

City of Kenmore



City of Kenmore - 18120 68th Avenue NE Kenmore, WA 98028 Phone: 425-398-8900
Agendas also available at www.kenmorewa.gov E-mail: cityhall@kenmorewa.gov

City Council Special Meeting Agenda

October 18, 2021 - 6 PM

VIA ZOOM - LINK: <https://us02web.zoom.us/j/81850227621>

US: +12532158782,,81850227621# or +16699009128,,81850227621#

Or Telephone: Dial US: +1 253 215 8782

Webinar ID: 818 5022 7621

I. CALL SPECIAL MEETING TO ORDER - 6 PM

II. ROLL CALL

III. AGENDA APPROVAL

IV. PRESENTATION

- A. Evergreen Health Community Update - presented by Director of Community Engagement & Legislative Affairs, Stephanie Lizza
[October 18 Kenmore City Council Meeting Update](#)

V. STUDY SESSION AGENDA

- A. Recreational Programming in Kenmore, presented by the Recreation Coordinator Rita Moreno
[Staff Memorandum- Recreation 2021](#)
- B. 73rd Avenue NE Overlay Project Update, Discussion on Preferences for Replacement of Sidewalk Panels, presented by City Engineer John Vicente
[Agenda Bill - 73rd Ave Overlay](#)
- C. Road Standards Discussion, presented by City Engineer John Vicente
[Agenda Bill - 2021 Road Standards](#)
[Exhibit A -Traffic Calming Policy and Procedure DRAFT](#)
[Exhibit B - KMC 12.70.040 ROW Maintenance](#)
[2021 Road Standards City Council Presentation](#)
- D. Sound Cities Association Regional Boards and Committees, presented by City Manager Rob Karlinsey
[SCA Regional Board and Committee Appointments - Public Issues Committee](#)
[2021 SCA Regional Board and Committee Appointees](#)
[2021 Council Committees](#)
- E. King County Council Redistricting, presented by City Manager Rob Karlinsey

VI. ADJOURNMENT

VII. UPCOMING MEETING SCHEDULE:

- A. October 25, 2021 Regular Meeting
- October 26, 2021 Special Meeting
- November 1, 2021 ARPA Community Listening Session
- November 8 , 2021 Regular Meeting

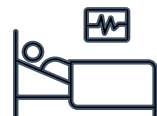


An Update from EvergreenHealth

Kenmore City Council Meeting

October 18, 2021

Quality Care for Our Community



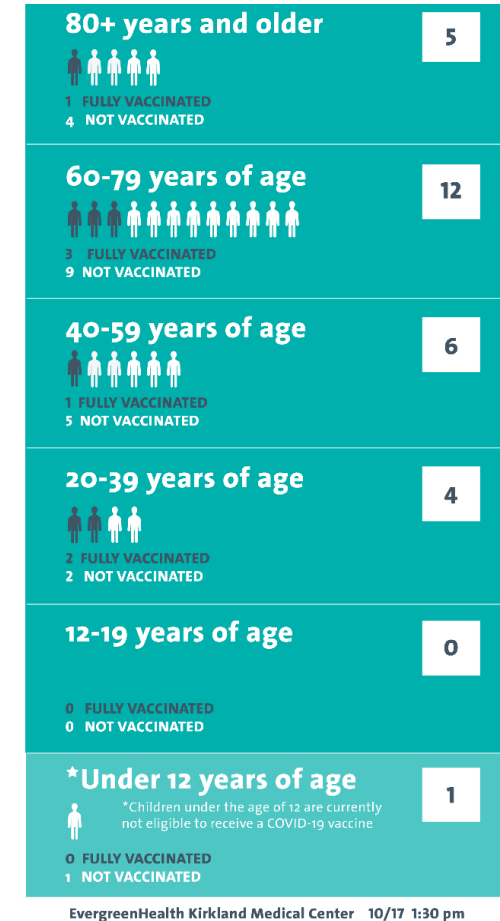
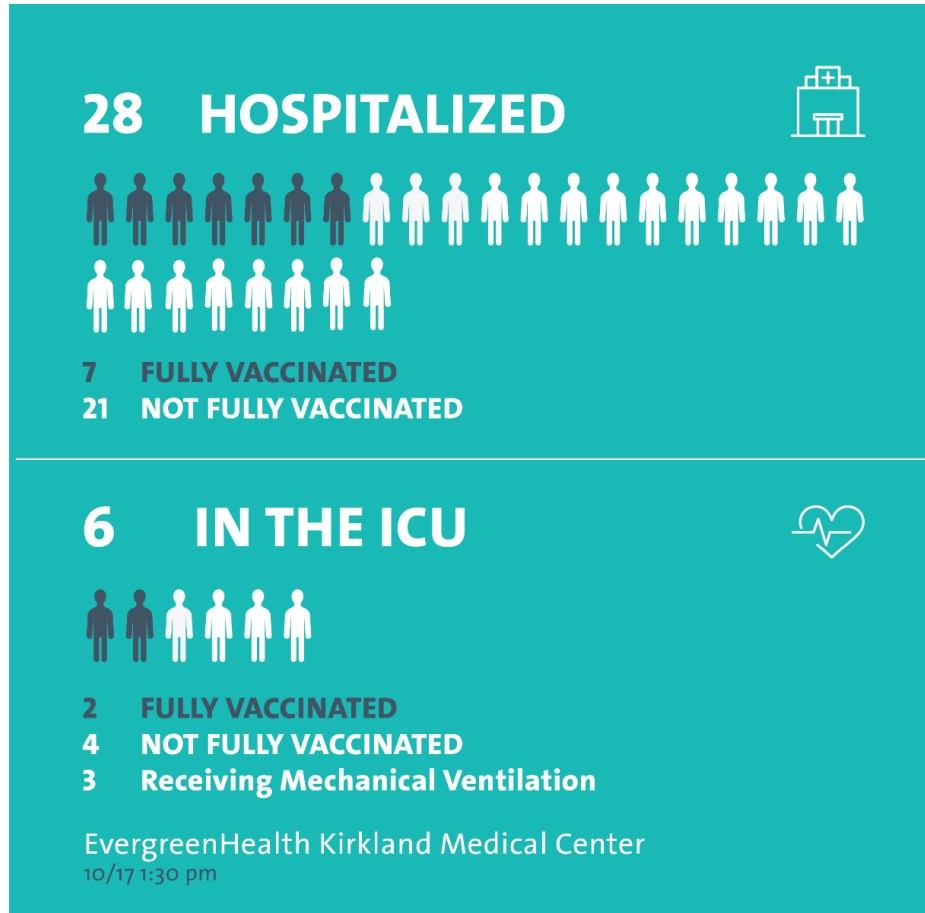
New ICU Opened July 15, 2021

Family Maternity Center Construction Upgrades

- Renovation of Labor and Delivery Unit and OB Emergency Department
- Expansion of NICU beds
- Adding spaces: classroom, family lounge, and staff work rooms to support team-based care delivery model



COVID-19 Status at EvergreenHealth



We are a resource to you!

How can we best support you and our shared community?

- Speakers & Presentations
- Addressing Youth Mental Health Issues
- Sharing EvergreenHealth's service lines with your organization
- Volunteering



Stephanie Lizza

Director, Community Engagement & Legislative Affairs

E: sklizza@evergreenhealthcare.org

P: 425-899-2675



City Of Kenmore, Washington

Memorandum

To: Rob Karlinsey, City Manager
From: Rita Moreno, Recreation Coordinator
Date: September 18, 2021
Subject: Summary of 2021 Recreation Programming

At the September 18th, Council Study Session, staff will give a brief presentation highlighting 2021 Summer Recreation Programming and some of the community Love Notes. Recreation in 2021 looked a little different in Kenmore due to the pandemic. Some of our vendors from prior years (e.g. Skate Like a Girls and Pre School music and Movement) were not able to offer programming due to the pandemic, and some were able to offer something that looked a little different.

The City does not directly provide recreation programming, instead the City finds and contracts with partners who offer programming within Kenmore. Some partners offer free programming (e.g. YMCA free summer lunch program) and others require a fee for participation (e.g. Skyhawks Camp). The City's partnership responsibilities include providing a free city location for the programming and advertising programming through the City's website and social media channels. Staff also continues to conduct research to find other partners to ensure a range of recreation opportunities is provided for all residents.

In 2021 we had 498 youth and adults participate in our recreation programs. Below is a chart with Recreation programming for 2021, which included 1 new program for summer 2021. We are currently working with new and existing vendors to see what we can offer in Kenmore for Summer 2022 and hope that all vendors are able to return to full programming. It was a great summer for Skyhawks which saw a 40% increase in enrollment. This summer we were excited to offer an outdoor camp (Heartwood) right in our own backyard at Wallace Swamp Creek Park and we are hoping to expand this opportunity in 2022.

We are also in the process of preparing a Request for Proposal (RFP) for a concessionaire to provide hand powered watercraft rentals (e.g. stand up paddle boards, kayaks) at the building which will be constructed at Log Boom Park, part of the Walkways & Waterways park improvement project. We will also be preparing a new contract for KWAC to operate at TI'-awh-aw-dees Park, following completion of park improvements.

2021 Recreation Programming	Program description	Location	Participants
Heartwood (new)	2 week outdoor youth camp for ages 0-11 and families	Wallace Swamp Creek	36
YMCA Summer lunch (returning)	Free summer lunch for kids 18 and under	City Hall	95
Skyhawks Camps – Basketball, Golf, Flag Football, Mini-Hawks,	Outdoor camp @ Rhododendron	Rhododendron	236

Multisport, soccer (returning)			
WhatsUp Paddle Board (returning)	paddle board rentals	Rhododendron	33
KWAC	water recreation – Dragon boats, SUP, Kayaking	TI'-awh-aw-dees	82
Nature Walks (returning)	Volunteer led nature walks (2 sessions)	Wallace Swamp Creek	16

This year we also highlighted our Kenmore Love Notes program. Love Notes are simple acts or gestures between a city and its citizens that engage, delight, and create collective sense of place. We had several Co-Creators submit Love Notes, these can be viewed on our Love Notes webpage. www.kenmorewa.gov/lovenotes It's been great to see the community come together to show their love for Kenmore. So far in 2021 the website has documented 17 Love Notes including Love Rocks!, Cards for Caring, Scoop the Poop, and Food distributions events.



