Protection Agency. Almost all of the remedial action grant funding will have been spent by the end of fiscal year 2015. The City is requesting additional Ecology grants in the amount of $4.3 million in order to complete the clean-up work, necessary for the creation of new jobs and the revitalization of Downtown.

  The City is currently under agreed order on five sites and enrolled in the voluntary clean-up program on two sites. When complete the City will have cleaned up what was left behind over a hundred-year period by former gas stations, car dealerships, repair shops, and drycleaners.

- Public Works Trust Fund (PWTF) – The City of Bothell urges the Legislature's support of restored funding for the Public Works Assistance Account (Trust Fund). Bothell's Downtown Revitalization includes multiple public projects and planning initiatives aimed at transforming the city's downtown core into a more vibrant, sustainable and thriving community. The Trust Fund has provided a critical contribution to funding Bothell's revitalization in the past and additional funds are needed to continue the progress.

Funding and legislation to address the rapidly expanding cost and burden of municipal criminal prosecution

Due to the fiscal hardships created by the Great Recession, counties have changed their filing standards drastically, which has led to cities handling evermore complex and serious crimes in municipal courts. These cases are felonies that are charged as misdemeanors in city court and commonly referred to as felomeanors. These cases typically involve more serious and dangerous crimes, and the stakes along with the associated inherent liability is correspondingly higher. The risk of mistake is compounded as we see more and more dangerous criminals passing through the municipal system.

The addition of these felomeanors has brought us to a point where many city prosecutors are operating well beyond capacity. Specifically, because of the amount of investigation required to successfully prosecute these cases, case files are often dozens of pages longer than our typical misdemeanor cases. To put this into perspective, even the lengthiest misdemeanor cases can often be read within ten to fifteen minutes. With felomeanors, where often times there are multiple defendants acting in unison, the time required to parse out which defendant did which crime, possessed which drug or item of paraphernalia, or stole or damaged which piece of property can literally take hours – for one case. Moreover, because investigation of these felomeanors often involves search warrants, city prosecutors are responding to and reviewing search warrants at a much more intense rate than ever before.

In this atmosphere many city prosecutors are only able to do the bare minimum to get by. There is a constant concern that details are being missed and that important cases are not prosecuted as they should be or not prosecuted at all. This problem is exacerbated due to recent changes to the public defense standards, as mandated by the Washington Supreme Court and the Federal Court for the Western District of Washington in the Wilbur decision. Public defenders are required to spend more time on defense resulting in additional motions being filed and additional trials occurring. Both are lengthy procedures. Public defense costs are already going up and are set to skyrocket in the next two years because of these new mandates. This in addition to the extra burden this will shift onto prosecution. For example, recently the City had to change its plea bargain standards because the Prosecutor's office was being bombarded with defense motions to suppress on first time DUI cases. The City simply couldn't keep up and was forced to develop one of the more lenient plea standards in the area.

The impacts of alcohol consumption have long been recognized as a source of significant local government public safety and health costs. For more than 70 years the revenues from liquor sales have been shared with cities and counties in order to offset these impacts in recognition of the fact that local government is pre-empted from taxing liquor.

Initiative 1183 was passed by a vote of the people with the stated intent to "(m)aintain the current distribution of liquor revenue to local governments and dedicate a portion of the new revenues raised from liquor license fees to increase funding for local public safety programs . . ." Specifically, the new law provided that local government would continue to receive a comparable amount of liquor profits plus $10 million for public safety.

Unfortunately, the enhanced public safety funding promised in the 2011 liquor privatization initiative has not been kept – in fact funding has been cut by legislative action and diverted to other uses.

Public safety is a significant portion of our budget. Statewide, nearly half of city budgets are spent on public safety. Alcohol abuse not only results in DUI crimes and the attendant property damage, injury and loss of life (impacting both police and fire budgets) but it also is a prevalent factor in other crimes including assault, domestic violence and many other crimes. Prior to the passage of Initiative 1183 police and fire were already dealing with tremendous expenses related to DUI and other crimes related to alcohol abuse. Now with the passage of the Initiative there is increased stress on police and society because of the increased theft of liquor that appears to be related to the now unregulated sale of liquor. The City of Bothell has seen an increase in crime, including theft of liquor, directly related to liquor deregulation. These alcohol related crimes place new burdens on police, fire, prosecution, court and jail budgets.

All of the impacts associated with alcohol consumption are also a concern with regard to marijuana use. The new recreational marijuana industry is subject to a 75% state excise tax, but none of this potential revenue is directed to local government to address public safety needs and other local impacts. Cities must enforce marijuana laws and need shared revenue to do this.

The City of Bothell supports increased funding and legislation to address the rapidly expanding burden and costs of municipal prosecution including the restoration of diverted liquor revenue and retention of existing state-shared city revenues together with the addition of new shared marijuana revenues.

City of Burien, Washington

2015 State and Federal Legislative Agenda

TOP PRIORITIES

1. Transportation

- Support a statewide transportation revenue package that includes $10.3M for the SR 518 interchange project in Burien, and:
  - A local option revenue package
  - Additional TIB funding so that more local projects can move ahead.

2. Local Revenues

- Support reinstatement of state shared revenues to cities, including liquor profits and taxes, and the Public Works Assistance Account.
- Support sharing recreational marijuana revenues with cities.
- Support new revenue authority for cities, if a state revenue package is developed.

3. Capital Budget Project

- Advocate for Burien projects in the 2015 state capital budget

Federal Government

1. FAA Airport Property Redevelopment Pilot Program

- Continue work with the FAA to ensure that a $5M appropriation is forthcoming to Burien by September 2015.

2. MAP-21 Reauthorization

- Support the inclusion of the TIGER CUBS legislation, or similar legislation in the 2015 Congressional reauthorization of MAP-21, that creates federal transportation grants to mid-sized cities.

OTHER PRIORITIES

1. Climate Change

- Monitor climate change legislation for impacts to Burien.

2. Mental Health/Psychiatric Boarding

- Support adequate funding for, and monitor the mental health discussion, particularly the psychiatric boarding, for impacts to Burien.

3. File Local/Local B&O and Business License Portal

- Support the continued development of the File Local Portal, scheduled for completion in spring, 2015.

4. Public Defense Costs

- Support city efforts to provide a state revenue stream for additional city public defense costs as a result of the state Supreme Court's mandated caseloads rule for public defenders.

5. Public Records Cost Recovery

- Support public agency efforts to obtain cost recovery for harassing and abusive public records requests that exceed public agency, and Burien's, ability to pay for.

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2015
STATE LEGISLATIVE AGENDA

MAYOR

Jim Ferrell

CITY COUNCIL

Deputy Mayor, Jeanne Burbidge

Lydia Assefa-Dawson

Bob Celski

Dini Duclos

Susan Honda

Kelly Maloney

Martin Moore

CITY ADMINISTRATION

Brian Wilson, Chief of Staff

Chris Carrel, Communications and Government Affairs Coordinator

Martin J. Durkan, Contract Lobbyist

2015 STATE LEGISLATIVE AGENDA

The 2015 legislative session is a 105-day session, beginning January 12, 2015. The Legislature will continue to be a house divided this session, with Republicans holding a slim majority in the Senate and Democrats with a slimmer than usual majority in the House. Education funding is anticipated to dominate the session and will in turn affect many other budget issues. A transportation revenue package may be revived again this session but would face many challenges in passing both houses. Most observers anticipate the Legislature will need at least one 30-day special session to conclude business and lawmakers may be adjourning as late as June 30th.

The City of Federal Way's 2015 Legislative Agenda focuses on priority areas of economic development, fiscal health, transportation infrastructure and the vital public safety issue of reducing DUIs and distracted driving. The objectives outlined here involve seeking resources in the capital budget, transportation budget and operating budget in what is anticipated to be a challenging Legislative session.

The City will focus its efforts on the legislative items and funding requests outlined here. Where possible, we will work with other stakeholders and lawmakers to support legislative action on these and other items.

