



## SCA Public Issues Committee Minutes May 11, 2011 – 7:00 PM Renton City Hall

	<ul style="list-style-type: none"> <li>▪ <b>Welcome, Roll Call and Introduction of Guests</b></li> </ul> <p>PIC Chair, Sonny Putter, called the meeting to order at 7:00 p.m. 28 cities were represented (Attachment 1 to these minutes). Guests included Ivan Miller from Puget Sound Regional Council, Rob Gala from City of Seattle Office of Intergovernmental Relations, Steve Tolzman from King County Wastewater Treatment Division, Tim Aratani from King County Wastewater Treatment Division, Michelle Allison from the Metropolitan King County Council, Alan Painter from King County Executive’s Office, Chris Arkills from King County Executive’s Office.</p>
MSP	<ul style="list-style-type: none"> <li>▪ <b><u>Approval of Minutes</u></b></li> </ul> <p>To approve the minutes of the April 13, 2011 meeting of the PIC.</p>
MSP	<ul style="list-style-type: none"> <li>▪ <b><u>Action Items</u></b></li> <li>1. <b><u>King County Flood Control District Advisory Committee (KCFCDAC)</u></b></li> </ul> <p>To recommend to the SCA Board of Directors that SCA appoint Marlla Mhoon, Councilmember, Covington, to alternate position on the King County Flood Control District Advisory Committee to fill the unexpired term vacated by Wayne Snoey.</p>
MSP	<ul style="list-style-type: none"> <li>2. <b><u>Radio Executive Policy Committee (REPC)</u></b></li> </ul> <p>To recommend to the SCA Board of Directors that SCA appoint Jack Dovey, Councilmember, Federal Way to the Radio Executive Policy Committee to fill the unexpired term vacated by George Hadley.</p>
	<p>Jim Haggerton reported on the meeting of the PIC Nominating Committee and thanked all nominees for their interest to serve on a regional board or committee. He recognized George Hadley for his many years of service especially in the areas of emergency management and public safety.</p>
MSP	<ul style="list-style-type: none"> <li>3. <b><u>King County Metro Transit Strategic Plan (RTC)</u></b></li> </ul> <p>To recommend to the SCA Board of Directors that SCA support the King County Metro Transit Strategic Plan for Public Transportation 2011-2021 subject to the following conditions:</p> <ol style="list-style-type: none"> <li>a. That robust policies and strategies that achieve administrative, overhead, and other system-wide efficiencies and cost savings are included in the Strategic Plan update, and that the plan require that Metro periodically report on actions taken and outcomes related to efficiency, especially prior to considering any significant service changes.</li> <li>b. That the plan represents balanced prioritization of productivity, geographic value, and social equity in the guidelines for providing transit service fairly throughout the county. Weighted factors for the reduction of services of 50% for productivity, 25% for geographic value, and 25% for social equity should be clearly stated in the strategic plan. Weighted factors for the addition of services should be equally rated among productivity, geographic value, and social equity should be clearly stated in the strategic plan.</li> <li>c. That the plan includes performance measures and service guidelines that reflect the land use, growth, and travel patterns that characterize suburban areas of King County, rapid growth and changing demographics of suburban communities as evidenced in the most recent Census data, and system design elements that effectively link suburban residents to bus transit, such as park-n-ride facilities.</li> <li>d. That measures that will ensure geographic balance in the distribution of transit service are included in the Strategic Plan update. Specifically, at a minimum, SCA supports several current proposed plan elements, including:             <ul style="list-style-type: none"> <li>o Prioritizing service to urban and activity centers that are located in communities throughout urban King County</li> <li>o Tailoring productivity measures to different categories of routes, such as frequent all-day service vs. peak service and corridors serving central Seattle and U. of W. locations vs. corridors for travel exclusively between suburban locations</li> </ul> </li> <li>e. That the plan include a requirement to develop and market expanded “alternative” transit services for areas with relatively low productivity that may face significant cuts under the proposed guidelines.</li> <li>f. That the plan include social equity guidelines that focus on transit dependent populations, specifically low-income people, seniors, students, and disabled individuals without access to automobiles or otherwise dependent on bus transportation to meet daily needs.</li> <li>g. That the plan include explicit feedback procedures and opportunities to evaluate within a stated period of time</li> </ol>