**City Council Business Agenda Item
City of Kenmore, WA**

Subject/Topic: 73rd Avenue NE Overlay Project Update Proposed Council Action/Motion: No Action/Motion. Provide discussion on preferences for replacement of sidewalk panels	For Council Meeting Agenda of: 10/18/2021 Department: <u>Engineering – Public Works</u> Prepared by: <u>John Vicente, City Engineer</u> Approved by Department Head: <u><i>John Vicente</i></u> Approved by City Attorney: <u>N/A</u> Approved by Finance Director: <u><i>Leticia Salcido</i></u> Leticia Salcido (Sep 30, 2021 12:03 PDT) Approved by City Manager: <u><i>Rob Karlinsky</i></u> Rob Karlinsky (Sep 30, 2021 13:24 PDT) Exhibits/Attachments: <u>Anastasiya Warhol</u> Anastasiya Warhol (Oct 1, 2021 09:30 PDT) Attachment A: Overlay limits/sidewalk repair areas
<u>INFORMATION/BACKGROUND:</u> A typical overlay project includes grind and asphalt overlay of the streets selected. Typically grind and overlay projects are completed on roadways with pavement condition ratings between 60 and 70. As part of any pavement overlay, it is required that crosswalks impacted by the project upgrade curb ramps to comply with the Americans with Disabilities Act (ADA). Overlay: This project will grind 2-inches of existing pavement on 73rd Ave NE from NE 181st Street to NE 192nd Street and overlay with hot mix asphalt. As part of this effort, six curb ramps will be replaced. See attachment A for pavement overlay limits. Channelization: In support of a multimodal network, this project will add bike lanes as part of the rechannelization. Adding bike lanes will impact the existing on-street parking. Currently, on-street parking is allowed sporadically along the west side of 73rd Ave NE and along the east side of 73rd Ave NE from approximately 18700 block to approximately 71st Ave NE. Staff is proposing the following: • 10-foot wide travel lanes proposed • Eliminate all on-street parking along the east side of 73rd Ave NE (a total of approximately 67 possible parking spaces). • Retain existing parking on the west side of 73rd • Remove the right turn pocket on 73rd Ave NE onto NE 192nd St. Sidewalk Repair: There are 46 locations of sidewalks along 73rd Ave NE that are not compliant with the ADA. Some areas have uplifted panels in excess of ½ inch due to existing trees while other locations have either shifted over time or damaged by trees that have since been removed. As part of this project, the Sidewalk Gap/ADA Replacement Program budget will be used to repair as many of these locations as possible. There are 15 locations where trees are the root cause (no pun intended) for why the panels have become damaged. Two options are available for repairing the sidewalks that are impacted by these 15 trees:	

- Repair Option 1: Replace sidewalk panels and remove the trees that are causing the sidewalk damage. **Average Cost per location: \$4.6K**
- Repair Option 2: Replace sidewalk panels and preserve trees impacting the sidewalk by constructing ramps and boardwalks over the roots. **Average Cost per location: \$21.6K**
- **Cost difference = \$17K per location**

Below is a summary of the sidewalk panel replacement proposals that are being considered for this corridor:

Sidewalk Panel Replacement Proposals

Item Description	Replacement Proposals		
	(A) Replace all panels, remove affected trees	(B) Replace all panels, preserve most of the trees with ramps and boardwalks	(C) Stay within budget by replacing only a few panels and preserving all of but one of the trees
Panels Replaced	46	46	9
Trees Removed	22-27	7-12	1
Cost*	\$131K	\$386K	\$147K

*The total available budget is \$150K

Under Option C, the project stays within budget. However, many of the trip hazards would remain because only a few panels would be replaced. We would not be able to afford the replacement of all of the defective sidewalk panels because a large portion of the cost would be constructing ramps and boardwalks over the roots of affected trees.

Additional funding would be needed to preserve more than 9 trees and replace the remainder of the sidewalk panels. If the preference is to preserve trees and replace all panels, the \$236,000 of additional funding could be provided by better-than-forecasted Real Estate Excise Tax revenue for this current year. The budgeted REET revenue projection for this year is \$1,000,000, and the revised estimate based on year-to-date receipts is \$2,000,000.

See Attachment A for all sidewalk areas that require repair.

RECOMMENDATION:

Given the City Council's priority on environmental stewardship, climate, and reducing CO2 in the atmosphere, staff recommends using the additional REET revenues to preserve trees on 73rd Avenue by constructing ramps and boardwalks that will protect root structures and preserve existing trees.

FISCAL CONSIDERATION:

See above

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Goal #6: Focus on and emphasize multimodal transportation in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel.

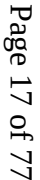
















**City Council Business Agenda Item
City of Kenmore, WA**

Subject/Topic: Amending City of Kenmore 2021 Road Standards. Proposed Council Action/Motion: Discussion. Give direction on the items listed below.	For Council Study Session of: 10/18/2021 Department: <u>Engineering – Public Works</u> Prepared by: <u>John Vicente, City Engineer</u> <u>Initial & Date</u> Approved by Department Head: <u>JFV 10/5/2021</u> Approved by City Attorney: <u>N/A</u> Approved by Finance Director: <u>N/A</u> Approved by City Manager: <u>RGK 10/1/2021</u> Exhibits/Attachments: A. Traffic Calming Program Policy and Procedures B. KMC 12.70.040 requiring adjacent property owners to maintain right of way vegetation
On September 27, 2021, the draft 2021 Road Standards were presented to Council for approval. Several comments were raised and are being presented to Council for Discussion. The following issues were raised at the September 27th Council Meeting and will be discussed at the October 18th meeting: 1. Single family exemption for frontage improvements a. Two options will be presented for Council discussion: Keep the exemption or remove 2. Travel lane widths for arterials/collector streets a. Two options will be presented for Council discussion: 10ft vs 10.5ft wide travel lanes 3. Traffic calming a. The policy is attached, and a brief overview will be provided 4. Sidewalks exemption for private roads a. 2 options will be presented for Council discussion: Revise standards to require sidewalks on private roads or revise standards to require sidewalks on private roads with an exemption for roads with less than 10 homes and less than 200 feet in length 5. Increase buffers at back of sidewalk a. 2 options will be presented for Council discussion: Keep the 2.5-foot buffer strip at back of sidewalk or widen for greater buffer width. The Council will need to consider tradeoffs of having larger buffers at the back of sidewalk, such as possible reduction or elimination of bike lanes, bike lane buffers, on-street parking, and/or property acquisition, as well as increased landscape maintenance. 6. Front door location vs driveway location a. Two options will be presented for Council discussion: Front doors proposed to face highest classified road with driveways at lesser roads if applicable or front doors and driveways on same side on lesser classified road. 7. Native plants	

I:/City Clerk/Agenda Items/Templates

a. Discussion on the use of native plants – Current list has a mixture of native and non-native. 8. Landscaping maintenance of right of way a. Maintenance of landscaping not happening – The requirement for the adjacent property owner to maintain vegetation in right of way is not found in the Road Standards. It is found in KMC 12.70.040. The City Engineer will present what the road standards can and cannot do to address this concern. No formal action is needed; but staff is requesting discussion and direction on each of the topics listed above. Staff will return to Council at a later date to seek approval of the revised Road Standards.
<u>FISCAL CONSIDERATION:</u> None at this time.
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> Goal #6: Focus on and emphasize multimodal transportation in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel.

EXHIBIT A

City of Kenmore Traffic Calming Program Policies and Procedures

Section 1: Project Need Identification

1.1 Proactive programs

1.11 Arterial and Collector Speed Evaluation Program

In a year during which an arterial and collector speed evaluation is conducted, travel speed data is collected on all arterial and collector streets, as well as local streets which are under consideration for reclassification as collector or arterial streets. Travel speed data is collected at several locations along entire corridors, focusing on areas where travel speeds are most likely to be too fast for conditions (i.e. locations where speeds may be especially high, or locations with advisory speeds or school zones or other features / factors where traveling at the regulatory speed limit may not be appropriate). These speed studies are used to identify locations where changes can be made with the goal of lowering travel speeds corridor-wide and in doing so reduce the risk of crashes and reduce the severity of crashes that do occur. The data collected for this evaluation will support the identification of projects which will help encourage travel speeds more in line with the regulatory speed limit and advisory speeds, as well as help to identify changes that would be needed to support a permanent reduction in the regulatory speed limit.

1.12 Annual Counts Program

The engineering department uses City equipment and staff to perform high-quality traffic speed and volume studies on a two-year cycle. The number of study locations and frequency of speed and volume studies is limited by the number of data collection devices available and the minimum duration required for a rigorous study. Twenty-five locations on arterial and major collector streets are studied once per year, and nearly one-hundred locations on minor collector and local streets are studied every other year. By the end of 2021 these locations will be further supplemented by over twenty locations which collect data 24-hours per day, every day of the year.

In addition to providing volume data which is critical for monitoring the operational health of the City's transportation network as well as project identification and planning, the speed data collected through this program allows for proactive identification of locations where travel speeds exceed what is appropriate for the facility. A limitation of this program regarding monitoring travel speeds is that locations are selected primarily to provide high-quality traffic volume data, and the studies may not always be conducted at locations where the most problematic speeding may occur or may record only one such location on a street when multiple areas may be problematic. For this reason, there is sufficient "slack" built into the equipment schedule to allow for more than 30 additional ad-hoc counts at locations that are not regularly scheduled. These ad-hoc studies can be used to respond to concerns brought by residents for locations which are not regularly studied, locations at the discretion of the engineering department for other concerns or needs which may arise, or in service of project planning or construction monitoring.

1.2 Reactive Programs

1.21 Service Requests for Traffic Calming or Sight Distance Improvements

When a service request is received regarding a concern about travel speed, sight distance, crash risk, or another issue that may be corrected by traffic calming, this may lead to identifying a need for traffic calming. If the appropriate studies needed to evaluate the issue have already been completed / scheduled through another program (e.g. the Annual Counts Program) then information regarding the studies will be shared with the resident who submitted the service request, and no new studies will be triggered. If the appropriate studies have not already been completed or scheduled through another program, then the studies will be scheduled at the earliest possible date given the availability of staff and equipment (e.g. a speed study may be scheduled as one of the ad-hoc counts in the annual count program). These studies may be used in the determination of need for traffic calming or other accommodations.

Note: It is not necessary that a resident express that speed or sight distance is their primary concern in order to consider a location for identification of a traffic calming or traffic safety improvement need. Frequently a service request may be phrased as a concern about an issue which masks the underlying problem to be solved; e.g. a request for a stop sign may be related to an issue related to speeding, or a request for changes to on-street parking may be related to an issue with travel speed being inappropriate for the available sight distance.

Note: Speed studies used to identify a need for traffic calming should be no older than two years, and locations with a study older than two years will be scheduled for a new study if one is not already scheduled. Sight distance studies may be used regardless of their study date if the traffic engineer determines that the sight line characteristics of the location have not changed meaningfully since the study was conducted, though a more recent speed study may be required to support the existing sight distance study.

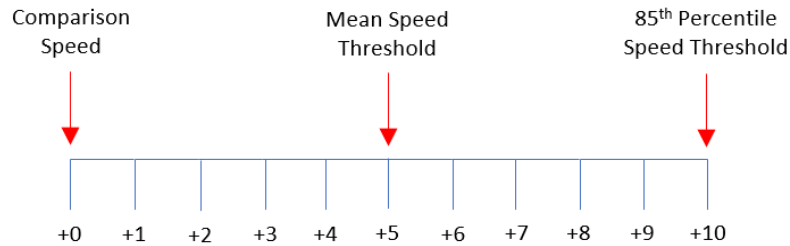
1.3 Determination of Need

Through whichever path a site enters evaluation for speed or sight distance concerns, determination of the need for traffic calming or other accommodations is the same.

Note: Concerns regarding elevated crash-risk may or may not be related to speed or sight distance. Concerns regarding elevated crash risk, from whichever source they may originate, are handled through a separate process described in the Local Road Safety Plan if they are not deemed by the traffic engineer to be related primarily to speed and / or sight distance.

1.31 Speed Evaluation and Thresholds for Traffic Calming

The fundamental purpose of traffic calming is to reduce travel speeds in order to reduce crash risk and reduce the risk of injury when crashes do occur. For each site where a speed study is performed a comparison speed will be determined. A site where a speed study shows that the mean speed exceeds the comparison speed by 5 mph or more, or that the 85th percentile speed exceeds the comparison speed by 10 mph or more will automatically be identified as a site with a need for traffic calming.



Note: The excessive speed thresholds used in this document reflect a need to prioritize staff time and project resources on areas with the most critical need for traffic calming. Reducing these thresholds would have the result of identifying and evaluating a greater number of traffic calming projects, but would not result in delivering more traffic calming projects or delivering different traffic calming projects. If the City has the opportunity to deliver more traffic calming projects than are identified by adherence to these thresholds, the threshold numbers may be adjusted downward to increase the number of sites identified as having a need for traffic calming.

