

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Motion to Authorize Councilmember Roberts to Support the Proposed Sound Cities Association's Public Issues Committee Policy Position at the May 14, 2014 Public Issues Committee Meeting and Support Tying Any Puget Sound Clean Air Agency Rate Increase to a Tangible Number such as the Implicit Price Deflator or Consumer Price Index
<b>DEPARTMENT:</b>	City Manager's Office
<b>PRESENTED BY:</b>	Scott MacColl, Intergovernmental Relations Manager
<b>ACTION:</b>	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

**PROBLEM/ISSUE STATEMENT:**

Councilmember Roberts, as the City's representative to the Sound Cities Association's (SCA) Public Issues Committee (PIC), is seeking Council guidance regarding draft SCA public policy position for the upcoming May PIC meeting. The potential policy position is to take an emergency action to adopt the a position opposing the rate increase proposed by the Puget Sound Clean Air Agency (PSCAA).

The proposed PIC policy position is:

*The Sound Cities Association opposes the Puget Sound Clean Air Agency's proposal to increase rates by \$.25 per capita. This proposed increase of 44% or more is too dramatic an increase to be borne by cities in a year, or a biennium.*

This action is necessary as in April, cities received notice that the PSCAA was proposing adopting a rate increase to generate an additional \$1 million per year in order to meet the agency's newly adopted Strategic Plan.

**RESOURCE/FINANCIAL IMPACT:**

There are significant financial impacts to the PSCAA's current rate increase proposal, as Shoreline's assessment rate would increase by 45%, from \$28,229 in 2014 to \$41,056 in 2015.

**RECOMMENDATION**

Staff recommends that Council move to provide direction to Councilmember Roberts to support the proposed SCA PIC policy position at the May 14, 2014 PIC meeting and support tying any Puget Sound Clean Air Agency rate increase to a tangible number such as the Implicit Price Deflator or Consumer Price Index.

Approved By:            City Manager DT            City Attorney IS

## **BACKGROUND**

The Puget Sound Clean Air Agency (PSCAA) is a special-purpose, regional government chartered by state law. The agency has mandates that are spelled out by the federal Clean Air Act and the Washington Clean Air Act, including monitoring for air pollution throughout the region and regulating businesses that have the potential to cause air pollution. The agency also sponsors voluntary activities to protect public health, improve neighborhood air quality and reduce greenhouse gases, and educational programs for business and individuals about clean air and climate. The PSCAA has a staff of 70 people comprised of air quality planners and engineers, inspectors, meteorologists and technicians who maintain air quality monitoring equipment. The agency also employs in-house computer services, communications, human resources, legal services, records management, accounting and administrative staff.

The member jurisdictions of the PSCAA are King, Snohomish, Pierce, and Kitsap counties. The Board of the PSCAA is comprised of elected officials from each of the four counties, plus a representative from the largest city in each county, and one member representing the public at large.

The PSCAA is required to adopt its budget no later than the fourth Monday in June, pursuant to RCW 70.94.092.

### **Issue Background**

In April 2014, cities received notice that the PSCAA was proposing to raise its dues (Attachment A). As noted in the letter sent to each city, PSCAA Executive Director Craig Kenworthy was asking the Board of the agency to adopt a rate increase that would generate an additional \$1 million per year in order to meet the goals in the agency's newly adopted Strategic Plan. (Attachment B.)

The proposed dues increase is \$.25 per capita. This is a 44% increase in the per capita rate charged by the PSCAA. Because the PSCAA's dues are based on a formula that is a combination of per capita and assessed valuation for each jurisdiction they represent, the actual increase in dues for member cities will vary. Attachment C, PSCAA Proposed Rate Increase Spreadsheet, details cities' rates for 2014, as well as the proposed rate increase for 2015. The proposal from the PSCAA was to utilize the rate noted in the column "50:50 Method," as the proposed rate would be a 50/50 combination of per capita and assessed valuation. Shoreline's assessment rate would increase by 45%, from \$28,229 in 2014 to \$41,056 in 2015.