Economic and Community Development

- Support for the Performing Arts and Conference Center
- Support for the Federal Way College Initiative
- Enable King County cities to create single-city Tourism Promotion Areas
- South King County Regional Hygiene Shelter
- Address regional equity in affordable housing

Fiscal Health

- Restore local liquor revenue sharing to historic levels
- Establish equity in marijuana sales excise tax revenues
- Maintain existing state shared revenues

Transportation

- Fund Triangle Project completion
- Enact a transportation revenue package
- Provide ballot authority to put Sound Transit 3 before voters

Public Safety

- Support for Nick & Derek project to combat DUIs and distracted driving

The City may also take positions for or against issues that arise either as legislation or through the State of Washington budget process, according to their impact on city administration and programs, the Federal Way community and local economy. The Mayor's Office will keep Council informed about significant issues that arise during session.

Economic and Community Development

Performing Arts and Conference Center Funding – The City is seeking Capital Budget support for the downtown performing arts and conference center project up to $4 million. In June, 2014 the City Council unanimously approved construction of the PACC. The facility will consist of a 700-seat theater, with up to 8,000 additional square feet to accommodate conferences, seminars, events, nonprofit and community meetings. The center will provide a much-needed community cultural venue to accommodate the increasing number of community cultural events that currently must seek venues outside the city for most performances. The project will also catalyze redevelopment of the City Center and implement the City's Comprehensive Plan vision for the City Center to develop into one of the key urban centers in the I-5 corridor, providing substantial growth in family wage jobs, housing and destinations in close proximity to the Federal Way Transit Center.

Federal Way College Initiative – The City is seeking state support for the initial research and exploration efforts necessary to bring a branch campus to Federal Way. The City is seeking to partner with a college or university to open a branch campus in Federal Way to serve the region's growing higher education needs. Siting of a branch campus would be made in coordination with downtown development priorities such as Town Center and would be supported by the plentiful public transit options available in the downtown.

Tourism Promotion Area Equity – The City is seeking changes to state law to enable large King County cities to create Tourism Promotion Areas, just as cities across the state can do. Hoteliers in the City of Federal Way have been working to create a Tourism Promotion Area (RCW 35.101) to strengthen tourism marketing and the local economy. When a majority of hoteliers agree to create a TPA, State law allows the entity to charge a fee that funds marketing and promotion activities through the TPA to increase tourism and ultimately the health of the local hotel market. However, King County cities are not provided the same opportunity for TPAs as cities across the state enjoy. State law does not allow King County cities to establish their own TPA, and requires collaboration among at least two government entities in order to form a TPA and enjoy the associated economic development benefits. This limitation is a significant restraint on the economic growth of local economies in King County and doesn't reflect the needs of larger King County cities. This restriction has prevented Federal Way from forming a TPA in 2013, despite approval from 63% of our hotels. The proposed legislation would allow cities above 50,000 population to form sole jurisdiction TPAs, if all other requirements of the statute are met.

South King County Regional Hygiene Shelter for the Homeless – The City will explore options for a Hygiene Center in South King County and pursue possible seed money for a plan to pursue such a facility.

Affordable Housing Task Force – The Washington State Housing Financing Commission provides federal and state tax credits to developers of affordable housing, which helps the state achieve its goal of meeting the statewide demand for low- and moderate-income housing. In King County, the combination of varying housing market strength and the lack of specific targets for regional equity is resulting in affordable income multifamily housing becoming concentrated in communities with lower housing market prices. WSHFC tax incentives make it more profitable to build low- and affordable-income housing in weaker housing markets. This makes cities with stronger housing markets less attractive to projects involving WSHFC tax credits and create affordable housing "deserts" in the cities where the need is greatest. This is a very complex issue without simple solutions and requires a true regional approach. The City is requesting a legislative working group to convene regional stakeholders in affordable housing, the development community, and local governments to study the issue and bring forth recommendations, including possible legislation for upcoming legislative sessions.

Fiscal Health

Restore local liquor revenue sharing to historic levels – Historically, the state has shared liquor revenues from liquor profits and liquor excise taxes with cities and counties in recognition of the local public health and safety impacts caused by alcohol consumption. Following passage of Initiative 1183, the Legislature suspended liquor excise tax revenue sharing in 2012, and then restored it in 2013 at 50% of historic levels. The 2012 suspension resulted in a $435,000 cut in the City's liquor excise tax revenues. Additionally, the Legislature in 2012 capped liquor profit revenue sharing to cities and counties at $49.4 million, which effectively reduced the percentage shared with local government from 50% to 35% and secured all future excess liquor profits for the state.

The City of Federal Way is joining cities and counties statewide in asking legislators to restore liquor profit and liquor excise tax revenue sharing to historic levels. Liquor privatization is significantly increasing the availability of alcohol in Washington State. The burden for increased public safety due to liquor privatization falls primarily on the local police, courts and social services.

Establishing equity in marijuana sales tax revenues – Legalized marijuana sales and production began in 2014 in Washington State under Initiative 502. The Initiative did not provide meaningful revenues sources to support cities' regulation and law enforcement needs stemming from the increased availability and sales of this drug. Both state and federal agencies have acknowledged that effective local law enforcement is the foundation for legalized marijuana to be successful. However, while the marijuana initiative will increase demand for

local law enforcement, court services and social services, current taxing structures do not provide additional revenues to local communities. The City will support legislation to address this funding imbalance and direct adequate portions of marijuana revenues to cities and counties.

Transportation

Completion of the "Triangle" Project – Federal Way supports funding of $114 million to complete remaining phases of the "Triangle" interchange - Interstate 5, State Highway 18, and State Route 161. Project components will include ramps connecting southbound I-5 to SR 161 and S. 356th Street, northbound I-5 to eastbound SR 18, reconstruction of the I-5/SR 161 undercrossing, and restoring the Weyerhaeuser Way connection to SR 18. The project is essential to Federal Way's economic development, and will improve access to local businesses while enhancing freight mobility for Port of Tacoma traffic. The project is also important for safety and is expected to reduce collisions over 50% at a societal cost savings of up to $600,000 annually.

Transportation Revenue Package – The City supports significant steps to address the state's crumbling roads infrastructure and transit needs. The City is advocating for inclusion of the Triangle Project, I-5 HOV lanes through Tacoma, SR 167 extension as well as I-5/S. 320th and I-5/SR-509 improvements. Additionally, it is vital that a transportation package support Transportation Improvement Board (TIB) funds, direct distribution funds and local funding options, including Metro transit. A key priority for the City will be to ensure that any funding for local roads ensures equity for cities like Federal Way that have consistently invested in roads maintenance.

Legislative Authority for Sound Transit 3 ballot – The City of Federal Way supports expansion of the high capacity transit system to help address the region's growing transportation needs and has been engaged in Sound Transit's process to plan for future investments. Completion of the "Sound Transit" spine will bring light rail into and through downtown Federal Way. With the passage of ST2 in 2008, Sound Transit used its taxing authority under state statute and will not have revenue capacity for future projects available until the 2040's. The City of Federal Way supports efforts to seek additional revenue options from the Legislature which would provide Sound Transit the opportunity to propose a new package of investments to voters as early as 2016.

Public Safety

The Nick & Derek Project – Traffic safety poses the highest risk to Federal Way residents and people driving through our community. Federal Way Police Department began this DUI and

distracted driving enforcement program to address this threat. The program was begun in response to the tragic loss of two Decatur High School students (Nicholas Hodgins & Derek King) killed by a DUI driver in Tukwila in June, 2010. The Nick & Derek Project is modeled after the highly successful Target Zero campaign and dedicates highly trained DUI traffic officers to patrol for DUIs during weekends, holidays and special event evenings, and for traffic officers to emphasize distracted driving, a large and growing problem among Washington drivers. The City has dedicated $50,000 in its 2015-2016 budget for this program and is seeking additional state support to expand the program and demonstrate the effectiveness of the targeted enforcement approach at the local level.

City of Kent
2015 State Legislative Agenda

The City of Kent's 2015 State Legislative Agenda is structured as follows:

1. The **"Top-Priority Issues"** are extremely important and will be a top focus of Kent's advocacy efforts.

2. **"Key Issues"** are next in importance on Kent's list, and will also be a primary focus of the City's advocacy time and energy.

3. The **Support / Oppose List** includes items that, while important, will be led by others. On these issues, Kent will join in strongly supporting or opposing legislative issues with potential to impact the city.