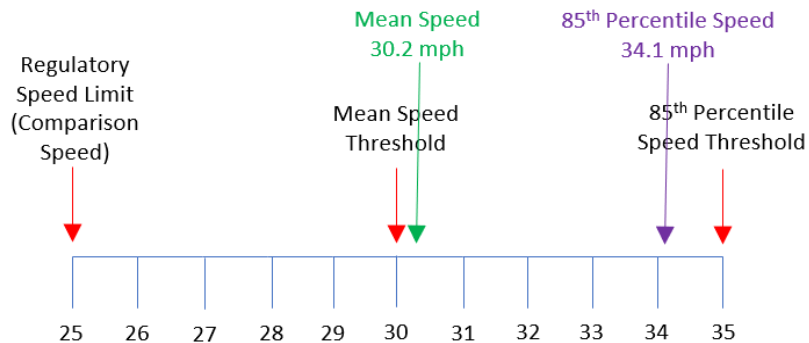
1.32 Comparison Speed

The comparison speed is the speed to which the mean speed and the 85th percentile speed are compared in order to determine if there is a need for traffic calming. The regulatory speed limit or advisory speed are typically used as the comparison speed, however, the speed appropriate for the available sight distance may be used as the comparison speed to determine if temporary or permanent sight distance accommodations are needed in the time before traffic calming can be implemented. The sight-distance appropriate speed may also be used to determine if an advisory speed is warranted, which in turn may be used as the comparison speed for determining if traffic calming is needed.

1.32.1 Regulatory Speed Limit

The default value for comparison speed is the regulatory speed limit. In the absence of other considerations, comparison of the regulatory speed limit to the mean speed and 85th percentile speed will be used to identify a need for traffic calming.

Example 1.32(a): The regulatory speed on a road is 25 mph. A speed study shows that the mean speed for this road is 30.2 mph and the 85th percentile speed is 34.1 mph.

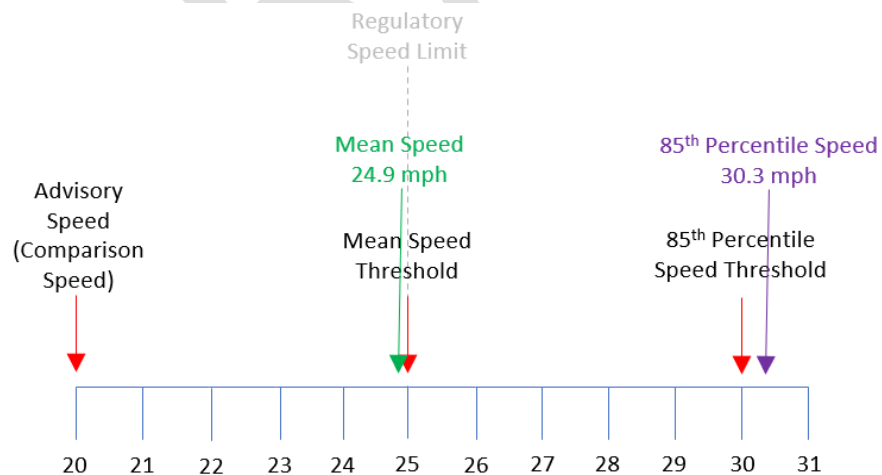


The comparison speed is determined to be the regulatory speed limit. Because the mean speed exceeds the comparison speed by 5 mph or more, this is identified as a site in need of traffic calming.

1.32.1 Advisory Speed

If a site has an advisory speed which has been posted for at least six months, the advisory speed may be used as the comparison speed. If the advisory speed has been posted for less than six months, a new speed study will be scheduled for a time six months to one year after the advisory speed has been posted.

Example 1.32(b): The regulatory speed limit on a road is 25 mph, but there is an advisory speed for 20 mph which has been in place for longer than six months. A speed study shows that the mean speed for this road is 24.9 mph and the 85th percentile speed is 30.3 mph.



The comparison speed is determined to be the advisory speed. Because the 85th percentile speed exceeds the comparison speed by 10 mph or more, this is identified as a site in need of traffic calming.

1.33 Sight Distance Considerations

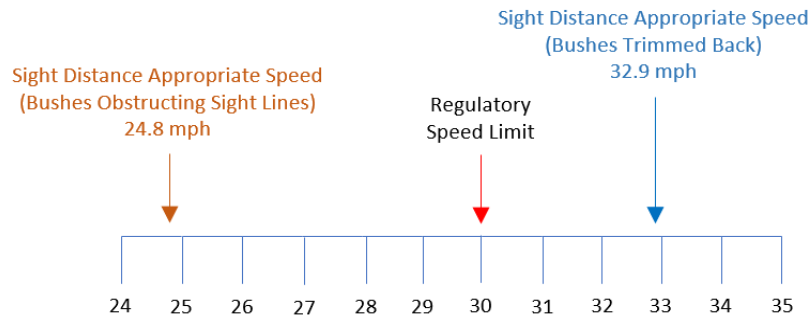
A sight distance study may determine how much sight distance is available, and what the maximum appropriate travel speed would be for the available sight distance. Insufficient sight distance can result in conflicts and crashes even when all road users involved are behaving responsibly, and for this reason it is desirable to provide a traffic environment where sufficient sight distance is available based on a reasonable expectation travel speeds determined by an engineering speed study and sight-distance study of the location. Studies which indicate that travel speeds are not appropriate for the available sight distance may warrant sight-distance improvements, advisory speeds, or traffic calming in order to provide sight distance which is appropriate for expected travel speeds, communicate appropriate travel speeds to drivers, and encourage drivers to travel at speeds appropriate for the available sight distance. At the discretion of the traffic engineer it may be determined that a combination of these treatments is required in order to address the unique conditions of the specific traffic environment.

1.33.1 Sight-Distance Appropriate Speed Is Less than Regulatory Speed Limit

When a sight-distance study indicates that the speed of travel appropriate for the available sight distance is equal to or less than the speed limit, low-cost, low-impact changes may be made in order improve sight lines. Such changes may include but are not limited to changes to pavement markings and channelization, parking restrictions, vegetation management, and removal or relocation sight distance obstructions. If these changes are not possible or if after implementing these changes the sight-distance appropriate speed of travel would still be equal to or less than the regulatory speed limit, then an advisory sign may be installed indicating the feature related to the sight distance concern. This sign may be accompanied by an advisory speed plaque indicating an advisory speed at the 5 mph increment nearest to the travel speed appropriate for the available sight distance. If the nearest 5 mph increment is equal to the regulatory speed limit, then no advisory plaque is needed.

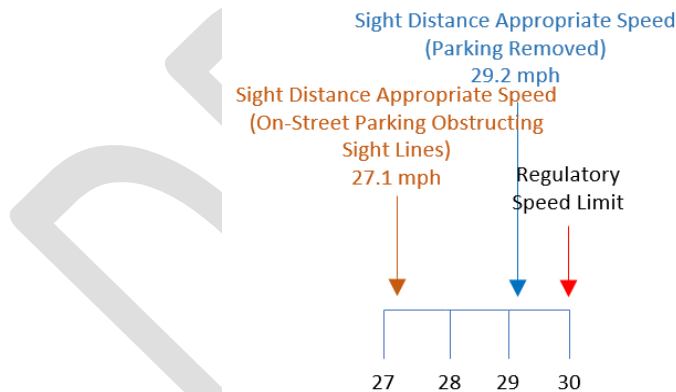
If an advisory speed is implemented, a follow-up speed study will be scheduled for a time six months to one year after the advisory speed has been posted and that speed study will be used in comparison to the advisory speed to determine if traffic calming or sight distance improvements are warranted.

Example 1.33.1(a): A side street enters onto a road with a speed limit of 30 mph. Traffic entering from the side street has a view obstructed by overgrown bushes in the public right-of-way and a sight distance study determines that there is 150 ft of available sight distance. The sight distance appropriate speed is determined to be 24.8 mph.



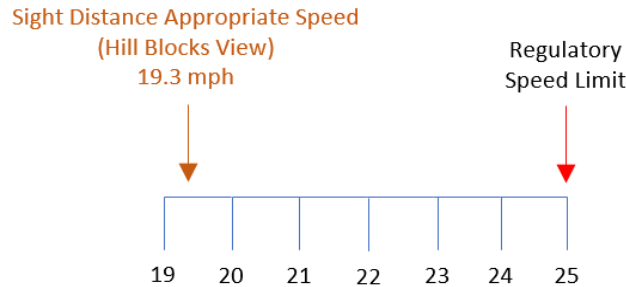
The engineer determines that after the bushes are trimmed back there will be 225 ft of available sight distance and the sight-distance appropriate speed would be 32.9 mph. Because the new sight-distance appropriate speed exceeds the regulatory speed limit, no advisory speed is warranted.

Example 1.33.1(b): A driveway enters onto a road with a speed limit of 30 mph. Traffic entering from the driveway has a view obstructed by legal on-street parking and a sight distance study determines that there is 170 ft of available sight distance. The sight distance appropriate speed is determined to be 27.1 mph.



The engineer determines that removing a parking space will increase the available sight distance to 190 ft, and the sight-distance appropriate speed would be 29.2 mph. Because the sight-distance appropriate speed is equal to or less than the regulatory speed limit, a "Hidden Driveways" advisory sign is warranted, but because the nearest 5 mph increment is equal to the regulatory speed, no advisory speed plaque is needed (the advisory speed would be equal to the speed limit).

Example 1.33.1(c): A road has a speed limit of 25 mph, but a sight distance study determines that the crest of a hill limits a driver's forward sight distance to 100 ft, and the sight-distance appropriate speed is determined to be 19.3 mph.

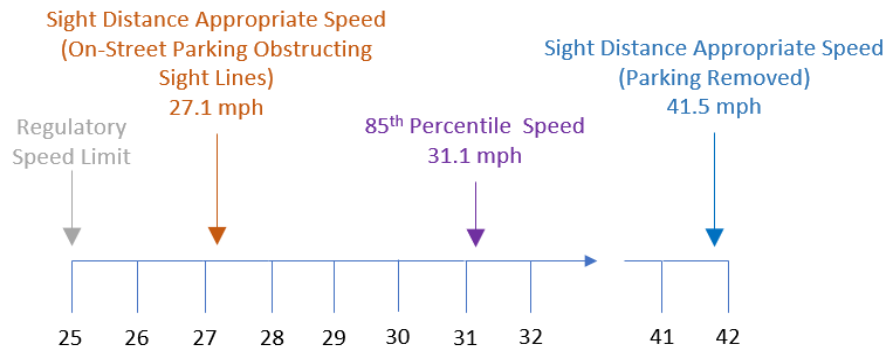


The hill cannot be removed, and the engineer determines that no low-cost, low-impact sight distance improvements are possible. The nearest 5 mph increment to the sight-distance appropriate speed is 20 mph, and so an advisory sign for "Hill Blocks View" will be installed with a 20 mph advisory speed plaque.

1.33.2 Sight-Distance Appropriate Speed Is Less Than 85th Percentile Speed And Greater Than Regulatory Speed Limit

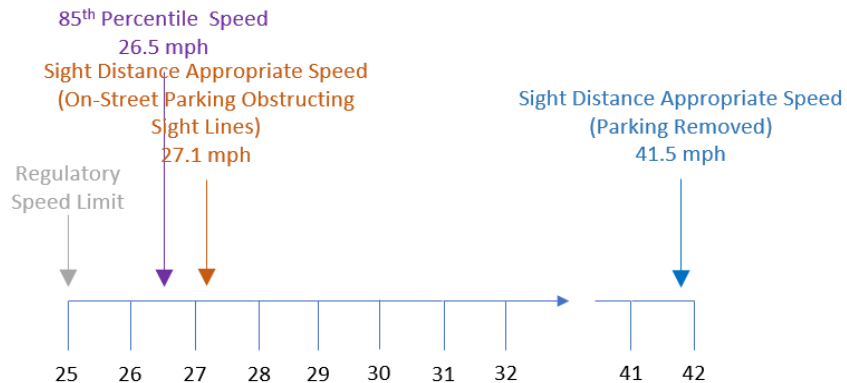
When the travel speed appropriate for the available sight distance is greater than the speed limit, but less than the 85th percentile speed, temporary or permanent low-cost, low-impact sight distance improvements may be appropriate for reducing crash risk. If low-cost, low-impact sight distance improvements are not possible or not sufficient then the site may be identified as needing traffic calming even if the thresholds based on regulatory or advisory speed have not been met.