<p><b>MSP</b></p>	<p>whether service guidelines are performing as intended and, if needed, amend the service guidelines based on performance over time.</p> <p>h. That Metro provide to policy makers sufficient information on scenarios for system cuts, system growth, and system restructures for the purposes of understanding, prior to plan adoption, the potential impacts of the proposed service guidelines on transit service levels to communities and subareas of King County.” See attached policy statement as approved by the SCA Board of Directors on May 12, 2011 (Attachment 2 to these minutes).</p> <p><b>4. <u>New Regional Growth Centers (GMPB)</u></b></p> <p>To recommend to the SCA Board of Directors that SCA oppose proposed amendments to the procedures and criteria for designating new Regional Growth Centers by the Puget Sound Regional Council. Specifically, SCA, at this time, opposes retaining density thresholds for new centers that are set significantly below the thresholds for Urban Center designation established under the King County Countywide Planning Policies. Because regional transportation funds are prioritized to regional centers, regional criteria should ensure equivalent standards for center designation among the four central Puget Sound region counties. Absent common standards, additional criteria for regional funding must be implemented to recognize and prioritize transportation investments to those centers whose plans call for higher densities of housing and employment. Note: This item was not addressed at the TPB on May 12. Based on new information it is being referred back to the PIC by the SCA Board of Directors.</p>
<p><b>MSP</b></p>	<p>▪ <b><u>Presentations/Updates</u></b></p> <p><b>1. <u>Recommendation on Levee Certification/Accreditation (KCFCDAC)</u></b></p> <p>Bob Lee reported on the work of the King County Flood Control District Advisory Committee (KCFCDAC) concerning levee certification and accreditation. Due to a lack of information to the KCFCDAC from King County and FEMA, it is difficult to base a decision without understanding the financial impact.</p> <p>To table the recommendation to the SCA Board of Directors that:</p> <p>“SCA recognizes the importance of achieving robust flood protection in the Green River Valley and other flood prone areas. This includes providing a degree of certainty to land owners, developers, and other businesses regarding flood-related risk and regulations sufficient to support continued investment and economic activity within existing commercial and industrial areas. While Flood Control District adoption of a levee certification and accreditation policy could further this objective, SCA cannot, at this time, support action on this issue by the Advisory Committee without additional information. For this reason, SCA:</p> <ol style="list-style-type: none"> <li>1. Asks for a delay in the decision date for adopting a position on the levee accreditation/certification pending clarification on the following issues and opportunity for further review by the SCA membership: <ol style="list-style-type: none"> <li>a. An explanation of the expedited timeline for the decision</li> <li>b. An analysis of the benefits of FEMA accreditation versus the costs</li> <li>c. Current FCD policy, if any, regarding FEMA certification/accreditation</li> <li>d. Reconciliation of the certification/accreditation policy with the district’s work plan and flood protection strategy for the Green River</li> <li>e. Potential financial impacts and long-term liability for the district if it assumes maintenance and operational responsibility for the certified levies</li> <li>f. Quantification of a greater level of protection provided by a levee that is certified vs. one that is not</li> <li>g. Impact of the accreditation/certification policy on the FCD’s work plan for the Green River Valley and other areas of the district</li> <li>h. Impact of the policy on the regional funding balance envisioned in the Flood Hazard Plan and its current CIP</li> </ol> </li> <li>2. Absent a delay in the FCDAC action on this issue, SCA opposes adoption of a policy on levee accreditation/certification prior to completion of the Flood Hazard Management Plan update.”</li> </ol> <p>Members shared concerns that a delay would be harmful to cities directly affected by levee certification and accreditation. Many businesses located in river valleys are now being required to obtain flood insurance. Due to this unforeseen cost, many are moving the location of their business to ensure that the additional insurance costs will not affect their business. If levee certification and accreditation are not in place for all levees, the financial burden to maintain them could fall on local governments.</p> <p><b>MSP</b></p> <p>To recommend to the SCA-KCFCDAC Caucus that they meet with the river valley cities prior to the next meeting of the KCFCDAC to arrive at a position that is beneficial to all cities.</p>