City of Kent TOP PRIORITIES

Maintain state commitments that fund essential services

Kent recognizes the State Legislature must make additional K-12 allocations in response to the *McCleary* decision, but urges the Legislature to preserve and restore critical state funding that is essential to local service delivery.

- **Protect Streamlined Sales Tax (SST) mitigation payments:** The Legislature's 2007 enactment of local sales tax "sourcing" changes under the SST compact occurred only after a commitment by the Governor and the Legislature to provide full mitigation funding to jurisdictions that saw losses because of the change. The City has helped build a city/county/transit agencies coalition, which urges that SST full mitigation payments be preserved. Even with the likely overall gain to the state from future federal action on the "Marketplace Fairness Act," Kent would only receive an estimated $444,600, just 9% of the city's current mitigation. **Annual impact: $5 million**

- **Restore liquor revenues, protect key state-shared revenues overall:** The one-year elimination of liquor excise tax revenues enacted in 2012 and the 50 percent cut enacted as part of the 2013-15 budget still negatively impacts Kent's bottom line. Action by the Legislature also capped the amount of "liquor revolving account" monies distributed to cities. Kent urges restoration of the liquor excise tax and revenue cuts and that the percentage of revolving account funds be allowed to coincide with growth in sales. These revenues help maintain public safety and assist with human service needs. Additionally, Kent believes Initiative 502 marijuana excise tax revenues should be shared with cities and counties for local law enforcement needs. **Annual liquor and criminal justice assistance state-shared revenues:**
  - **Liquor Revolving Account Revenues: $921,478**
  - **Liquor Excise Tax Revenues: $317,443**
  - **Criminal Justice Assistance Funds: $281,852**

Invest in community building efforts; retain and attract jobs

- **Capital Budget request for pre-construction work toward an East Hill YMCA:** In partnership with the YMCA of Greater Seattle, Kent is working to establish a Kent YMCA that would serve the culturally diverse population in the area. One component of this partnership is the City providing park property on Kent's East Hill for this new facility. Kent and the YMCA are looking to team up with 47th District lawmakers to seek $___ million to allow for pre-construction efforts that would put the project in a ready- to-build condition.

- **Capital Budget request to make critical bike connections for REI, Raleigh Bicycle, and Seattle Bike Supply:** An economic development and jobs retention priority is to keep the world headquarters of REI thriving, where many of its 1,000 employees commute by bicycle. Two nearby bicycle manufacturers – Raleigh Bicycle and Seattle Bike Supply – have a similar company culture. A key infrastructure connection for these companies is the construction of a bike lane on S. 228th Street. This connector would separate cyclists from heavy-freight haulers, while also providing a seamless link to the Interurban Trail. Kent greatly appreciates the $750,000 allocation in the previous Capital Budget, and asks lawmakers for the final $600,000 appropriation to complete this trail connection.

Maintain and connect a well-functioning transportation system

Kent urges the 2015 Legislature to enact a comprehensive transportation investment measure that includes the following components:

- **Interstate 5/State Route 509 project – including connection to S. 228th Street and a grade-separation at Union Pacific rail line**: With a direct connection at S. 228th, an estimated 1/3rd of all truck traffic coming from the air and seaports would be diverted from I-5, and connect directly to the Green River Valley distribution center. Kent urges legislators to fund the SR 509/SR 167 "Gateways" project. The City and private businesses have contributed more than $50 million in improvements to S. 228th St. Kent asks lawmakers to include $15 million for a grade separation at Union Pacific tracks. This improvement is critical to make a seamless connection on 228th and prevent hours of rail crossing closure delays.

- **Upgrades to State Route 167/Interstate 405 interchange:** Considered the state's most gridlocked interchange, Kent urges support for funding to construct a "Connector" at I-405/SR 167.

- **Maintain freight mobility funding:** Kent is significantly impacted by having both the Burlington Northern/Santa Fe and Union Pacific rail lines carrying six-dozen freight trains daily through the Valley.

- **Support local funding distribution, grant programs, options:** Kent seeks direct funding distributions to cities for basic maintenance and operating needs, local funding options that can be tailored to specific needs, and enhanced funding for critical grant programs such as the Safe Routes to Schools, "Complete Streets" program, Transportation Improvement Board and Freight Mobility Strategic Investment Board.

City of Kent KEY ISSUES

Support law enforcement efforts to combat gang violence

- **Gangs intervention/street outreach work:** Kent has collaborated with the "Alive and Free" program, which uses direct intervention by street-wise outreach workers to turn troubled kids away from a life of gangs and violence. Together, we have united with key state legislators and seek a $2 million appropriation for these make-a-difference services.

- **Funding for statewide gangs intelligence database:** With support from the Washington Association of Sheriffs and Police Chiefs, as well as other King County chiefs and sheriffs, Kent requests $250,000 for a statewide gangs intelligence database. The database would help cities and counties statewide with training, data-input, and overtime costs related to implementing a Western States Intelligence Network (WSIN) system authorized by the federal government.

Provide local governments with authority, flexibility and enhanced efficiency

- **Strongly support adjusting the 1 percent annual limit on property tax increases to better reflect the cost of providing critical services:** Sustainable funding opportunities that keep up with the rate of inflation and/or growth must be explored so cities can meet their own service needs.

- **Authorizing code cities to do more public works projects in-house:** Changes to state law in 2009 removed the authority for Kent to utilize a $90,000 threshold – or to do in-house work equaling up to 10 percent of an annual public works budget – for small in-house public works projects such as parking lots, small sidewalk and overlay segments, etc. The law puts very large code cities (Kent – population 120,000) and the very smallest code cities under strict limits that allow a threshold of only $45,000 or $60,000 (depending on the number of crafts involved). In 2014, Kent worked with area lawmakers on **ESHB 2618** to allow more in-house work on small public works projects – up to a $125,000 limit for multi-crafts projects. Kent supports opening up flexibility for cities of 20,000 or more population to complete additional public works projects in-house.

- **Technical fix to Public Records Act (PRA) – confidentiality of sensitive real estate transactions:** Kent is working with the "Sunshine Committee" established by the Legislature, and staffed by the State Attorney General's Office, on a technical fix to the PRA with respect to sensitive real estate transactions involving local governmental agencies. Under current law, when a transaction is pending and premature public release of information could adversely affect the price and subject taxpayers to unnecessary additional costs, a local agency may discuss the issue in Executive Session under RCW 42.30.110. However, with the exception of real estate *appraisals,* that same confidentiality does not extend to real estate transaction records under the PRA. With the Sunshine Committee having taken a unanimous vote in support of this issue, Kent will promote the passage of legislation in 2015.

City of Kent "SUPPORT/OPPOSE"

Criminal Justice/Courts/Jails/Law Enforcement

- **Support efforts to obtain funding to offset costs associated with the Indigent Defense Rule issued by State Supreme Court:** A recently issued indigent defense rule from the State Supreme Court rule mandates that by Jan. 1, 2015, no public defender will be allowed to handle more than 400 cases per year – or 300 if a "weighted average" formula is utilized. Kent projects this rule will result in approximately $250,000 in new public defense costs each year.

- **Protect criminal justice, law enforcement and courts funding:** Kent supports preservation of funds for municipal criminal justice assistance, auto theft prevention, E-911, Basic Law Enforcement Academy (BLEA) training, gangs intervention/prevention grants, sex offender address verification, public defense and court interpreters, and courts of limited jurisdiction. Kent would like to see enhanced BLEA funding to help prevent backlogs in getting new officers the certified training that is required, as well as preservation of funding for badly needed computer system upgrades for municipal courts.

- **Broaden use of DNA sampling; oppose legislation mandating onerous DNA record-holding requirements:** The Washington Association of Sheriffs and Police Chiefs (WASPC) may pursue a bill to extend the use of DNA sampling of offenders who commit serious crimes – as a technology tool to resolve other crimes. Kent would support this effort. At the same time, Kent would join WASPC in opposing measures that seek to place onerous mandates on local law enforcement for holding DNA evidence records.

- **Kent will oppose any legislative initiatives on medical and retail marijuana that undermine local control for jurisdictions to make decisions about what "collective gardens" or I-502 outlets may be located in their communities:** The City supports consolidation of laws and regulations to reduce confusion and overlap between medical marijuana, collective garden laws, and retail marijuana rules under I-502.