Example 1.33.2(a): A driveway enters onto a road with a speed limit of 25 mph. A speed study indicates that the 85th percentile speed is 31.1 mph. A sight distance study indicates that the available sight distance is 170 ft, and the sight-distance appropriate speed is 27.1 mph. The sight distance is obstructed by legal on-street parking.



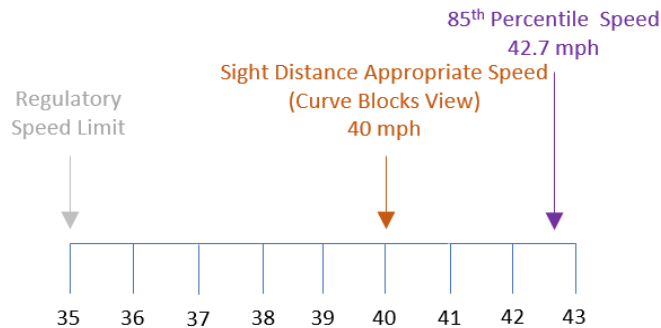
The engineer determines that the removal of one parking space does not adequately improve sight distance, but the removal of two parking spaces leaves sight lines unobstructed for a substantial distance. Although the 85th percentile is not high enough to trigger traffic calming, sight distance improvements can still provide a substantial reduction in crash risk.

At some time in the future, improvements are made to this road. The engineer suspects that these changes may have reduced travel speeds and a speed study confirms that the new 85th percentile speed is 26.5 mph.



Because the 85th percentile speed is now below the sight-distance appropriate speed for when on-street parking is present, the parking restriction may now be lifted.

Example 1.33.2(b): A road has a speed limit of 35 mph, but a sight distance study determines that an apartment building on the inside of a curve limits a driver's forward sight distance to 300 ft, and the sight-distance appropriate speed is determined to be 40.0 mph. A speed study indicates that the 85th percentile speed is 42.7 mph.



The engineer determines that low-cost, low-impact sight distance improvements are not possible, and although the 85th percentile speed is not 10 mph or more above the regulatory speed limit this site is identified as having a need for traffic calming with the goal of reducing the 85th percentile speed to below the sight-distance appropriate speed of 40 mph.

Section 2: Project Scoping and Pre-Design

If a need for traffic calming is identified, and all other low cost, low impact changes are deemed insufficient or ineffective, determining the most appropriate type of traffic calming is sensitive to the context of the traffic environment and its users, the geometry of the roadway, the constraints of available public right-of-way, and the potential impact to other public infrastructure systems or the environment. All of these considerations factor into the cost and feasibility of traffic calming and traffic safety projects. The goals of project scoping and pre-design are the following:

- To identify one or more traffic calming treatments which are likely to be effective at reducing speeds and estimate the effectiveness of the treatment(s)
- Confirm the feasibility of the treatment(s) and / or identify obstacles to feasibility
- Generate a rough estimate of the cost to implement the treatment(s)

Traffic calming treatments which may be considered include but are not limited to the following:

- Chicanes, Curb Extensions / Bulb-outs, or Pinch-Points
- Curve or Intersection Corner Radius Reduction
- Lane Width Reduction
- Medians or Splitter Islands
- Reduction in Number of Lanes or Road Diets
- Signing and Pavement Marking Changes
- Speed Feedback Signs
- Speed Humps, Speed Tables, Speed Cushions, Raised Crosswalks, or Raised Intersections
- Street Narrowing and / or Roadside Features
- Street Parking Reconfiguration
- Through-Street Access Restriction or Closure
- Traffic Circles or Roundabouts

The result of the project scoping and predesign will be one or more alternatives, and for each alternative the following elements will be included:

- The estimated speed reduction effect and crash risk reduction effect
- A project-area diagram which is sufficient for material takedown and identification of project footprint
- A cost estimate for design and construction

If multiple alternatives are likely to be similar in cost and effectiveness, or if alternatives show clear trade-offs between cost and effectiveness (e.g. low-cost, low effectiveness alternatives as well as high-cost, high-effectiveness alternatives), then each of those alternatives should be included in the project prioritization step.

Note: At the discretion of the traffic engineer a project may enter the scoping and predesign step without a need for traffic calming having been identified (for instance if a reduction in speed limit is being considered which should be accompanied by traffic calming). In that case, a speed study at the location, and possibly a sight-distance study should be completed in order to inform the project scoping and predesign process.

Section 3: Project Prioritization

All projects identified for traffic calming will be considered alongside other traffic safety improvements per the prioritization process outlined in the Local Road Safety Plan. Projects from this pool will be delivered as funding is available either from internal sources, grant funding, or a combination of the two. Projects which have the potential to piggyback onto other planned projects should be reprioritized based on their marginal cost and marginal benefit. For more information on project prioritization refer to the Local Road Safety Plan.

Section 4: Project Outreach and Delivery

4.1 Pre-Delivery Outreach

When a project's priority indicates that it is likely to be delivered, outreach will be initiated first to operational stakeholders (e.g. Public Works Operations, emergency services, transit agencies, school transportation administration), and then to neighborhood residents.

Note: For the purposes of outreach, the traffic engineer may exercise discretion as to whether business owners should be classified as "Operational Stakeholders" or "Neighborhood Residents" or both.

4.11 Outreach to operational partners

For each alternative entering consideration, operational stakeholders will be provided with the following:

- A scoping-level diagram showing the proposed improvements superimposed on aerial imagery of the site
- A brief description of the project and its expected benefit

- A description of the expected impact the project may have on the stakeholder's operations, and whether / how these impacts are being addressed

Operational stakeholders will be given an opportunity to comment on each alternative, and these comments may be taken into consideration for revision / refinement of project details.

Note: Outreach to operational stakeholders is completed before outreach to neighborhood residents because questions that commonly arise from neighborhood residents often require input and information from operational stakeholders, and buy-in from operational stakeholders is often helpful in allaying the concerns brought by neighborhood residents, e.g. "Will the school buses be able to navigate this new traffic circle?".

4.12 Outreach to Neighborhood Residents

For each alternative under consideration an area will be determined within which residents are considered to be "affected residents". This area shall include at the least:

- All residents with a frontage or property / residence access which is likely to be affected by construction activities during project delivery or by substantial geometric changes or traffic control changes resulting from the project
- All residents of a cul-de-sac, dead-end street, or no-outlet neighborhood, or of similarly limited access, which must use the project area as the sole reasonable point of access to their property or residence or whose access will be substantially affected by construction activities or by substantial geometric changes or traffic control changes resulting from the project
- All residents who are likely to make use of parking which will be affected by project changes or by construction activity
- All residents within one quarter-mile travel distance to a project on a collector or arterial road if the project includes substantial geometric changes or traffic control changes to the roadway

If this area differs across multiple alternatives, then the area of affected residents will include all residents determined to be affected by any of the alternatives.

For all traffic calming projects in the City which are expected to be delivered in a given year, a webpage on the City of Kenmore website will be created which includes alternatives and respective project descriptions for each location, and an open house, site postings, or mailers will be scheduled to field comments and questions regarding the planned projects. Affected residents will be notified by mail of the open house dates (if applicable), website resources, and provided with brief descriptions of projects which affect them. Comments received during the outreach process or from residents reaching out directly to City Hall may be considered in further revision / refinement of project details. Information made available through outreach resources will include at least the following:

- Description of project
- A scoping-level diagram showing the proposed improvements superimposed on aerial imagery of the project site
- Estimated effect of the project
- Description of project alternatives (if any) and statement of the staff-recommended alternative

- Estimated project cost
- Estimated project timeline

Note: Additional outreach may be required depending on the nature of the project, the location, and the impact area.

4.2 Project Delivery

Project delivery will be completed through the typical project delivery process.

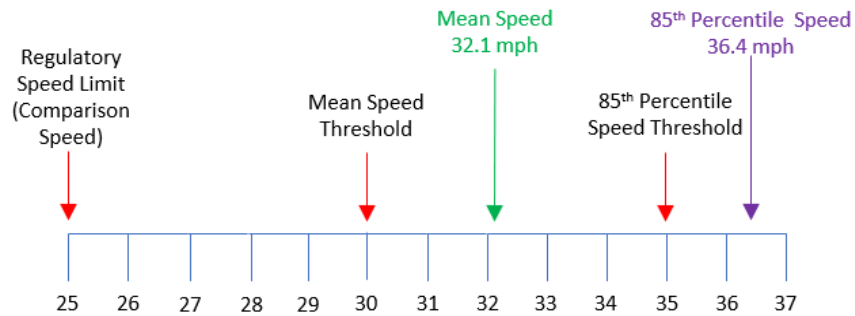
Once the appropriate traffic calming treatment has been determined, a temporary installation shall be installed with a 90-day trial period whenever practical. If, after 90 days, the effect of the traffic calming treatment is within a reasonable range of expectations, a permanent installation may occur. If the effect of the traffic calming treatment is not sufficiently within range of meeting expectations then adjustments may be made or the traffic calming plan may be revised, possibly resulting in a new trial period if necessary, appropriate, and practical.

Section 5: Project Follow-up

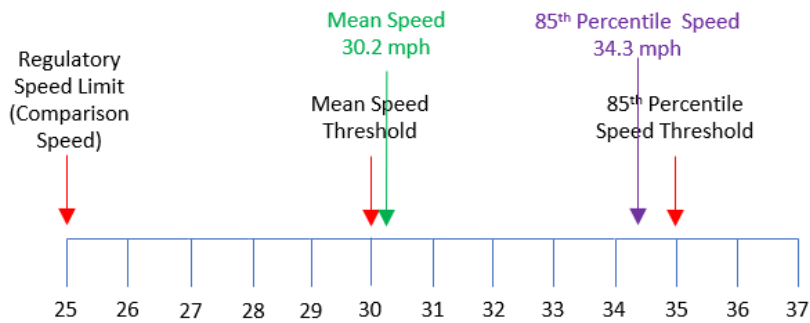
For projects which are expected to affect travel speeds, a follow-up study will be conducted within 6-12 months at the same location as the study which was used to identify the project need, as well as three other similar locations where previous studies have been performed but where no changes have been made which would be expected to affect travel speeds. (These additional studies should be regularly scheduled studies which are appropriate to serve this additional purpose, if possible.) Comparison of the before-and-after project area studies with the set of no-change studies will be used to evaluate the effectiveness of the speed reduction treatment. Records of the effectiveness of traffic calming treatments will be retained in order to improve project treatment selection and estimation of effectiveness for future traffic calming projects.

Based on the travel speeds observed in the follow-up study, a location may or may not enter consideration for additional traffic calming or other accommodations based on the same process.

Example 5: A road has a regulatory speed limit of 25 mph. A speed study shows that the mean speed is 32.1 mph and the 85th percentile speed is 36.4 mph. Based on these observed travel speeds the road is identified as having a need for traffic calming.



After traffic calming is implemented, a follow-up speed study is performed. The follow-up study shows that the mean speed has been reduced to 30.2 mph and the 85th percentile speed has been reduced to 34.3 mph.



Based on the new speed study, the site is identified as needing additional traffic calming because the mean speed exceeds the regulatory speed limit by 5 mph or more.

EXHIBIT B

Kenmore Municipal Code 12.70.040 Planting strip maintenance.

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12.70.040 Planting strip maintenance.

Maintenance of planting strips, including trees, tree limbs that protrude over the road and sidewalk, shrubbery, weeds, grass or other ground cover, will be the responsibility of the abutting property owner. Vegetation in planting strips will be kept in a condition that does not impair the use by the traveling public of the right-of-way. The use of the right-of-way includes, but is not limited to:

- A. Motor vehicles on paved roadways;
- B. Bicycles on paved surfaces or designated trails; and
- C. Pedestrians on sidewalks, designated paved walkways or other pedestrian paths as determined by the city manager.