	<p><b>2. <i>Reconsideration of SCA position on funding Seattle Seawall (KCFCDAC)</i></b>  Bob Lee reported on the work of the King County Flood Control District Advisory Committee (KCFCDAC) concerning the funding of the Seattle seawall. The King County Flood Control District Board of Supervisors has determined that the King County Flood Control District would provide funding for the Seattle seawall.</p> <p><b>MSP</b> To move forward for possible action as early as the next meeting of the PIC the recommendation to the SCA Board of Directors that SCA’s policy position on Flood Control District Funding adopted June 16, 2010 be stricken, and replaced by the following:</p> <p>“Suburban Cities Association supports partial funding, up to the additional \$24.5 million requested, for the Seattle seawall replacement project from funds available through the King County Flood Control District as part of its 2011-2016 Capital Improvement Program. Support for such expenditure is contingent on 1) not creating a precedent that establishes FCD support for coastal zone projects as a general policy, and 2) not jeopardizing other significant flood control projects funded through the CIP.”</p> <p><b>3. <i>Recommendation on Guiding Principles (SCAAC)</i></b>  Joan McGilton reported that the South Central Area Action Caucus Group (SCAAC) is drafting action briefs for eleven action areas of the SCAAC. The SCAAC provides direction to the Puget Sound Partnership, which in turn provides advice to local governments. In order to coordinate recovery of the Puget Sound ecosystems, the SCAAC is working on guiding principles that will steer the Puget Sound Partnership and local governments to integrate and implement the Puget Sound Salmon Recovery Plan with the eleven action areas that the SCAAC has identified as priorities. This is a work in progress and more information will be brought forward to the PIC.</p> <p><b>4. <i>Reconsideration of SCA position on Veterans and Human Services Levy</i></b>  Karen Goroski reported that on May 2, 2011 the King County Council unanimously voted to place on the August ballot the renewal of the Veterans and Human Services Levy. The measure going to the voters includes a limited factor growth of the greater of 1% or the CPI-W for the Seattle metropolitan area (up to a maximum of 3%). The SCA Board of Directors has asked the PIC to reconsider the Veterans and Human Services Levy so that is consistent with the ballot measure.</p>
<p><b>MSP</b></p>	<p>To move forward for possible action as early as the next meeting of the PIC the recommendation to the SCA Board of Directors that SCA amend its policy position on the Veterans and Human Services Levy adopted on February 14, 2011 to:</p> <p>SCA supports the renewal of the King County Veterans and Human Services Levy in 2011 at the current level of five cents per \$1,000 of assessed value and with the continued 50-50% split between funding for services targeted specifically for veterans and their families and services for other King County residents as adopted on May 2, 2011 by the King County Council to the voters on the August ballot.</p> <p><b>5. <i>Proposed Sewer Rate and Capacity Charge (RWQC)</i></b>  Bill Pelozo reported on the work of the Regional Water Quality Committee (RWQC) concerning the 2012 proposed sewer rate and capacity charge. Each year, toward the end of June, the sewer and capacity charge rates are reconsidered. The 2012 sewer rate remains unchanged from the 2011 rate of \$36.10. The 2012 sewer capacity for new connections will be \$51.95, an increase of 3% from the 2011 charge.</p> <p><b>6. <i>Amendment to Reclaimed Water Planning Process (RWQC)</i></b>  Bill Pelozo reported on the amendment to the Reclaimed Water Planning Process as revised by the Regional Water Quality Committee (RWQC). The overview of the planning process to determine if, how, when, where, and by what funding mechanisms King County’s existing reclaimed water program should expand has been amended for step 4 to include 1) develop policies to guide reclaimed water program, and 2) identification and scoping of alternatives to reclaimed water that may achieve similar benefits.</p> <p><b>7. <i>Implementation of Protection Order Checklist (DVI)</i></b>  Greg Taylor gave an update on the work of the Domestic Violence Initiative (DVI) concerning the protection order process. At the December 2, 2009 DVI Protection Order Summit, high impact and easy to implement solutions were identified for the gaps in the protection order system. In an effort to try to ensure consistency for every court and jurisdiction, the DVI has developed Protection Order Checklists and resources for Filing a Protection Order. The Protection Order Checklists provide a practical and efficient way of addressing the identified barriers and solutions for critical steps in the protection order process. The packet created for Filing a Protection Order provides information to the</p>