Economic Development/Infrastructure/Parks & Recreation/Housing/Arts & Culture

- **Support establishment of new Tax-increment financing (TIF), Local Revitalization Financing (LRF) tools:** Kent supports legislative initiatives to establish new TIF-like tools, or at the very least to authorize additional funding for the existing LRF program. These programs assist local communities in bringing infrastructure investments to bear to help major developments happen sooner, and attract economic development to our state vs. losing industrial recruiting battles to neighboring states.

- **Preserve funding for Public Works Assistance Account (PWAA); Washington Wildlife, Recreation and Parks (WWRP); Youth Athletic Facilities (YAF) program:** Kent supports preservation and enhancement of funding for these programs. Kent also supports a coalition effort to preserve a $200 million allocation in 2015-17 for the PWAA.

- **Additional years of state sales tax credit usage for Public Facilities Districts (PFDs):** PFDs have appealed to the Legislature to lengthen in statute – from 20 years to 25 years -- the duration of the .033 percent state sales tax credit that helps to finance arenas, cultural centers, etc. If a legislative initiative is brought forth in 2015, Kent will support it.

- **Support Healthy & Sustainable Communities" Initiative:** The Healthy & Sustainable Communities effort focuses on maintaining and augmenting funding for public health, recreation, WWRP, Safe Routes to Schools and bicycle-pedestrian programs, etc.

- **Support funding for affordable housing:** Kent supports maintaining 'safety-net' funding for programs such as the Transitional Housing, Ownership and Rental Assistance (THOR) program.

Environmental Issues/Utilities/Water/Stormwater/Flood Control

- **"Fish consumption" rates:** Kent supports the current water-quality standards proposal on fish-consumption rates. The City would join others in opposing fish-consumption rates that would have significant negative impacts on Boeing's industrial stormwater discharge costs, or result in major upward spikes in wastewater treatment costs. Draft fish-consumption rules will likely be debated throughout the 2015 Session.

- **Oil train safety:** Kent supports legislation to provide the state and local governments with additional authority to ensure the safety of oil trains, particularly at distribution and transfer points where accidents are most prone to occur.

- **Support the Puget Sound Action agenda:** Kent supports the agenda as long as implementation of those goals does not end up resulting in unfunded mandates that would add to costs and burdens already faced by cities.

- **Stormwater and flood control funding:** Kent will support a proposal from the State Department of Ecology to allocate $100 million in Capital Budget for stormwater project grants at the local level. Kent will track initiatives to provide new funding for stormwater, flood control, and water supply. Any such initiative must be constructed in a way that is equitable for cities in terms of funding sources utilized and where those investments occur on the ground.

- **Changes to water-sewer districts "assumption" laws:** Kent will join the AWC in opposition to a possible effort to require that all future 'assumptions' of water and sewer districts by cities be subject to a public vote. This would be in direct conflict with the expectations of the state's Growth Management Act. Kent also believes that the *Wenatchee vs. Chelan County Public Utility District* case should further authorize cities to collect utility tax on water-sewer district services delivered inside city limits – just as they already do with city-supplied water and sewer services inside a corporate city limits.

- **Product stewardship program:** Kent supports efforts to expand the state's successful "Product Stewardship" program, which utilizes manufacturer-financed efforts to enable recycling of products such as electronics, mercury-containing lights, paints, and used prescription drugs.

- **Water and electrical fixture efficiency standards:** Kent supports legislation to establish efficiency standards for water and electrical fixtures.

Fiscal Issues

- **Oppose legislation that would result in unfunded mandates, remove or pre-empt local authority, or erode local revenues:** Kent strongly supports "home rule" for local

governments and, opposes legislation that would result in unfunded or "under-funded" mandates to local government, or erode local revenues, or seek to remove or pre-empt local authority.

- **Department of Revenue legislation to simplify sales taxation on "amusement and recreation services":** The DOR likely will initiate Agency-request legislation in 2015 to simplify and reduce the sales tax collection burden for recreational activities and leagues operated by parks and recreation agencies as well as non-profits and the private sector. Kent supports this and believes it makes little sense to collect sales tax from those who already pay user and field fees for participating in healthy activities such as soccer, basketball, volleyball and softball leagues.

- **Centralized statewide administration of the B&O tax and business licensing:** Kent will join other cities in opposing legislation that would centralize administration of local B&O tax at the state level, and would mandate all cities join the state's Business Licensing Service. Integrating with the state's BLS should continue to be an option for cities, but not a mandate. Additionally, Kent is supportive of the "File Local" B&O tax portal being established by five cities, and may look to join this payment streamlining online portal after it gets underway in 2015.

- **Utility tax authority for counties:** In past sessions, counties have sought the same utility tax authority provided to city governments. Kent is open to supporting utility tax authority for counties, as long as there are assurances that it applies only to the unincorporated area to prevent any "double taxation" of municipal ratepayers.

General Government / Miscellaneous

- **Limiting liability for cities and other units of local / state government:** Kent supports initiatives to put reasonable limits on tort liability for the state and local governments.

- **Public Records Act:** Kent places a high value on ensuring transparency and sunshine in public records openness for its citizens. However, the City believes there are also common-sense ways to address issues involving "abusive" requesters, cost recovery for electronic requests, as well as requests for commercial purpose profit.

Growth Management / Land-Use / Planning

- **GMA planning grants:** Kent strongly supports restoring GMA planning grants for local governments. GMA planning grant funding has been removed from recent state budgets, leaving Kent and other Central Puget Sound cities, which have 2015 GMA Comprehensive Plan update requirements to bear the entire cost of this work.

- **Mandatory deferral of impact fees:** In 2013, the Legislature enacted – and the Governor vetoed – legislation that would have mandated cities and counties to defer the collection of *all* GMA impact fees until final occupancy for housing developments. Kent will oppose this legislation if it arises in 2014, as it would require the City to defer even school impact fees. The City is open to looking at ways to provide relief for small homebuilders who face initial financing pressures (vs. larger builders that can amortize those costs).

- **Annexation laws:** Kent supports efforts to streamline annexation laws, but opposes legislation – such as bills introduced in 2013 – that would put new hurdles and burdens on annexations.

Human Resources/LEOFF/PERS

- **Oppose pension enhancements that add costs – and fully fund pension responsibilities:** Kent will join others in opposing pension enhancements that would exacerbate cost pressures at the local level. The City urges the Legislature to maintain funding obligations for existing pension programs to avoid "spiking" of pension contribution rates.

- **Oppose changes to "presumptive disease" laws:** Kent joins the AWC in opposing any efforts to expand "presumptive disease" laws for determining whether workers' compensation should be triggered for a disease that is presumed to be occupationally related.

- **Workers' compensation settlements:** Kent supports revisions to Workers' Compensation statutes to keep rates stable or to reduce overall rates.

- **LEOFF 1 medical costs:** Kent is prepared to support any legislative initiatives to reduce or relieve significant LEOFF 1 medical cost pressures on local governments.

Human & Social Services

- **Funding for human services:** Kent supports efforts to preserve and enhance funding for mental health, WorkFirst, programs for homeless veterans, re-employment services, and those programs that provide a basic safety net for vulnerable and older populations in need. Additionally, Kent is prepared to support legislative efforts to extend authorities for counties to maximize Mental Illness & Drug Dependency (MIDD) funds.

Transportation

- **Additional authority for Sound Transit (ST) Phase 3:** Kent is prepared to support efforts by Sound Transit to either extend existing taxing authority, or secure new authority, to go out to voters for a future "ST-3" measure.

- **Regional mobility grant funding program:** Kent will support a coalition effort to preserve funding for the Regional Mobility Grant Funding program, and to ensure the state adheres to prior commitments to augment the biennial funding level to $50 million.

CITY OF KIRKLAND
2015 LEGISLATIVE AGENDA

General Principles

Kirkland supports legislation to promote the City Council's goals and protect the City's ability to provide basic municipal services to its citizens.

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.
- Defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes.