Vegetation will not overhang sidewalks, walkways or bike lanes within eight feet, measured vertically from any point on the traveled way. Vegetation will not overhang vehicle lanes within 11 feet, measured vertically from any point on the traveled way.

D. The traveled way (facing private property) for sidewalks, paved walkways or bike lanes will be defined by the edge of paved surfaces. Other pedestrian paths, as determined by the city manager, will be a minimum of four feet wide.

E. The traveled way for vehicles will be defined by the edge stripe or edge of pavement where no stripe is present.

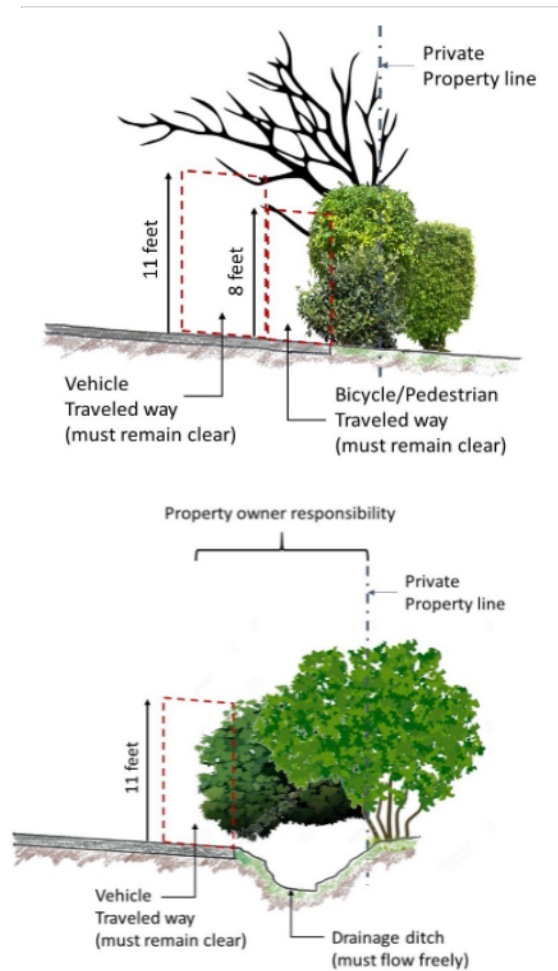
Drainage ditches will be kept free of debris and maintained in a condition that allows the free flow of water. Aesthetic maintenance of drainage ditch vegetation, assuming free flow of water is maintained, is at the discretion and responsibility of the abutting property owner.

The Kenmore Municipal Code is current through Ordinance 21-533, passed August 16, 2021.

EXHIBIT B

Kenmore Municipal Code 12.70.040 Planting strip maintenance.

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Should the city manager find that such property is not being properly maintained, the city manager will send a notice as provided in KMC 12.70.030 specifying a reasonable time within which such maintenance will be accomplished. If the owner fails to proceed, the department will have the maintenance performed, and the cost may, at the discretion of the city manager, be assessed against the property owner as provided in KMC 12.70.030.

Nothing in this chapter will preclude the City, at city manager's discretion, from maintaining vegetation in the City right-of-way. [Ord. 17-0445 § 4, 2017; Ord. 16-0428 § 2 (Att. A); Ord. 03-0180 §§ 1, 2; Ord. 02-0141 § 1; Ord. 98-0024 §§ 1, 2 (KCC 14.52.040).]



2021 ROAD STANDARDS DISCUSSION

PREVIOUSLY ON THE ROAD STANDARDS

- 2021 changes proposed on September 27, 2021
- The following issues were raised
 - SFR Exemption for frontage
 - Travel lane widths for arterials/collectors
 - Traffic Calming
 - Sidewalk exemption on private roads
 - Buffers at back of sidewalk
 - Front door location vs driveway location
 - Use of native plants
 - Maintenance of ROW

SINGLE FAMILY RESIDENT EXEMPTION

Current Language:

SFR exempt from frontage on all roads if:

- Single lot
- Existing home
- Permit submitted w/in 12 months of demolition

Options:

- 1: Retain existing language
2. Remove exemption entirely
3. Revise to exempt local roads only

SINGLE FAMILY RESIDENT EXEMPTION

Option 1:

Pros:

- Highest cost reduction to SFR owners
- Simplifies requirements for owners
- Supports residents to stay in Kenmore

Cons:

- Sidewalk does not get built
- Reduces safety

Option 2:

Pros:

- Sidewalk gets built
- Improves safety

Cons:

- Increases cost to construction
- Does not support retaining existing residents
- Discourages updating homes

Option 3:

Pros:

- Reduces cost to SFR owners
- May simplify requirements for owners
- Better supports residents to stay in Kenmore

Cons:

- Some sidewalk does not get built
- Reduces safety where none built

DISCUSSION

TRAVEL LANE WIDTHS

Current Requirement:

- 11 ft on 68th Ave, 61st Ave, 80th Ave, 73rd Ave, Simonds Rd, NE 192nd, NE 181st (61st-65th)
- 10 ft on Juanita Dr, NE 193rd, NE 203rd and 84th Ave
- 13 ft on NE 181st (downtown) and NE 155th

Options:

- Retain current requirements
- 10' wide travel lanes
 - (except Simonds, Juanita/bridges, 181st, and 155th)
- 10.5 ft wide travel lanes where practical

TRAVEL LANE WIDTHS

Retain Current Req'ts:

Pros:

- Favorable to transit
- Increased driver comfort

Cons:

- Reduces safety for pedestrians and bicyclists
- On-street parking would be eliminated at most locations
- Simonds, 68th,
- 61st Ave would require highest added widening at locations (trees)
- Highest potential cost

10' Wide :

Pros:

- Increases safety
- Friendly to bicyclists and pedestrians
- On-street parking can be retained at some locations
- 68th set at 10'
- Lowest potential cost

Cons:

- Not favorable to transit

10.5' Wide:

Pros:

- More favorable to transit than 10'
- Increase in driver comfort over 10'
- Incremental safety improvement over 11'

Cons:

- Not as high safety as 10'
- Not as friendly to bicyclists/peds at 10'
- On-street parking eliminate at most locations
- 61st Ave would require added widening at locations (trees)

DISCUSSION

TRAFFIC CALMING

- Draft Traffic Calming Policy and Procedures provided
- Priority for low cost options
- Traffic calming for speed related issues only
- Public outreach (varies) prior to implementing
- 90-day trial period for traffic calming infrastructure when practical
- Post studies after final installation

DISCUSSION

SIDEWALK EXEMPTION ON PRIVATE ROADS

Current Requirement:

- Sidewalks not required on private roads

Options:

1. Retain current exemption
2. Require sidewalks in all cases
3. Allow exception for <10 houses or <200 feet in road length
 1. (or variation on thresholds)
4. Allow alternative to sidewalk (paved shoulder)

SIDEWALK EXEMPTION ON PRIVATE ROADS, OPTIONS 1 & 2

Retain Current Req'ts:

Pros:

- Favorable to development
- Lower maintenance cost to homeowners

Cons:

- Reduces safety for pedestrians
- No defined place for pedestrians

Require sidewalks:

Pros:

- Highest safety
- Provides place for pedestrians

Cons:

- Higher cost to developers
- Increased maintenance cost to homeowners

SIDEWALK EXEMPTION ON PRIVATE ROADS, OPTIONS 3 & 4

Exemption:

Pros:

- Lower cost to small development
- Lower maintenance cost to homeowners
- Place for pedestrians when required

Cons:

- Reduces safety for pedestrians on low volume road
- No defined place for pedestrians when not required

Alternative to sidewalks:

Pros:

- Improved safety to no sidewalk
- Provides place for pedestrians
- Low cost alternative

Cons:

- Highest maintenance cost to homeowners
- Potential for walkway to be blocked

DISCUSSION

INCREASE BUFFER BACK OF SIDEWALK

Current Requirement:

- Buffer set at 0.5 (local roads) 0.5 – 2.5 ft (arterials/collectors)

Options:

1. Retain current buffers
2. Buffer 2.5' (local roads) and 0-2.5' (arterials/collectors)
3. Increase buffer beyond option 2

INCREASE BUFFER BACK OF SIDEWALK

Option 1 and 2:

Pros:

- Lower cost to City
- Less need to take private property
- Lowest maintenance cost
- Greater chance for upkeep

Cons:

- Structures are closer to sidewalk
- Grass likely back of sidewalk

Option 3:

Pros:

- Increased landscaping
- Increased aesthetics
- Grass likely replaced with plantings
- Increased screening/privacy

Cons:

- Higher cost to City
- Private property may need to be acquired or removal of bike lanes/buffers or parking
- Higher maintenance cost to City (or property owner depending)
- Redundant – this area would be planted on private property
- Decreased visibility from street

DISCUSSION

FRONT DOOR LOCATION VS DRIVEWAY

NOTE: This only applies to lots with front and back frontages

Current Requirement:

- Driveway access taken off lower classified road

Options:

1. Driveways on lower classified road/Front doors on higher classified road
2. Driveways and front door on lower classified road
3. Driveways and front door on higher classified road

FRONT DOOR LOCATION VS DRIVEWAY

Option 1:

Pros:

- Reduces chance of conflict (safety)
- Encourages maintenance of frontage on arterials
- House view vs fence view on arterials

Cons:

- May confuse 1st time visitors

Option 2:

Pros:

- Reduces chance of conflict (safety)
- No confusion for 1st time visitors

Cons:

- Reduces maintenance of back of lot frontage
- Fence view vs house view on arterials

Option 3:

Pros:

- Encourages maintenance of frontage on arterials
- House view vs fence view on arterials
- No confusion for 1st time visitors

Cons:

- Increases chance of conflict (safety)

DISCUSSION

NATIVE PLANT USE

Current Requirement:

- Tree species as approved by the City. No language on shrubs

Options:

1. Use all native trees and shrubs
2. Use mixture of native and non-native trees and shrubs
3. Keep current requirement

NATIVE PLANT USE

All Native:

Pros:

- Best suited to the local environment
- Low risk for invasives
- Predictable

Cons:

- Many native trees and shrubs not suited to narrow spaces
- Highest maintenance

Native/Non-Native Mix:

Pros:

- Best suited for area planted
- Lower maintenance
- Predictable
- Low risk for invasives

Cons:

- May require longer establishment period

By City Approval:

Pros:

- Best choice of plants

Cons:

- No predictability
- Increase in staff time

DISCUSSION

ROW MAINTENANCE

Current Requirement:

- KMC 12.70.040: Adjacent property owner is required to maintain curb to property
- City maintains curb to curb

What The Road Standards do:

- What should be constructed
- Establish the size of the maintenance area
- Level of maintenance
- Amount of maintenance
- Type of maintenance

What The KMC does:

- How it is maintained
- How it is operated

DISCUSSION



October 13, 2021
SCA PIC Meeting

Item 10:

2022 Regional Board and Committee Appointments &
Chair Appointment of 2022 PIC Nominating Committee

DISCUSSION

SCA Staff Contact

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

Discussion

The Sound Cities Association (SCA) has appointing authority to numerous regional boards and committees. The appointment process occurs in late fall each year. In the interest of being as transparent and inclusive as possible, SCA staff will update the Public Issues Committee (PIC) on anticipated vacancies for 2022, and answer any additional questions about the appointment process at the October 2021 PIC meeting. Also at the October meeting, PIC Chair Malchow will appoint the four members of the 2022 PIC Nominating Committee.

Background

The Sound Cities Association (SCA) has appointing authority to numerous regional boards and committees. These regional boards and committees cover important topics including affordable housing and homelessness, children and youth, economic development, emergency management, flood control, growth management and land use, health, solid waste, transportation, and water quality.