petitioners so that they may be able to make a more informed decision whether they should file for a protection order or not, based on their individual situation. He encouraged cities to determine critical point persons at the city's court, support implementation of the Protection Order Checklists and Filing for a Protection Order, and support inter-jurisdictional domestic violence networking. (Copies of the checklists are available upon request from SCA.)

**8. U Visa Issue; Domestic Violence Victims without Immigration Status (DVI)**

Greg Taylor gave an update on the work of the members to the Domestic Violence Initiative concerning U Visas. U visas are part of a US Citizen and Immigration Services program (USCIS) that offer immigration protection to victims of crime, including domestic violence, strengthening efforts to combat those crimes. In order to be eligible for a U Visa, a victim must have suffered substantial mental or physical abuse, must have information about the criminal activity and must be willing to help law enforcement authorities in the investigation and/or prosecution of the crime. Many immigrants are hesitant or unwilling to report the crimes, often due to fear of either law enforcement or in fear of the victim and children being deported. There are challenges in trying to obtain certification in a timely manner from law enforcement in the jurisdiction where the incident occurred. Certification requires verification that the petitioner was a victim and that they were helpful throughout the process. This process can take months because the regulations do not clearly define "helpful" and there is a lack of knowledge about who can provide certification. There will be a training session in Seattle on June 24, 2011.

**9. Update on Board of Health recent actions (BOH)**

In the interest of time, Dave Hutchinson referred to the attached update.

▪ **Reports**

**1. Small Cities Subcommittee**

Barre Seibert reported that Bruce Disend of Kenyon Disend, PLLC gave a presentation on labor negotiations. It was a very valuable meeting with concrete suggestions for city labor negotiations. There was encouragement that councilmembers be attentive to the process. This meeting was well attended.

**2. Executive Director's Report**

Karen reported that the May 18, 2011 SCA Networking Dinner has been rescheduled for June 15, 2011. A panel of legislators will be present to provide a recap of the legislative session and forecast for the future. She encouraged SCA members to invite their legislators.

▪ **For the Good of the Order**

1. Kingston Wall announced that on Thursday, June 9 at the Federal Way City Hall, several mayors and King County Executive Dow Constantine will be launching the King County-Cities Climate Pledge and Collaboration. He encouraged SCA members to attend.
2. Hank Margeson reminded members that the King County Redistricting Committee is addressing redistricting of King County districts for the MKCC. He encouraged cities to submit their input and remind the Committee that two-thirds of King County's population is outside of the City of Seattle and to make sure that this is taken into consideration when looking at redistricting.
3. King Parker announced that the International Film Festival is on May 20, 2011 at the IKEA Events Center. There will also be a celebration at the Pavilion Building. For more information, contact King Parker, [kparker@rentonwa.gov](mailto:kparker@rentonwa.gov) or City of Renton.
4. Bob Sternoff announced that by the next meeting of the PIC, he and Amy Walen will be representing the City of Kirkland, a city of nearly 85,000 citizens after the annexation is finalized.
5. Sonny Putter announced that he will not run for reelection when his term is up on December 31, 2011. He encouraged members to take the opportunity to participate in regional issues while in office.
6. Karen Goroski thanked members for policing their own areas at the previous meeting of the PIC and encouraged members to continue the effort. She announced that SCA will be sending out a Press Release on the growth of the suburbs and encouraged members to request their local papers to print the press release.
7. Shawn McEvoy announced that the former Mayor of Normandy Park, George Hadley, has passed away. He thanked SCA for the resolution presented to George Hadley recognizing his dedication and service to the community. There will be a Celebration of Life on June 12, 2011; more information will be sent to the SCA members.
8. Bill Pelozza announced that the Auburn International Farmers Market starts June 12.
9. Dave Hutchinson announced that the Lake Forest Park Farmers Market is currently open.
10. Sonny Putter thanked members for their input during this section of the agenda.