City of Kirkland 2015 Legislative Priorities

- Kirkland supports providing state and local transportation revenue to maintain infrastructure investments, transit agency funding flexibility, and complete projects that enhance economic vitality, particularly the SR 520 corridor.
- Kirkland supports including funding in any statewide transportation package for the I-405 / NE 132 Interchange Ramp project in the Totem Lake Designated Urban Center: $75 million
- Kirkland supports continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor and implement multiple uses including recreation and transportation.
- Kirkland supports capital budget funding for any of the following multimodal safety investments.
    1. Juanita Drive Multimodal Safety Investments: $1,350,000
    2. Cross Kirkland Corridor to Redmond Central Connector: $750,000
    3. NE 52nd Street Sidewalk: $1,068,600
- Kirkland supports giving cities flexibility to help site marijuana retail facilities and supports sharing marijuana revenue with cities that allow marijuana retail facilities in order to address public safety and other local impacts.
- Kirkland supports allowing additional Sound Transit revenue authority and that such authority may also be used to fund trail development and alternative transportation along the Eastside Rail Corridor.
- Kirkland supports allowing both the state and local governments the option of replacing the property tax cap, currently fixed at 1 percent, with a cap that is indexed to both population growth and inflation.

CITY OF REDMOND
2015 STATE LEGISLATIVE AGENDA

Top Priority Issues

- **Support Transportation Investment Package**
  ***Fund 148th and 124th Interchange Projects and Other Key SR 520 Multi-Modal Corridor Projects, and Fund Completion of the SR 520 Bridge Replacement Project*:**
  Redmond urges the Legislature to adopt a transportation investment package, with funding to construct the 148th Overlake Access Ramp, grade separate the SR 520 Trail at 40th Street, and design a full interchange at SR 520/124th; these projects were included in the last transportation package developed by the Legislature. Redmond also strongly supports including funding to complete the SR 520 Bridge Replacement Project, as well as funding key transportation grant programs.

  Authorize Local and Regional Financing Options: Redmond urges the Legislature to authorize local transportation financing options, in a way that equitably distributes funds to cities and counties, to assist local governments in addressing road maintenance and preservation and transit needs. Redmond also supports additional regional transit financing options for Sound Transit for the third phase (ST3) of future high-capacity transit improvements.

- **Seek Capital Funding for Redmond's Downtown Park - $3 Million**: A key part of Redmond's vision for the City's downtown is a 2-acre "Downtown Park" that will bring a critical community gathering, green space to an increasingly mixed-use urban center. The park site is surrounded by commercial, residential and office uses and is a key driver to the economic vitality of downtown. Prior to construction, Redmond will have spent $17.7M acquiring the land and completing the Master Plan and design for this park. The City has budgeted $10M for construction and seeks a $3M partnership from the State as a "Local/Community Project" in the 2015-17 Capital Budget to complete the project. Construction is scheduled to begin late 2016, with the Downtown Park completed in 2018.

- **Support Hi-Tech Industry through the "Washington Tech Cities Coalition" (WTC^2):** The Washington Tech Cities Coalition will support initiatives that enhance competitiveness and invest in education and infrastructure to support hi-tech. The WTC^2 supports restoring Research and Development (R&D) tax incentives as well as legislation to provide Business and Occupational (B&O) tax incentives to tech sector start-up companies.

- **Enhance and Protect "State-Shared" and other Key State Revenues**: Redmond will join the Association of Washington Cities (AWC), cities and counties to:
  - Enhance revenues and protect "state-shared revenues" that are vital for local governments, such as liquor taxes and profits, municipal criminal justice assistance, and distribution of marijuana excise tax revenues to local governments.
  - Protect revenue that funds key grant programs, auto and identification theft prevention, Basic Law Enforcement Academy (BLEA) training, registered sex offender address verification, transit, public health, mental health, and key human services such as housing assistance.
  - Provide cities and counties with additional revenue authority and tools to help local governments better address their needs.

Support/Oppose Issues

Economic Development/Infrastructure

- Provide additional economic development and infrastructure investment tools for cities**:** Redmond supports initiatives that spur economic development and infrastructure investment, including more robust "Tax Increment Financing", new funding for the Local Revitalization Financing (LRF) program, investing in Commute Trip Reduction (CTR) and Growth and Transportation Efficiency Centers (GTECs), and re-establishing funding for Innovation Partnership Zones (IPZs). Where the Legislature has provided these tools in recent years, such as with authorization for a "Community Facility District," Redmond has used these tools.

- Protect funding for the Public Works Assistance Account (PWAA)**:** Redmond will work closely with a coalition to preserve $175M in the 2015-17 Capital Budget and end diversion of tax revenue that supports this program**.** The Public Works Board has recommended a $7M low-interest construction loan for the City's "*Redmond Way Cleveland Street Couplet Conversation Project,*" converting two one-way streets to two-way streets in downtown.

- Support capital funding initiatives for local government infrastructure: Redmond will support initiatives to preserve and enhance capital funding for local infrastructure needs, including competitive grants for the Transportation Improvement Board (TIB), stormwater management, the Housing Trust Fund, and programs for parks, open space and ball fields, such as the Washington Wildlife and Recreation Program (WWRP) and Youth Athletic Facilities (YAF) Program.

- Support "Healthy & Sustainable Communities Initiative"**:** Redmond supports funding for programs that help people stay active and make healthy choices, such as public health, Safe Routes to Schools, bicycle and pedestrian safety grants, and "Complete Streets" legislation.

Environment

- Add new elements to State's "product stewardship" program: Redmond supports legislation that would add new elements to the State's "product stewardship" program, which uses manufacturer-financed initiatives to encourage environmentally responsible recycling of items such as electronic products and mercury-containing lights.

- Support efficiency standards for water and electrical fixtures: Redmond supports legislation to create efficiency standards for water and electrical fixtures.

- Support Puget Sound Partnership Action Agenda: Redmond supports investments to continue ongoing Puget Sound Partnership efforts, so long as mandates and requirements are not imposed on cities without adequate funding to implement them.

Fiscal/Budget/Funding

- Promote efficiencies to help relieve or reduce cost-drivers for local governments**:** Redmond supports ideas being developed by AWC and the Washington State Association of Counties (WSAC) to help governments operate more efficiently, reduce or delay cost impacts, or relieve cost burdens. As one example, Redmond supports changes to state law so that revenue from the first one-quarter

percent and second one-quarter percent Real Estate Excise tax (REET) could be used for the same purpose.

- Oppose actions that pre-empt or erode local control or local revenues or add to local costs**:** Redmond opposes actions that impose unfunded mandates on local governments, erode or eliminate local revenues, add local costs, or pre-empt or erode local control. For example, the city has strongly opposed legislation that would have placed burdensome density requirements on cities around transit stations.

- Simplify taxation of amusement and recreation services provided by local government: Redmond supports legislation to narrowly define amusement and recreation services that are subject to sales tax when these services are provided by local government, to reduce the administrative burden of local park and recreation agencies' compliance with sales tax collection.

- Fund affordable housing and human services**:** Redmond supports the Eastside Human Services Forum (EHSF) legislative agenda, which includes the following priority areas, 1) support access to basic needs, 2) prevent and end homelessness, 3) support the most vulnerable older adults and people with disabilities, and 4) strengthen early learning support.

General Government and Personnel/Pension

- Public records reform – cost recovery for requests that are purely for commercial enrichment**:** Redmond is committed to public records openness and transparency. However, the City, along with the AWC and others, supports legislation allowing public agencies to recover some costs from those who seek to use the Public Records Act purely for commercial purposes vs. the public, common good.

- Oppose pension enhancements that add new costs and fully fund pension responsibilities**:** Redmond will join with AWC in opposing pension enhancements that would add new costs to local governments and urge the State to fully fund existing pension responsibilities.

- Increase value of public works projects that can be performed in-house: Redmond will join other jurisdictions to support legislation to amend bidding laws to allow in-house personnel to perform more small public works projects.

Growth Management and Land-Use

- Mandatory deferral of Growth Management Act (GMA) impact fees: Redmond will join with the AWC, other cities, and counties in opposing legislation that would mandate the collection point for GMA impact fees. However, the City will consider legislative initiatives that would provide some relief for "small builder" home projects.

- Expanding the uses for Growth Management Act (GMA) impact fee revenues: Redmond supports expanding the use of impact fee revenue for pedestrian, bicycle, and transit facility improvements.