A committee made up of one Public Issues Committee (PIC) representative from each SCA caucus (North, Snoqualmie Valley, South, and South Valley) called the PIC Nominating Committee is appointed by the PIC Chair each October. Current PIC Nominating Committee members are Chris Roberts, Shoreline (North), Councilmember Ross Loudanback, North Bend (Snoqualmie Valley), Councilmember Traci Buxton, Des Moines (South), and Councilmember Chance LaFleur, Enumclaw (South Valley). Councilmember Roberts has indicated that he will be stepping off the committee this year, creating a vacancy in the North. Chair Malchow will be appointing the members of the Nominating Committee at the October meeting.

The PIC Nominating Committee makes initial recommendations on appointments to the PIC. The PIC in turn makes a recommendation to the SCA Board, which makes the final appointments. For 2022, that decision is anticipated be made at the December 15, 2021 Board meeting.

SCA staff have prepared answers to frequently asked questions about the appointment process, which can be found in the September 8, 2021 PIC Packet.

The Call for Nominations for 2022 Regional Board and Committee Appointments will go out on October 8, 2021. Applications will be due on November 4, 2021.

SCA appointments to regional boards and committees are for a term of one year, unless otherwise specified by the board/committee to which SCA is appointing. No member shall serve more than six 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 consecutive years on a regional board or committee, that member shall be ineligible to serve on said committee for a minimum of one year. In extraordinary circumstances, the Board may make exceptions to the six-year term limit upon the recommendation of the PIC nominating committee and the PIC when a supermajority (2/3) of Board members present and voting at a meeting finds that doing so would be in the best interests of SCA and its member cities.

Each city may have no more than one representative serving at a time on any individual regional board, committee, advisory council, or task force. Further, cities are asked to not submit multiple applicants for the same committee. The process for deciding which applicant's name to submit is left to the discretion of each individual city.

SCA will be appointing elected officials to the following Regional Boards and Committees for 2022:

- **Affordable Housing Committee (AHC)**

- The Affordable Housing Committee (AHC) of the Growth Management Planning Council (GMPC – see below) serves as a regional advisory body. They recommend action and assess progress toward implementing the Regional Affordable Housing Task Force (RAHTF) Five Year Action Plan. The Committee functions as a point in coordinating and owning accountability for affordable housing efforts across King County.
- SCA appoints four members and four alternates to this committee. All current terms expire on December 31, 2022. However, at least three incumbent appointees will not be returning in 2022 due to retirement. Those vacant seats will be filled this fall.
- SCA Staff Contact – Policy Director Brian Parry, brian@soundcities.org

Board of Health (BOH)

- The King County Board of Health is responsible for setting countywide policies and regulations to protect and promote the health of King County residents.
- The current makeup of the Board of Health is three health professionals and eight elected officials. (Note – this will be changing in 2022 due to statewide legislation requiring a majority of health professionals on the board. This new law is not anticipated to affect the number of SCA appointees to the Board.) SCA appoints two members and two alternates to the Board. All of the current terms expire on December 31, 2021. It is unknown at this time whether the incumbent appointees will be reapplying.
- SCA Staff Contact – Policy Analyst Hali Willis, hali@soundcities.org

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- **Children and Youth Advisory Board (CYAB)**
 - The Children and Youth Advisory Board (CYAB) is an oversight and advisory board comprised of King County residents and stakeholders with geographically and culturally diverse perspectives that was established to make recommendations and monitor distribution of Best Starts for Kids (BSK) levy proceeds.
 - 35 experts, researchers, and community leaders serve on the Children and Youth Advisory Board. SCA Has appointing authority for two of the members. All of the current terms expire on December 31, 2021. It is unknown at this time whether the incumbent appointees will be reapplying.
 - SCA Staff Contact – Policy Analyst Hali Willis, hali@soundcities.org
- **Domestic Violence Initiative (DVI) Regional Taskforce**
 - The Domestic Violence Initiative (DVI) Regional Taskforce does not currently have a website, but is working on one in conjunction with an upcoming symposium on domestic violence being planned for October.
 - SCA appoints four members and four alternates to the Task Force. All of these seats expire on December 31, 2021. At least one member of the Task Force is retiring in 2021.
 - SCA Staff Contact – Policy Analyst Hali Willis, hali@soundcities.org
- **Emergency Management Advisory Committee (EMAC)**
 - EMAC advises, assists, reviews, and comments on emergency management and homeland security issues, regional planning, and policies. They measure and prioritize core capabilities, and recommend homeland security allocations and work products to sustain and enhance preparedness and operational levels.
 - Members provide regional and multi-discipline perspective, and represent cities, fire service, law enforcement, hospitals, the Port of Seattle, government, special purpose districts, tribes, utilities, non-profit agencies, and the private sector. Cities with populations of 100,000 or more (Bellevue, Kent, and Renton) have their own seats on EMAC. SCA appoints three members and three alternates to the committee. One of the member seats and two alternate seats expire on December 31, 2021 and will be up for appointment. It is unknown at this time whether the incumbent appointees will be reapplying.
 - SCA Staff Contact – Policy Analyst Kazia Mermel, kazia@soundcities.org
- **Greater Seattle Partners (GSP)**
 - Greater Seattle Partners (GSP) serves the region as a data-driven economic development organization created to ensure economic growth in the region is sustainable, inclusive, and globally competitive. GSP attracts and retains investment in the region through public-private partnerships to accelerate the growth of our industry clusters and market our unique way of life on the national and international stage. GSP strengthens and unifies our region’s economic development efforts through public-private partnerships, networking opportunities and global engagement.
 - SCA appoints one member to the GSP Board. The incumbent is planning to reapply for 2022. The City of Bellevue and the Soundside Alliance also appoint a member each to the GSP Board.

- SCA Staff Contact – SCA Executive Director Deanna Dawson, deanna@soundcities.org
- **Growth Management Planning Council (GMPC)**
 - The Growth Management Act (GMA), passed by the State Legislature in 1990, requires that counties and cities develop a collaborative set of framework policies to guide development of each jurisdiction's comprehensive plan. That work is carried out in King County by the Growth Management Planning Council (GMPC), which consists of elected officials from King County, Seattle, Bellevue, other cities and towns in King County, special purpose districts, and the Port of Seattle. Through the GMPC, jurisdictions within King County are working together to plan for economic and population growth in King County.
 - SCA appoints six members and two alternates to the committee. All the committee appointments expire on December 31, 2021. At least two of the current committee members are retiring at the end of 2021, and one member is term limited.
 - SCA Staff Contact – Policy Director Brian Parry, brian@soundcities.org
- **HealthierHere**
 - HealthierHere serves as the Accountable Community of Health (ACH) for King County. There are nine regional ACHs in Washington State working with cross-sector partners to improve health and wellness as part of the Washington State Medicaid Transformation. HealthierHere brings people and organizations together from across sectors to improve how our health system works – addressing underlying barriers to health and wellness, and increasing access to high quality, culturally relevant behavioral and physical care. HealthierHere brings health and social service organizations together to identify opportunities, co-design solutions, and implement ways of delivering care that better meet the community's needs.
 - HealthierHere is governed by a 27-member Governing Board that includes community members, consumers and tribal representatives, and draws from a range of sectors including behavioral health, consumers and community-based organizations, hospitals and health centers, local government, managed care organizations, social service providers, tribes and philanthropy. The Governing Board stewards HealthierHere's overall mission, strategic plan, and progress, with support from committees and workgroups. SCA appoints one member and one alternate to the board. While both those terms expire on April 30, 2022, SCA will appoint members to the committee at the end of 2021 as part of its regular appointment process. It is unknown at this time whether the incumbents intend to reapply.
 - SCA Staff Contact – Policy Analyst Hali Willis, hali@soundcities.org
- **Joint Recommendations Committee for CDBG (JRC)**
 - The Joint Recommendations Committee (JRC) is an inter-jurisdictional body that provides funding recommendations and advice on guidelines and procedures for King County and city partners on a wide range of housing and community development issues. These include:

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- Affordable Housing
 - Each year the JRC makes specific funding recommendations for about \$5 to \$8 million in capital funding for housing for very low to moderate income households.
- Community Development
 - The JRC makes specific funding recommendations for about \$1.5 million of the Consortium's CDBG funds for non-housing capital projects such as community centers, public infrastructure projects and parks projects; in addition the JRC advises the Consortia and the King County Executive on procedures that guide the community development program.
- Homelessness
 - The JRC allocates about \$600,000 of federal funds for homeless and emergency assistance programs, and advises King County and Seattle on the priorities for the joint application for federal McKinney homeless assistance funds (anywhere from \$15 to \$20 million each year).
- Consolidated Housing and Community Development Plan
 - The JRC reviews and recommends the Consolidated Plan, and all related plans, to the King County Executive and Council.
- State and Federal Legislative Priorities
 - The JRC advises the King County Executive and the County Council's Legislative Steering Committee on state and federal legislative priorities regarding housing, homelessness, and community development issues
- Several cities (Auburn, Bellevue, Burien, Federal Way, Kent, Kirkland, Redmond, Renton, and Shoreline) participate in JRC in their own capacity and are not eligible to be appointed by SCA.¹ SCA appoints four members and two alternates to the JRC. The terms of SCA's appointees expire on December 31, 2021. At least one SCA appointee is retiring in 2021.
- SCA Staff Contact – Policy Analyst Hali Willis, hali@soundcities.org
- **King Conservation District Advisory Committee (KCDAC)**
 - The King Conservation District (KCD) is a natural resources assistance agency whose mission is to promote the sustainable use of natural resources through responsible stewardship. A five-member Board of Supervisors is responsible for overseeing all KCD programs and activities. The Advisory Committee extends KCD's reach into its broad community of stakeholders by bringing diverse and expanded perspectives back to KCD's Board of Supervisors. The Advisory

¹ The King County Housing, Homelessness and Community Development Division (HHCDD) administers federal funds from the United States Department of Housing and Urban Development (HUD) on behalf of King County and most of the cities in King County. (The City of Seattle receives its own federal funds separately.) King County and the cities in King County jointly cooperate in an urban county consortium. In order to carry out these activities, King County HHCD and the Consortium have agreed to a decision-making structure. There is an interlocal agreement that spells out how various pots of federal funding are distributed, and not all members vote on all items due to the somewhat complicated decision-making structure.

Committee deliberates on policy issues and forwards its recommendations to the Board.

- KCD's Advisory Committee is composed of a total of 15 (plus alternates) elected officials and senior staff from cities, the County, and organizations across King County. Bellevue has its own seat on the committee. SCA appoints three members and three alternates to the committee. The terms of all appointees expire on December 31, 2021. At least one of SCA's appointees is retiring in 2021, and it is unknown at this time whether other incumbents will be seeing reappointment.
- SCA Staff Contact – Policy Analyst Kazia Mermel, kazia@soundcities.org
- **King County Flood Control District Advisory Committee (KCFCDAC)**
 - The King County Flood Control District is a countywide special purpose district that provides funding and policy oversight for flood risk reduction capital projects and programs in King County. It is governed by a Board of Supervisors, which is comprised of the members of the County Council. The District also has an Advisory Committee composed of elected officials from throughout King County which is charged with making recommendations to the District's Board of Supervisors related to the annual budget, including capital improvement program projects and funding levels.
 - The cities of Auburn, Bellevue, Carnation, Kent, North Bend, Renton, Snoqualmie, and Tukwila have their own seats and alternates on the Advisory Board. In addition, SCA appoints five members and five alternates to the committee. The terms of all appointees expire on December 31, 2021. These are two-year terms. One current SCA appointee is term limited on the committee, and it is unknown at this time whether other incumbents will be seeking reappointment.
 - SCA Staff Contact – Policy Analyst Kazia Mermel, kazia@soundcities.org
- **King County Regional Homelessness Authority (KCRHA)**
 - The King County Regional Homelessness Authority (KCRHA) was created at the end of 2019 to unify and coordinate the region's fragmented approach to homelessness. The KCRHA is consolidating policy-making and funding, coordinating service delivery, and adopting common performance measures on homelessness. The mission of the Authority is to significantly decrease the incidence of homelessness throughout King County, using equity and social justice principles.
 - The KCRHA has both an Implementation Board, and a Governing Committee. SCA has appointing authority for two members of the Implementation Board, which oversees the operations and management of the KCRHA. These appointees (one of whom has a four-year term, and one which has a five-year term) cannot be city elected officials or staff. SCA also has appointing authority for three elected official members of the Governing Committee. Pursuant to the Interlocal Agreement forming the KCRHA, the SCA appointees "shall serve until replaced or until no longer eligible for appointment." As with most SCA-appointed committees, SCA will review the appointments to the KCRHA annually during its appointment process, and its members will be subject to the six-year

term limit established by SCA Board Policies. The current members of the KCRHA Governing Committee intend to reapply for 2022.