	<ul style="list-style-type: none"> <li>▪ <b><u>Other</u></b></li> <li>1. June 8, 2011 PIC Meeting – 7:00 p.m. Small Cities Subcommittee – 6:00 p.m.</li> <li>2. SCA Networking Dinner – June 15, 2011 – 5:30 p.m.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ <b><u>Adjourn</u></b></li> <li>The meeting was adjourned at 9:10 p.m.</li> </ul>

AFIS – Automated Fingerprint Identification System  
 BoH – Board of Health  
 RTC – Regional Transit Committee  
 CEH – Committee to End Homelessness in King County  
 CPPs – Countywide Planning Policies  
 EDDBD – PSRC’s Economic Development District Board  
 ETP – Eastside Transportation Partnership  
 GMA – Growth Management Act  
 GMPB – PSRC’s Growth Management Policy Board  
 GMPC – Growth Management Policy Committee  
 KCD – King Conservation District  
 KCPEC- King County Project Evaluation Committee  
 FCDAC – Flood Control District Advisory Committee  
 LEOFF 1 –Law Enforcement Officers and Fire Fighters Disability Board  
 LHWMP – Local Hazardous Waste Management Program  
 MIDD – Mental Illness and Drug Dependency Plan  
 MKCC – Metropolitan King County Council  
 MPP – Multi-county Planning Policies  
 MSWMAC – Metropolitan SW Management Advisory Committee

MVET – Motor Vehicles Excise Tax  
 PAA – Potential Annexation Area  
 PIC – Public Issues Committee  
 PSRC – Puget Sound Regional Council  
 REET – Real Estate Excise Tax  
 REPC – Radio Executive Policy Committee  
 RPEC – PSRC Regional Project Evaluation Committee  
 RLSJ – Regional Law Safety and Justice Committee  
 RTTF – Regional Transit Task Force  
 RWQC – Regional Water Quality Committee  
 SCA – Suburban Cities Association  
 SCATBd – South County Area Transportation Board  
 SeaShore – Seashore Transportation Forum  
 SWAC – Solid Waste Advisory Committee  
 TPB – PSRC’s Transportation Policy Board  
 UGA – Urban Growth Area  
 WRIA – Water Resource Inventory Area (often called  
 Watershed Resource Inventory Area and/or WIRA)