Law Enforcement/Criminal Justice

- Consolidate and simplify the regulation of marijuana: Redmond supports efforts to consolidate and simplify laws and regulations applying to medical and recreational use of marijuana, so there is a single set of rules for law enforcement of both medical and recreational retail sales and use of marijuana. Any legislation to reconcile medical and recreational marijuana must preserve local zoning authority.

- Re-Authorize funding for Financial Fraud/Identity Theft Task Force in King/Pierce Counties: Local governments and the banking industry are developing legislation to re-authorize bank fees that expire in 2015 to help fund a Financial Fraud/ID Theft Task Force in King and Pierce Counties. The Task Force funds a crime analyst in the Redmond Police Department and a detective in Pierce County. Redmond strongly supports extending this funding to continue the work of the task force.

- Oppose legislation reducing local authority to contract for jail services: The Office of Financial Management is conducting a jail capacity study at the direction of the Legislature; some jurisdictions may seek to use this study as a rationale for legislation to require municipalities to contract for jail services only within their county of origin. Redmond opposes any efforts to reduce the City's flexibility to contract for jail services for misdemeanant offenders in a manner that is cost effective and efficient for the City.

- Driving While License Suspended (DWLS) laws for non-payment of child support: Under state law it is unclear whether those who fail to make child support payments and whose licenses are suspended should be charged with second-degree DWLS or third-degree DWLS. Redmond supports legislation to clarify charging decisions in these cases.

- Improve Sex Offender Registration Laws: The Washington Association of Sheriffs and Police Chiefs will be advancing legislation to update the state's sex offender registration and monitoring system. Redmond supports this initiative to improve sex offender registration laws.

CITY OF REDMOND
2015 STATE LEGISLATIVE AGENDA

Guiding Principles:
The City has adopted the following principles to guide the City's Legislative Agenda:

- **Protect home rule and local authority**: The Legislature should refrain from pre-empting the authority of local cities and communities which are closest to the citizens they serve.

- **Refrain from imposing unfunded or "under-funded" mandates**: It is important that the Legislature stay within the boundaries of Initiative 601 and refrain from imposing new unfunded or "under-funded" mandates upon local jurisdictions unless there is adequate funding provided to implement them. Redmond believes the Legislature has been much more sensitive to this issue in recent years.

- **The state should not erode local revenues and local taxing authority**: As "creatures of the state," cities in Washington have only the taxing and revenue authority directly provided to them by the State Legislature. It is vital that lawmakers refrain from making decisions that erode or eliminate those revenues and the local taxing authority that is given to cities.

- **The state should preserve Operating, Capital, and Transportation budget funding that flows to cities**: Redmond urges the Legislature to refrain from cutting or eliminating operational and infrastructure funding for Redmond and other cities.

- **The Legislature should reward jurisdictions that step up to implement the policy goals developed by the state, as it exercises its decision-making, particularly in grant and loan programs**: Redmond is an example of a city doing the right things to implement the Growth Management Act (GMA), accommodate density, ensure the urban centers of downtown and Overlake are conducive to "transit-oriented" and pedestrian-friendly development, embrace "green building", climate-change and Vehicle Miles Traveled (VMT) strategies, etc. As it makes funding and policy decisions regarding grant and loan programs, the state should find ways to reward jurisdictions, such as Redmond, that carry out and embrace these policy objectives.

City of Renton Legislative Priorities 2015

Transportation

Renton urges the Legislature to enact a comprehensive transportation package

- Fix the worst first and finish projects already started; I-405/SR-167 interchange and the Renton-to-Bellevue segment of I-405.
- Provide direct distributions of new gas tax revenue and local transportation funding options to cities and counties.
- Enhance grant funding for critical programs such as Transportation Improvement Board (TIB), Freight Mobility Strategic Investment Board (FMSIB) and Complete Streets.

Public Safety

Renton strongly supports funding and tools that assist local efforts to provide vital public safety services

- Fund critical public safety needs by sharing a percentage of marijuana excise tax revenues.
- Reconcile and consolidate laws and regulations on retail and medical marijuana use.
- Enhance funding for Basic Law Enforcement Academy (BLEA) training courses to help reduce current backlog.
- Provide $2 million in 2015-17 Operating Budget monies for competitive grant funds for gang intervention programs such as Alive and Free.
- Provide funding for critical public safety programs such as E-911 funds and sex offender address verification monies.

Fiscal Stability

Renton urges lawmakers to protect "state-shared" revenues, avoid funding cuts for public safety needs, and provide more tools and authority to address local needs

- Restore full liquor excise tax distributions and restore a percentage growth in liquor profits.
- Provide local governments with sustainable revenue options and tools to address their needs, including a fix to the law that limits annual property tax growth to 1 percent while annual costs increase at the rate of inflation.
- Provide local agencies with new authority and tools to control "cost-drivers" on the expense side.

Quality of Life

Renton strongly supports policies, investments and tools that contribute to quality-of-life enhancements

- Request $3.6 million in the 2015-17 Capital Budget for constructing Phase I of the 3.1-acre Sunset Neighborhood Park, a major gateway for the Sunset Area and a key piece of Renton's "Sunset Area Community Reinvestment Strategy."
- The state funding would be matched by a city investment of $5.26 million that includes front-loaded funds for acquisition, design, permitting and other requirements. As a lead-up to the park project, Renton and local partners will have completed $48 million worth of public infrastructure investments in the Sunset Area.
- The park will be a gateway and catalyst for transforming a part of the city that was the site of World War II-era housing, and help overcome academic, health care, obesity, public safety, and socio-economic challenges.

City of Renton 2015 State Legislative Agenda

The City of Renton's 2015 State Legislative Agenda is divided as follows:

1. The **2015 PRIORITY ISSUES** – items Renton will devote its highest level of advocacy toward achieving. ***These are outlined in a separate handout***.

2. The **2015** "**SUPPORT/OPPOSE**" Items. This part of the Agenda includes an array of issues that others will lead efforts to either advance or head off. The City will use time and effort and join others in supporting beneficial measures or opposing those which would have an adverse impact.

City of Renton 2015 Agenda "SUPPORT/OPPOSE"

Criminal Justice/Courts/Jails/Law Enforcement

- **Support efforts to obtain funding to offset costs associated with the Indigent Defense Rule issued by State Supreme Court:** Renton joins cities across the state with significant operational and cost concerns over a recently issued indigent defense rule from the State Supreme Court. The rule mandates that by Jan. 1, 2015, no public defender will be allowed to handle more than 400 cases per year – or 300 if a "weighted average" formula is utilized. Renton projects that this new court rule will result in approximately $212,000 in new public defense costs each year. The City will support legislation that help cities offset these new cost mandates.

- **Broaden use of DNA sampling; oppose legislation mandating onerous DNA record-holding requirements:** The Washington Association of Sheriffs and Police Chiefs (WASPC) may pursue a bill to extend the use of DNA sampling of offenders who commit serious crimes – as a technology tool to resolve other crimes. Renton will **support** this effort. At the same time, the City would join WASPC in **opposing** measures that seek to place onerous mandates on local law enforcement for holding DNA evidence records.

Economic Development/Infrastructure/Parks & Recreation/Housing/Arts & Culture

- **Tax-increment financing (TIF), Local Revitalization Financing (LRF):** Renton will **support** legislative initiatives to establish new TIF-like tools in the State of Washington, or at the very least to authorize additional funding for the existing LRF program. These programs are critical to helping local communities bring infrastructure investments to bear to help major developments happen sooner and more substantially and to attract economic development to our state vs. losing industrial recruiting battles to neighboring states.

- **Public Works Trust Fund (PWTF); Washington Wildlife, Recreation and Parks (WWRP), Youth Athletic Facilities (YAF):** Renton **supports** these and other local infrastructure accounts in the state Capital Budget and will work to help ensure funds are protected and, if possible, enhanced. The City also will **support** a coalition effort to ensure a $200 million allocation for the PWTF in the 2015-17 Capital Budget, and to end the diversion of tax proceeds from the PWTF.