- SCA Staff Contact – Policy Analyst Hali Willis, hali@soundcities.org

- **LEOFF-1 Disability Board**

- The King County Disability Retirement Board for LEOFF-1 rules on claims for reimbursement of medical expenses and applications for disability leave and retirement benefits mandated by the Washington state LEOFF-1 retirement plan.
- SCA has one appointee to the Board, who was appointed in September 2021. That member intends to reapply for 2022.
- SCA Staff Contact – Policy Director Brian Parry, brian@soundcities.org

- **Local Hazardous Waste Management Program (LHWMP) Management Coordination Committee (MCC)**

- The Local Hazardous Waste Management Program (LHWMP) in King County is a multi-jurisdictional program whose mission is to protect and enhance public health and environmental quality throughout King County by reducing the threat posed by the production, use, storage, and disposal of hazardous materials. The LHWMP is implemented through a multi-jurisdictional Management Coordination Committee (MCC). The MCC sets the Program's strategic direction, guides implementation of policies, and oversees the Program's operations including development of annual budgets and work plans.
- The MCC is made up of five members representing each of the following: King County Department of Natural Resources (DNR) – Solid Waste Division; King County DNR – Water and Land Resources Division; Seattle Public Utilities; Sound Cities Association; and Seattle-King County Public Health. Each member has one vote. The term of SCA's appointee to the MCC expires on December 31, 2021. It is unknown at this time whether that member intends to reapply for 2022.
- SCA Staff Contact – Policy Analyst Kazia Mermel, kazia@soundcities.org

- **PSRC Economic Development District Board (EDDB) (aka Central Puget Sound Economic Development District Board)**

- The Central Puget Sound Economic Development District Board is the governing board for the federally designated economic development district for King, Pierce, Snohomish and Kitsap counties. Its members include representatives from private business, local governments, tribes and trade organizations. The current Regional Economic Strategy was adopted by the Economic Development District Board in September 2017. The new strategy is expected to be adopted in late 2021.
- The City of Bellevue has its own member and alternate seats on the EDDB. SCA appoints two additional members and alternates to the EDDB. The terms of all SCA appointed members expire on December 31, 2021. At least one incumbent will not be seeking reappointment for 2022.
- SCA Staff Contact – Policy Director Brian Parry, brian@soundcities.org

- **Puget Sound Regional Council (PSRC) Executive Board**

- The Puget Sound Regional Council (PSRC) develops policies and coordinates decisions about regional growth, transportation and economic development planning within King, Pierce, Snohomish and Kitsap counties. PSRC is composed

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of nearly 100 members, including the four counties, cities and towns, ports, state and local transportation agencies and Tribal governments within the region. PSRC's VISION 2050 is the regional guide for managing growth over the coming decades. A key role of PSRC is to help communities secure federal funding for transportation. PSRC selects projects to receive over \$240 million in transportation funding each year. PSRC develops and maintains the Regional Transportation Plan, a blueprint for improving mobility, providing transportation choices, moving the region's freight, and supporting the region's economy and environment. PSRC is also leading source of data and forecasting that is essential for regional and local planning. The elected leaders of King, Pierce, Snohomish and Kitsap counties, the region's cities and towns, port districts, transit agencies, and tribes direct PSRC's work. Once a year, these elected officials meet as a General Assembly to vote on major decisions, approve the budget, and elect new leadership. Each month, a 36-member Executive Board makes decisions on behalf of the General Assembly with the input of several advisory boards made up of local elected officials and representatives of business, labor, environmental and community interests, as well as input from the public at large. These include the Economic Development District Board (EDDB) (aka Central Puget Sound Economic Development District Board), Growth Management Policy Board (GMPB), and Transportation Policy Board (TPB), to which SCA also appoints members.

- Cities with populations of over 80,000 have their own seats on the PSRC Executive Board. SCA appoints three members, three alternates, and two second alternates to represent other cities and towns in King County. All of those seats expire on December 31, 2021. At least one of those appointees is retiring in 2021.
- SCA Staff Contact – Policy Director Brian Parry, brian@soundcities.org
- **PSRC Growth Management Policy Board (GMPB)**
 - The Growth Management Policy Board (GMPB) advises the Executive Board of the Puget Sound Regional Council on regional aspects of growth management issues. The GMPB reviews local plans and countywide planning policies and makes recommendations to the Executive Board regarding compatibility with the Growth Management Act and consistency with the adopted regional growth and transportation strategies.
 - The City of Bellevue has its own seat on the GMPB. SCA appoints three members and three alternates to represent other cities and towns in King County. All terms expire on December 31, 2021. One of the current members is term limited, and one of the current alternates is retiring in 2021.
 - SCA Staff Contact – Policy Director Brian Parry, brian@soundcities.org
- **PSRC Operations Committee**
 - The Operations Committee is composed of PSRC Executive Board members and is chaired by PSRC's vice president. The committee reviews and makes recommendations to the Executive Board on the budget and work program, and on contracts and other financial and personnel issues.

- SCA appoints one member and one alternate to the Operations Committee. The appointees must serve on the PSRC Executive Board, either as an SCA appointee or as an SCA member with their own seat on the Executive Board. Both the member and alternate seat expire on December 31, 2021. It is unknown at this time whether the incumbents intend to reapply for appointment.
- SCA Staff Contact – Policy Director Brian Parry, brian@soundcities.org
- **PSRC Transportation Policy Board (TPB)**
 - The PSRC Transportation Policy Board (TPB) includes representatives of the PSRC’s member jurisdictions and regional business, labor, civic and environmental groups. The TPB meets monthly to advise the Executive Board on key transportation issues, including funding of projects.
 - SCA appoints three members and three alternates to the TPB. All terms expire on December 31, 2021. At least one alternate will be retiring.
 - SCA Staff Contact – Policy Director Brian Parry, brian@soundcities.org
- **Regional Law Safety & Justice Committee (RLSJC)**
 - RLSJC is a law and justice council established under RCW 72.09.300. The committee seeks to improve coordination and cooperation among criminal justice agencies. RLSJC meets monthly to share information, identify problems and solutions, and monitor the progress of innovative programs.
 - Membership on RLSJC includes representatives from SCA, the city of Seattle, King County, and the Department of Corrections. Meetings normally include judges, prosecutors, police chiefs, corrections officials, public defenders, legislators, mayors, staff, and SCA councilmembers and mayors. SCA appoints eight members to the committee. All terms expire on December 31, 2021. At least one member will be retiring in 2021, and at least one members is term limited.
 - SCA Staff Contact – Policy Analyst Hali Willis, hali@soundcities.org
- **Regional Policy Committee (RPC)**
 - In the early 1990's following the merger of King County and Metro, in response to structural changes in King County government, three multijurisdictional policy committees were created to address transportation (Regional Transit Committee - RTC), water pollution control (Regional Water Quality Committee - RWQC), and other regional issues (Regional Policy Committee - RPC). RPC reviews and recommends regional policies and plans (other than transit and water quality plans). Issues that may be referred to the Committee or be the subject of the Committee's policy development include health and human services, open space, affordable housing and homelessness, review of county-wide levy plans, solid waste management, economic development, road investments, criminal justice, emergency management planning, jails and district court services, and the siting of regional facilities.
 - Membership on the RPC consists of King County Councilmembers, Seattle City Councilmembers, and SCA members. SCA appoints four members and two alternates to the committee. All terms expire on December 31, 2021. At least one incumbent SCA appointee has indicated they will not be reapplying for 2022.
 - SCA Staff Contact – Policy Director Brian Parry, brian@soundcities.org

- **Regional Transit Committee (RTC)**
 - In the early 1990's following the merger of King County and Metro, in response to structural changes in King County government, three multijurisdictional policy committees were created to address transportation (Regional Transit Committee - RTC), water pollution control (Regional Water Quality Committee - RWQC), and other regional issues (Regional Policy Committee - RPC). RTC reviews and makes recommendations to the King County Council on countywide policies and plans for public transportation services operated by the County. The committee's responsibilities include the Strategic Plan for Public Transportation, which sets objectives, goals and strategies for King County Metro; the King County Metro Service Guidelines, the blueprint for allocation of transit service and measuring performance; and the METRO CONNECTS long-range plan.
 - Membership on the RTC consists of King County Councilmembers, Seattle City Councilmembers, and SCA members. SCA appoints eight members and four alternates to the committee. All terms expire on December 31, 2021. At least two incumbent SCA appointees will be retiring and/or not reapplying in 2021.
 - SCA Staff Contact – Policy Analyst Hali Willis, hali@soundcities.org
- **Regional Water Quality Committee (RWQC)**
 - In the early 1990's following the merger of King County and Metro, in response to structural changes in King County government, three multijurisdictional policy committees were created to address transportation (Regional Transit Committee - RTC), water pollution control (Regional Water Quality Committee - RWQC), and other regional issues (Regional Policy Committee - RPC). RWQC develops, reviews, and recommends countywide policies and plans addressing wastewater treatment and sewer service issues, long range capital facilities plans, rate policies, and facilities siting. Additionally, the committee provides a forum for discussion and examination of broader issues of water quality, including pollution sources, surface and storm water control, and regulatory issues. RWQC will have an important workplan in 2022 with the update to the Clean Water Plan.
 - Membership on the RWQC consists of King County Councilmembers, Seattle City Councilmembers, Sewer District Members, and SCA members. SCA appoints four members and two alternates to the committee. Several incumbent SCA appointees are retiring and/or not reapplying for 2022.
 - SCA Staff Contact – Kazia Mermel, kazia@soundcities.org

SCA also has appointing authority for numerous staff committees not covered by this memo. Questions on those committee appointments can be directed to SCA Policy Director Brian Parry.

Next Steps

The schedule for 2022 appointments is as follows:

- Call for nominations - **October 8, 2021**
- Nominating Committee appointed - **October 13, 2021**
- Deadline for applications – **November 4, 2021**
- PIC Nominating Committee meets – **November 19, 2021**
- Possible Nominating Committee follow up meeting – **November 30, 2021**
- SCA PIC makes a recommendation– **December 8, 2021**
- SCA Board of Directors finalizes– **December 15, 2021**

Questions about the 2022 appointment process can be directed to SCA Executive Director Deanna Dawson at deanna@soundcities.org or 206-495-3265.