## 2011 Roll Call –Public Issues Committee Meeting May 11, 2011

<b>City</b>	<b>Representative</b>	<b>Alternate</b>	<b>Other</b>	<b>Staff</b>
<b>Algona</b>	Dave Hill	Lynda Osborn		
<b>Auburn</b>	Pete Lewis	Sue Singer	Bill Peloza	
Beaux Arts	Richard Leider			
Black Diamond	Rebecca Olness	Bill Boston		
<b>Bothell</b>	Tom Agnew	Patrick Ewing		
<b>Burien</b>	Brian Bennett	Jerry Robison	Joan McGilton	Lisa Clausen
<b>Clyde Hill</b>	Barre Seibert	George Martin		
<b>Covington</b>	Marlla Mhoon	Mark Lanza		
Des Moines	Matt Pina			
<b>Duvall</b>	Amy Ockerlander	Will Ibershof		
Enumclaw	Liz Reynolds			
<b>Federal Way</b>	Linda Kochmar	Jeanne Burbidge		
Hunts Point	Fred McConkey			
<b>Issaquah</b>	Tola Marts	John Traeger		
<b>Kenmore</b>	David Baker	Allan Van Ness		
<b>Kent</b>	Dennis Higgins	Suzette Cooke		
<b>Kirkland</b>	Amy Walen	Bob Sternoff		
<b>Lake Forest Pk</b>	Sandy Koppenol	Dave Hutchinson	Robert Lee	
<b>Maple Valley</b>	Layne Barnes	Erin Weaver		
<b>Milton</b>	Bryan Ott	Bart Taylor		
<b>Newcastle</b>	Sonny Putter	Lisa Jensen		
<b>Normandy Pk</b>	Shawn McEvoy	Doug Osterman		
<b>North Bend</b>	Ross Loudenback	Ken Hearing		
<b>Pacific</b>	Leanne Guier	John Jones		
<b>Redmond</b>	Hank Margeson	Richard Cole		
<b>Renton</b>	King Parker	Denis Law	Greg Taylor	
<b>Sammamish</b>	Nancy Whitten	Tom Odell		
<b>SeaTac</b>	Mia Gregerson	Tony Anderson		
<b>Shoreline</b>	Shari Winstead	Will Hall	Chris Eggen	
<b>Skykomish</b>	Henry Sladek			
<b>Snoqualmie</b>	Matt Larson	Kingston Wall		
<b>Tukwila</b>	Jim Haggerton	Kathy Hougardy		
<b>Woodinville</b>	Bernie Talmas			
<b>SCA</b>				Karen Goroski Michael Hubner Doreen Booth Kristy Burwell

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

**Suburban Cities Association Policy Position on the  
Proposed King County Metro Strategic Plan**

SCA supports the King County Metro Transit Strategic Plan for Public Transportation 2011-2021 subject to the following conditions:

- a. That robust policies and strategies that achieve administrative, overhead, and other system-wide efficiencies and cost are included in the Strategic Plan update, and that the plan require that Metro periodically report on actions taken and outcomes related to efficiency, especially prior to considering any significant service changes.
- b. That the plan represents balanced prioritization of productivity, geographic value, and social equity in the guidelines for providing transit service fairly throughout the county. Weighted factors for the reduction of services of specific percentages 50% for productivity, ~~25% for~~ geographic value, and ~~25% for~~ social equity shall be clearly stated in the strategic plan. Weighted factors for the addition of services of specific percentages for should be equally rated among productivity, geographic value, and social equity shall be clearly stated in the strategic plan.
- c. That the plan includes performance measures and service guidelines that reflect the land use, growth, and travel patterns that characterize suburban and rural areas of King County, rapid growth and changing demographics of suburban and rural communities as evidenced in the most recent Census data, and system design elements that effectively link suburban and rural city residents to bus transit, such as park-n-ride facilities.
- d. That measures that will ensure geographic balance in the distribution of transit service are included in the Strategic Plan update. Specifically, at a minimum, SCA supports several current proposed plan elements, including:
  - o Prioritizing service to urban and activity centers that are located in communities throughout urban King County
  - o Tailoring productivity measures to different categories of routes, such as frequent all-day service vs. peak service and corridors serving central Seattle and U. of W. locations vs. corridors for travel exclusively between suburban locations
- e. That the plan include a requirement to develop and market expanded “alternative” transit services areas with relatively low productivity that may face significant cuts under the proposed guidelines.
- f. That the plan include social equity guidelines that focus on transit dependent populations, specifically low-income people, seniors, students, and disabled individuals without access to automobiles or otherwise dependent on bus transportation to meet daily needs.
- g. That the plan include explicit feedback procedures and opportunities to evaluate within a stated period of time whether service guidelines are performing as intended and, if needed, amend the service guidelines based on performance over time
- h. That Metro provide to policy makers sufficient information on scenarios for system cuts, system growth, and system restructures for the purposes of understanding, prior to plan adoption, the potential impacts of the proposed service guidelines on transit service levels to communities and subareas of King County”

Adopted by SCA Board of Directors 5/12/11