- **Funding for affordable housing:** Renton **supports** efforts to maintain and grow the Housing Trust Fund and to maintain 'safety-net' funding for programs such as the Transitional Housing, Ownership, and Rental Assistance (THOR) program.

- **"Healthy & Sustainable Communities" Initiative:** Renton has been involved in the development of this initiative by parks and recreation interests and continues to **support** it. The Healthy & Sustainable Communities effort focuses on maintaining and augmenting funding for public health, recreation, WWRP, Safe Routes to Schools and bicycle-pedestrian programs, etc.

- **Changes in statute to allow more small public works projects to be performed in-house:** Individual cities may bring forth a bill in 2015 to allow code cities to perform more small public works projects in-house. If such legislation is brought forward in 2014, Renton will **support** it.

- **Small business grants and loans:** Renton **supports** programs and funding such as Small Business Development Centers (SBDCs) to assist small businesses, especially start-up enterprises that need initial help, or minority- and women-owned enterprises.

- **Recreational liability immunity at boat launch sites:** Renton is prepared to ***support*** 2015 legislation being promoted by the City of Gig Harbor, designed to provide more robust liability protection to public agencies which charge moorage or launch fees to recreational boaters.

Education/Workforce Development

- **K-12 "paramount duty" obligations:** Renton recognizes that great communities must have great schools, and **supports** efforts to ensure the Legislature is meeting and properly funding its "paramount duty" obligations for K-12. At the same time, meeting constitutional funding obligations in the wake of the "*McCleary*" decision should not be done in a way that re-directs, shifts, and reduces funding for programs that are critical to the success of local government.

- **Educated/flexible work force for all employers:** Renton **supports** standards and accountability measures to ensure students are being adequately prepared to enter the work force of the future, quality teachers are being attracted and retained, and coordination is occurring to enable work force development efforts among K-12 and post-secondary colleges and vocational schools to be as seamless as possible.

Employee Services Issues/LEOFF/PERS

- **Oppose pension enhancements that add costs – and fully fund pension responsibilities:** Renton will join others in **opposing** pension enhancements that would exacerbate cost pressures at the local level. At the same time, the City urges the Legislature to maintain funding obligations for existing pension programs to avoid "spiking" of pension contribution rates.

- **Oppose changes to "presumptive disease" laws:** Renton will join the AWC and other employer representatives in opposing any efforts to expand "presumptive disease" laws for determining whether workers' compensation should be triggered for a disease that is presumed to be occupationally-related.

- **LEOFF 1 medical costs:** Renton is prepared to **support** any legislative initiatives to reduce or relieve significant LEOFF 1 medical cost pressures on local governments.

Environmental Issues/Utilities/Water/Stormwater/Flood Control

- **"Fish consumption" rates:** Renton will join the AWC and other key players in the business community, in **supporting** a current water-quality standards proposal on fish-consumption

rates. The City would join others in **opposing** fish-consumption rates that would have significant negative impacts on Boeing's industrial stormwater discharge costs, or result in major upward spikes in wastewater treatment costs. Draft fish-consumption rules are expected to be debated throughout the 2015 Session.

- **Puget Sound Action agenda:** Renton **supports** the goals and objectives laid out in the PSP Action Agenda – so long as implementation of those goals does not end up resulting in unfunded mandates that would add to costs and burdens already faced by cities.

- **Stormwater and Flood Control Funding:** Renton will strongly **support** a proposal from the State Department of Ecology to allocate $100 million in the 2015-17 Capital Budget for stormwater project grants at the local level. Additionally, the City will closely track a likely initiative led by Capital Budget lawmakers to provide new funding for stormwater, flood control, and water supply. Any such initiative must be constructed in a way that is equitable for Puget Sound and King County local agencies in terms of funding sources utilized and where investments occur on the ground.

- **Changes to water-sewer districts "assumption" laws:** Renton will join the AWC in **opposing** a possible legislative initiative to require that all future 'assumptions' of water and sewer districts by cities be subject to a public vote. This would be in direct conflict with the expectations of the state's Growth Management Act. The City believes that the *Wenatchee vs. Chelan County Public Utility District* case should further authorize cities to collect utility tax on water-sewer district services delivered inside city limits – just as they already do with city-supplied water and sewer services inside a corporate city limits.

- **Product Stewardship program:** Renton **supports** legislative initiatives to expand the state's successful "Product Stewardship" program, which utilizes manufacturer-financed efforts to enable recycling of products such as electronics, mercury-containing lights, paints, and used prescription drugs.

- **Funding to assist with Watershed Resource Inventory Area 9 (WRIA 9) Salmon Recovery Efforts:** Renton **supports** Capital Budget program funding that will assist with WRIA 9 salmon recovery efforts, such as a $140 million request for the Puget Sound Acquisition and Restoration fund (PSAR).

- **Water and electrical fixture efficiency standards:** Renton **supports** legislation to establish efficiency standards for water and electrical fixtures.

Fire Prevention & Emergency Services

- **Maximum property tax rates for Emergency Medical Services (EMS):** The Washington Fire Chiefs' Association (WFCA) may well ask the 2015 Legislature for authority to increase the maximum property tax rate for EMS levies from 50 cents/$1000 to 75 cents/$1000. This would be a special property tax rate that would not impact the general $5.90/$1000 for cities and other property taxing jurisdictions. While EMS agencies in King County are not currently at the .50/$1000 maximum rate, Renton is **supportive** of providing this flexibility for EMS.

- **Cost recovery for statewide emergency disaster mobilization:** Currently under state law, the only cost-recovery available to fire agencies for responding to statewide disasters is with staff costs related to wild fires. WFCA may promote legislation to broaden the types of emergency disaster response for which cost recovery is available. Renton would **support** this effort.

- **Opposing efforts by insurance companies to pay patients directly for ambulance transport fees:** Renton will join the WFCA in **supporting** legislation that ensures insurance payments for ambulance transport go to the fire/EMS agencies that provide the service and are partly reliant on that revenue.

Fiscal Issues

- **Oppose legislation that would result in unfunded mandates, remove or pre-empt local authority, or erode local revenues:** Renton strongly supports "home rule" for local governments and, as a staple of its legislative initiatives, opposes legislation that would result in unfunded or "under-funded" mandates to local government, or erode local revenues, or seek to remove or pre-empt local authority.

- **Department of Revenue legislation to simplify sales taxation on "amusement and recreation services":** The DOR is looking to bring forward Agency-request legislation in 2015 that would simplify and reduce the sales tax collection burden for recreational activities and leagues operated by parks and recreation agencies as well as non-profits and the private-sector. Renton **supports** this and believes it makes little sense to collect sales tax from those who already pay user and field fees for participating in healthy activities such as soccer, basketball, volleyball and softball leagues.

- **Centralized statewide administration of business licensing:** Renton will join other cities in **opposing** legislation that would mandate all cities joint the state's Business Licensing Service. Integrating with the state's BLS should continue to be an option for cities, but not a mandate.

- **Utility tax authority for counties:** Counties have in past Sessions sought utility tax authority that is currently provided to city governments, but not county governments. Renton is open to **supporting** utility tax authority for counties, <u>as long as there are assurances that it applies only to the unincorporated area</u> to prevent any "double taxation" of municipal ratepayers.

- **Public health funding:** Renton **supports** Operating Budget funding allocations to ensure that the Seattle-King County Health District, and other public health agencies around the state, have the funding they need to provide core services.

General Government/Miscellaneous

- **Public Records Act:** Renton will **support** legislative initiatives that give local agencies ways to maintain transparency and "sunshine" for its citizenry while providing local agencies with ways to address "harassment"-related records requests. The City also **supports** cost-recovery mechanisms for records requests that are for commercial purpose and profit, not transparency.

- Limiting **liability for cities and other units of local/state government:** Renton **supports** initiatives to put reasonable limits on tort liability for the state and local governments.

Growth Management/Land-Use/Planning

- **GMA planning grants:** Renton strongly **supports** restoring GMA planning grants for local governments. GMA planning grant funding has been removed from recent state budgets, leaving Renton and other Central Puget Sound cities which have 2015 GMA Comprehensive Plan update requirements to bear the entire cost of this work.