2021 SCA Regional Board & Committee Appointments

Advisory Council on Aging and Disability Services (ADS Advisory Council)

Seat	Name	City	Caucus
Member	Marli Larimer	Kent	S
Member	Kim-Khanh Van	Renton	S

Affordable Housing

Seat	Name	City	Caucus
Member	Claude DaCorsi	Auburn	S
Member	Nancy Tosta	Burien	S
Member	Ryan McIrvine	Renton	S
Member	Lynne Robinson	Bellevue	N
Alternate	Marli Larimer	Kent	S
Alternate	Tanika Padhye	Redmond	N
Alternate	Zach Hall	Issaquah	N
Alternate	Nigel Herbig	Kenmore	N

Board of Health (BOH)

Seat	Name	City	Caucus
Member	Susan Honda	Federal Way	S
Member	David Baker	Kenmore	N
Alternate	Krystal Marx	Burien	S
Alternate	Janice Zahn	Bellevue	N

Children and Youth Advisory Board (CYAB)

Seat	Name	City	Caucus
Member	Robyn Mulenga	Auburn	S
Member	Ariana Sherlock	Newcastle	N

Domestic Violence Initiative Regional Task Force (DVI)

Seat	Name	City	Caucus
Member	Traci Buxton	Des Moines	S
Member	Yolanda Trout-Manuel	Auburn	S
Member	Tanika Padhye	Redmond	N
Member	Dana Parnello	Maple Valley	S
Alternate	Satwinder Kaur	Kent	S
Alternate	Jared Nieuwenhuis	Bellevue	N
Alternate	Joseph Cimaomo, Jr.	Covington	S
Alternate	Susan Honda	Federal Way	S

Emergency Management Advisory Committee (EMAC)

Seat	Name	City	Caucus
Member	Marianne Klaas	Clyde Hill	N
Member	Bob Baggett	Auburn	S
Member	David Carson	Redmond	N
Alternate	Linda Newing	Newcastle	N
Alternate	Alan Gothelf	North Bend	SNO
Alternate	Karen Moran	Sammamish	N

Greater Seattle Partners (GSP)

Seat	Name	City	Caucus
Member	Nancy Backus	Auburn	S

Growth Management Planning Council (GMPC)

Seat	Name	City	Caucus
Member	Leanne Guier	Pacific	SV
Member	Matt Larson	Snoqualmie	SNO
Member	Thomas McLeod	Tukwila	S
Member	Satwinder Kaur	Kent	S
Member	Pam Stuart	Sammamish	N
Member	Chris Reh	Issaquah	N
Alternate	Syd Dawson	Maple Valley	S
Alternate	Salim Nice	Mercer Island	N
Alternate	Debra Srebnik	Kenmore	N
Alternate	Ryan McIrvine	Renton	S

Healthier Here Governing Board

Seat	Name	City	Caucus
Member	Semra Riddle	Lake Forest Park	N
Alternate	Barbara de Michele	Issaquah	N

Joint Recommendations Committee (JRC)

Seat	Name	City	Caucus
Member	Clyde Hill	SeaTac	S
Member	Chris Ross	Sammamish	N
Member	Amy McHenry	Duvall	SNO
Member	Cynthia Delostrinos Johnson	Tukwila	S
Alternate	Elizabeth Porter	Covington	S
Alternate	Semra Riddle	Lake Forest Park	N

2021 SCA Regional Board & Committee Appointments

King Conservation District Advisory Committee (KCD)

Seat	Name	City	Caucus
Member	Brenda Fincher	Kent	S
Member	Mark Phillips	Lake Forest Park	N
Member	Amy McHenry	Duvall	SNO
Alternate	Victoria Hunt	Issaquah	N
Alternate	Kelli Curtis	Kirkland	N
Alternate	Vanessa Kritzer	Redmond	N

King County Flood Control District Advisory Committee (KCFCDAC)

Seat	Name	City	Caucus
Member	Leanne Guier	Pacific	SV
Member	Henry Sladek	Skykomish	SNO
Member	Michelle Hogg	Duvall	SNO
Member	Karen Moran	Sammamish	N
Alternate	Carol Benson	Black Diamond	SV
Alternate	Linda Johnson	Maple Valley	S
Alternate	Kevin Schilling	Burien	S
Alternate	Lorri Bodi	Lake Forest Park	N

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

Seat	Name	City	Caucus
Member	Erin Sitterly	SeaTac	S

Local Hazardous Waste Management Program (LHWMP) Management Coordination Committee (MCC)

Seat	Name	City	Caucus
Member	Kevin Schilling	Burien	S

Mental Illness and Drug Dependency (MIDD) Oversight Committee King County

Seat	Name	City	Caucus
Member	Brenda Fincher	Kent	S
Alternate	Gary Harris	Woodinville	N

Puget Sound Clean Air Agency (PSCAA) Advisory Council

Seat	Name	City	Caucus
Member	Satwinder Kaur	Kent	S

PSRC Economic Development District Board (EDDB)

Seat	Name	City	Caucus
Member	Ed Prince	Renton	S
Member	Lydia Assefa-Dawson	Federal Way	S
Alternate	Lindsey Walsh	Issaquah	N
Alternate	James Jeyaraj	Auburn	S

PSRC Executive Board

Seat	Name	City	Caucus
Member	Amy Ockerlander	Duvall	SNO
Member	Chris Roberts	Shoreline	N
Member	Allan Ekberg	Tukwila	S
Alternate	David Baker	Kenmore	N
Alternate	James McNeal	Bothell	N
Alternate	Nancy Tosta	Burien	S
2 nd Alt	Jeff Wagner	Covington	S
2 nd Alt	Mary Lou Pauly	Issaquah	N

PSRC Growth Management Policy Board (GMPB)

Seat	Name	City	Caucus
Member	Jay Arnold	Kirkland	N
Member	Traci Buxton	Des Moines	S
Member	Ed Prince	Renton	S
Alternate	Tola Marts	Issaquah	N
Alternate	Phillipa Kassover	Lake Forest Park	N
Alternate	Claude DaCorsi	Auburn	S

PSRC Operations Committee

Seat	Name	City	Caucus
Member	Chris Roberts	Shoreline	N
Alternate	Dana Ralph	Kent	S

PSRC Transportation Policy Board (TPB)

Seat	Name	City	Caucus
Member	Kate Kruller	Tukwila	S
Member	Dana Ralph	Kent	S
Member	Mary Lou Pauly	Issaquah	N
Alternate	Peter Kwon	SeaTac	S
Alternate	Wendy Weiker	Mercer Island	N
Alternate	John Wright	Lake Forest Park	N

2021 SCA Regional Board & Committee Appointments

Regional Law, Safety and Justice Committee (RLSJC)

Seat	Name	City	Caucus
Member	Krystal Marx	Burien	S
Member	Yolanda Trout-Manuel	Auburn	S
Member	Toni Troutner	Kent	S
Member	Lydia Assefa-Dawson	Federal Way	S
Member	Chris Ross	Sammamish	N
Member	Kim-Khanh Van	Renton	S
Member	Mason Thompson	Bothell	N
Member	Neal Black	Kirkland	N

Regional Policy Committee (RPC)

Seat	Name	City	Caucus
Member	Angela Birney	Redmond	N
Member	John Stokes	Bellevue	N
Member	Dave Hill	Algona	SV
Member	Nancy Backus	Auburn	S
Alternate	James McNeal	Bothell	N
Alternate	Armondo Pavone	Renton	S

Regional Transit Committee (RTC)

Seat	Name	City	Caucus
Member	Leanne Guier	Pacific	SV
Member	Susan Chang	Shoreline	N
Member	Ryan McIrvine	Renton	S
Member	Kim Lisk	Carnation	SNO
Member	Jon Pascal	Kirkland	N
Member	Jennifer Robertson	Bellevue	N
Member	Bob Baggett	Auburn	S
Member	Toni Troutner	Kent	S
Alternate	Mary Lou Pauly	Issaquah	N
Alternate	Jeralee Anderson	Redmond	N
Alternate	Dave Hill	Algona	SV
Alternate	Joseph Cimaomo Jr	Covington	S

Regional Water Quality Committee (RWQC)

Seat	Name	City	Caucus
Member	Leanne Guier	Pacific	SV
Member	Penny Sweet	Kirkland	N
Member	Benson Wong	Mercer Island	N
Member	Conrad Lee	Bellevue	N
Alternate	Zandria Michaud	Kent	S
Alternate	Chris Stearns	Auburn	S

Solid Waste Advisory Committee (SWAC)

Seat	Name	City	Caucus
Member	Phillippa Kassover	Lake Forest Park	N
Member	Penny Sweet	Kirkland	N

2021 COUNCIL COMMITTEE LIST
APPOINTMENT BY THE CITY COUNCIL

Name of Regional Board/Committee	Position or Informational?	Meeting Schedule & Location	City Representative(s)
ETP - Eastside Transportation Partnership King County Transportation Dept.	2 Voting Positions	2 nd Friday, 7:30 – 9:30 a.m. Bellevue School District Office Room 200 (Old Boardroom)	Nigel Herbig Angela Kugler Corina Pfeil (Alternate)
SeaShore Transportation Forum King County Transportation Dept.	2 Voting Positions	1 st Friday, 7:30 – 9:30 a.m. Shoreline City Hall	Nigel Herbig Melanie O’Cain
SCA PIC - Public Issues Committee Sound Cities Association (SCA)	1 Voting Position	2 nd Wednesday, 7:00 p.m. Renton City Hall	David Baker Corina Pfeil (Alternate)
WRIA #8 – Water Resource Inventory Area #8 Salmon Recovery Council	1 Voting Position	3 rd Thu every other month 3:00 – 5:30 p.m. (Jan, Mar, May, Jul, Sep, Nov) Bellevue	Melanie O’Cain Vacant (Alternate)
Northshore Park and Recreation Board	1 Voting Position	Meets three or four times a year. Northshore Senior Center, 10201 E. Riverside Drive, Bothell	Joe Marshall Corina Pfeil (alternate)
Northshore Performing Arts Advisory Board			Melanie O’Cain

OTHER REGIONAL AND NATIONAL BOARDS & COMMITTEES THAT KENMORE SERVES ON (NOT APPOINTED BY THE COUNCIL)

Name of Regional Board/Committee	Position or Informational?	Meeting Schedule & Location	City Representative(s)
SCA Board of Directors Sound Cities Association (SCA)	1 Voting Position	4 th Thursday, 9:30 – 11:30 am March, May, July, Sept, Oct, Nov Renton City Hall	David Baker (past President of SCA)
BOH – Board of Health Sound Cities Association (SCA)	½ Voting Position	3 rd Thursday, 1:30 - 3:30 pm County Council Chambers	David Baker
Harborview Hospital Board of Trustees	1 Voting Position	Meets two times a month	David Baker, 2 nd Vice President
AWC – Federal Legislative Committee	2 Voting Positions		David Baker
AWC Nominating Committee	1 Voting Position		David Baker
Northend Mayor’s Meeting	Informational	1 st Monday, 7:30; and 3 rd Saturday, 8:00, virtual for now	Mayor
North Lake Washington Mayor’s	Informational	2 nd Thursday, 7:30 a.m. Various Locations	Mayor
NLC – Board of Advisors	1 Position	Meets three times a year	David Baker
NLC ITC - Information Technology & Communications Committee	1 Position	Meets three times a year	David Baker
NLC Human Development Committee	1 Voting Position	Meets three times a year at the three NLC conferences	Corina Pfeil
NLC – University Board of Advisors	1 Position	Meets three times a year	David Baker
NLC-UCC – University City Council Steering Committee	1 Position	Meets three times a year	David Baker

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Name of Regional Board/Committee	Position or Informational?	Meeting Schedule & Location	City Representative(s)
NLC – Council on Youth, Education and Families	2 Positions	Meets three times a year	David Baker
NLC – University Fellows	2 Positions		David Baker
PSRC Executive Board			David Baker
Federal Legislative Committee			David Baker
Sound Transit Board of Directors	1 Voting Position	Meets 3 times a month	David Baker
Eastside Pride PNW	1 Position	Meets 2 times a month	Corina Pfeil
NSD Capital Bond Planning Committee	1 Position	Meets 2 times a month	Corina Pfeil
King County YMPEP Steering Committee	1 Position	Meets 2 times every 6 months	Corina Pfeil