- **Mandatory deferral of impact fees:** In 2013, the Legislature enacted – and the Governor vetoed – legislation that would have mandated cities and counties to defer the collection of *all* GMA impact fees until final occupancy for housing developments. This legislative initiative arose again in 2014, but was not enacted. Renton will **oppose** this legislation if it is brought forward in 2015, as it would require the City to defer even school impact fees. However, the City is open to looking at ways to provide relief for small homebuilders who face initial financing pressures (vs. larger builders that can amortize those costs).

- **Annexation laws:** Renton will **support** efforts to further streamline annexation laws, but **opposes** legislation that would put new hurdles and burdens on annexations.

Human & Social Services

- **Funding for human services:** Renton **supports** the efforts of human and social service groups that will seek enhanced funding for mental health and will look to preserve funding for preventing and ending homelessness, enhancing early childhood education, and providing a basic safety net for vulnerable and older populations in need.
    - Strongly support efforts to find solutions to end the homelessness crisis, especially those focusing on youth and homeless women with children. Support efforts that help better serve our vulnerable populations.

CITY OF SEATAC
2015-17 LEGISLATIVE BIENNIUM PRIORITIES

- **Capital Funding:**

  - **Fund International Marketplace TOD:** SeaTac respectfully requests $1.5 million in capital funding for a unique international marketplace transit-oriented development at South 154th Street adjacent to the Tukwila International Boulevard Light Rail Station. The City of SeaTac envisions this area becoming a vibrant, mixed-use residential neighborhood that will be pedestrian-oriented, visually pleasing, easily accessible, and integrated with high capacity transit. The project includes redevelopment of contaminated land that will result in significant community revitalization through multiple phases.

- **Transportation Funding:**

  - **Fund SR 509 Extension to I-5:** SeaTac respectfully requests that funding be provided to extend SR 509 to I-5. Completing the SR 509 extension project will improve the movement of people and goods throughout Southwest King County and to/from Sea-Tac International Airport and promote economic development. The City supports tolling, public-private partnerships, and other new revenue options to fund the project.

  - **Fund Portion of SR 509 Bridged by South 28th/South 24th Ave:** SeaTac respectfully requests that $4 - 6 million be allocated in the Washington State Department of Transportation budget to design and construct the portion of SR 509 that will be bridged by the City's South 28th/South 24th Avenue project. Without this early work, the cost of completing the SR 509 bridge will significantly increase.

  - **TIB Funding for Local Transportation Projects:** SeaTac requests continued financial support for local transportation projects, specifically the South 28th/24th Avenue project, through the Transportation Improvement Board. The City has received notice of a Transportation Improvement Board award of $6.8 million that is critical to completing the $20 million project. The arterial runs along the new Sound Transit Angle Lake Station at South 200th Street and provides interim south access to Sea-Tac International Airport.

  - **Local and Public Transportation Funding:** SeaTac supports a new transportation revenue package and believes that any proposal should include a significant share of funding to assist cities in meeting maintenance and operations obligations. The City also supports new revenue options to sustain public transportation funding, including proposals providing Sound Transit with additional revenue authority The City will evaluate any proposed revenue package with consideration of its local partners, including transit.

- **Infrastructure –** SeaTac supports funding and improving local infrastructure programs including permanent restored funding for the Community Economic Revitalization Board (CERB), Public Works Assistance Account (PWAA), Transportation Improvement Board (TIB), and the Model Toxic Control Account (MTCA).

- **Reform the Public Records Act –** SeaTac supports reforming the Public Records Act to address harassing public records requests. In approaching this reform, the City will seek to maintain an open and transparent government and access to public records.

- **Funding for Public Defense –** SeaTac supports additional state funding for the provision of public defense services in order to meet the requirements of the Court-adopted public defense standards and caseload limits.

The City of SeaTac supports the legislative agendas of the Association of Washington Cities and the Washington Economic Development Association.

2015 Shoreline Legislative Priorities

1. Support Local Government Financial Sustainability and Flexibility:
    a. Revise 1% Property Tax Limitation
    b. Local transportation revenue options

2. Advocate funding for 145th Street Corridor Project including ensuring safe pedestrian and bicycle access to the future 145th Street Light Rail Station

3. Oppose legislation that modifies existing city authority to assume water/sewer districts and support clarifying the City utility tax 'proprietary' vs. 'governmental' issue

4. Support clarification of state law regarding medical marijuana vs. recreational marijuana

5. Support increasing state revenue from non-regressive revenue sources to support education funding, the human services safety net, and general state and local governments to maintain existing levels of services.

Legislative Issues the City Supports:

1. Transportation Funding - support a new comprehensive transportation revenue package only if it includes the following:
    a. prioritizes projects that maintain or improve the existing urban infrastructure for both people and freight;
    b. prioritizes funding for bicycle and pedestrian facilities;
    c. prioritizes transit; and
    d. includes direct distribution to local governments and additional local option authorities

2. Restore Funding for the Public Works Trust Fund. Maintain and restore funding for other infrastructure funding programs.

3. Ronald Commons Project Capital Budget Funding request

4. Advocate for city tools, such as funding and regulatory authority, to support Transit Communities

5. Support Paint Product Stewardship legislation

6. Clarify the Washington State Transportation Commission's role in approving tolls imposed by a local Transportation Benefit District

December 10, 2014
SCA PIC Meeting

Item 13b:
Safety of Newborn Children Task Force
Report and Recommendations
Informational Item

SCA Staff Contact
Lyset Cadena, Senior Policy Analyst, lyset@soundcities.org, 206-433-7169

Background
The Safety of Newborn Children law was enacted to offer parents a safe place to leave a newborn child, confidentially and without fear of punishment. Under RCW 13.34.360, a parent within seventy-two hours of a child's birth can transfer the baby to a qualified person at a hospital, fire station or federally designated rural health clinic, and do so anonymously without fear of criminal prosecution for abandoning, or failing to support, the child.

On February 12, 2014, the body of a newborn girl was found near the side of a road in North Bend wrapped in a blanket. Although the details of the situation are not public information, the newborn was less than half a mile away from Snoqualmie Valley Hospital, a location where infants can be safely and anonymously surrendered under the state's Safety of Newborn Children law. There was very little mention of the state law in the media reports, indicating that there exists a need to educate the public, including parents and would-be parents, about the law and the locations where infants may be safely surrendered.

The Safety of Newborn Children Task Force (Task Force) was created to examine ways to improve the implementation of the Safety of Newborn Children law throughout King County. The Task Force met five times between June 2014 and October 2014 to discuss an ongoing public education strategy, improved data sharing, and possible legislative changes to strengthen the law. Smaller working groups twice convened for more comprehensive analysis of the issue.

On October 15, 2014, the Task Force endorsed the following recommendations:

- Appointing funded staff to oversee safe surrender project responsibilities;
- Building upon the efforts of local, state and national organizations and using existing resources and partnerships for educating the public about this law;
- Developing standardized training and brochures for educating providers, staff, families served by their agencies and people of influence about the Safety of Newborn Children law;
- Developing youth-centered public education messaging and marketing that uses popular culture and current technology, yet is also appropriate for culturally diverse audiences throughout King County;

- Incorporating Safe Haven information into the current sexual educational curriculum offered at public schools, colleges and universities, technical and trade schools, and the juvenile justice system;
- Developing protocols with the Washington State Department of Social & Health Service for annually reviewing Children's Protective Services Intake data on newborns relinquished under the Safety of Newborns Act; and
- Expanding options and protection for birth parents and those implementing Washington State's Safe Surrender law via legislative changes to the Good Samaritan Law and 9-1-1 confidentiality statutes, and authorizing additional safe surrender locations.

In developing its recommendations, the Task Force consulted with representatives from four Safe Haven-related organizations about populations served, public education tactics, obstacles experienced and advice for proceeding with its campaign. County media professionals with credits in electronic and print media were also consulted for ideas about public education outreach, as were authorities on County demographics and data collection. The Task Force also relied on the expertise of its members not only within their subject matter, but for their varied backgrounds in public relations/outreach and the legislative process.

Next Steps

The Safety of Newborn Children Task Force submitted the report to the King County Executive and the King County Council on October 30, 2014. The report and recommendations will be presented to the King County Council Law, Justice, Health and Human Services Committee on December 9, 2014 at 1:30 p.m.