The Sound Cities Association's (SCA) Board presented a letter at the April 24, 2014 PSCAA meeting expressing concerns about the proposed rate increase (Attachment D). At that meeting, PSCAA staff presented a PowerPoint detailing their outreach efforts (Attachment E), noting that many cities support the agency vision but express concerns regarding the amount of the rate increase. In response to expressed city concerns, PSCAA staff presented an alternate proposal (Attachment F) that would achieve the same proposed rate increase, but would increase the rate over the course of two years rather than all in one year. (The alternate proposal would increase the per capita rate by \$.15 in 2015, and an additional \$.10 in 2016.)

After hearing the presentation, the PSCAA Board directed staff to come back to the May 22, 2014 Board meeting with two alternate proposals: one that would adopt the \$.25 increase in 2015, and one that would increase the rate by \$.25 over two years (\$.15 in 2015, and \$.10 in 2016). The Board did not ask staff to prepare scenarios for review that would include a lesser increase or no increase at all. The Board expressed the view that cities may be supportive of the proposed increase if they were more familiar with the PSCAA strategic plan.

Since learning of this proposed increase, numerous SCA member cities have expressed serious concerns about this proposed increase and have asked for the PSCAA to keep rates flat, or to consider a lesser rate increase, such as an increase tied to the Implicit Price Deflator (IPD) or Consumer Price Index (CPI). The concerns expressed by SCA member cities have also been expressed by cities in Pierce and Snohomish Counties, who are also considering action to ask the PSCAA to reconsider its proposed rate increase.

### **Proposed Policy Position**

At the May 14, 2014 PIC Meeting, the PIC will be asked to take emergency action in response to the proposed PSCAA rate increase. The proposed policy position would express opposition from SCA to increase the rate by \$.25 per capita in a year, or biennium. In the alternative, the PIC may wish to consider expressing opposition to the proposed increase occurring all in one year, but supportive of the alternate proposal to raise the rate over two years. The PIC could also adopt a position supportive of the proposed increase, or decline to adopt a position. The proposed policy position was drafted based on feedback from cities to date, expressing the view that the proposed increase is too dramatic an increase to be adopted in a year, or a biennium.

## **DISCUSSION**

The proposed 45% PSCAA rate increase for Shoreline is substantial for a one-year increase, regardless of the dollar amount. Many jurisdictions have not raised revenue since 2009 and are living within their current budgets. Regardless of the PSCAA mission and vision, significant increases in rates need to be vetted with member jurisdictions in advance of moving forward with a proposal.

Council may want to consider providing further policy direction to Councilmember Roberts as to whether Shoreline would support keeping the rates flat or tying the rate increase to something tangible like the IPD or CPI, as those alternatives may be raised as amendments at the PIC meeting.

Tying the rate to a tangible inflator guarantees that there won't be increases of over 40% in any one year, yet would provide necessary increased funding for the agency. This signifies that Council supports the mission and strategic plan of the PSCAA, but rate increases need to be reasonable and the agency needs to build support and make its case prior to proposing a significant rate increase. Council recently provided similar policy direction in regard to a PIC Policy position for a proposed King Conservation District rate increase. Base on this, staff recommends that any PSCAA rate increases are tied to a tangible inflator such as the IPD or CPI.

## **RESOURCE/FINANCIAL IMPACT**

There are significant financial impacts to the PSCAA's current rate increase proposal, as Shoreline's assessment rate would increase by 45%, from \$28,229 in 2014 to \$41,056 in 2015.

## **RECOMMENDATION**

Staff recommends that Council move to provide direction to Councilmember Roberts to support the proposed SCA PIC policy position at the May 14, 2014 PIC meeting and support tying any Puget Sound Clean Air Agency rate increase to a tangible number such as the Implicit Price Deflator or Consumer Price Index.

## **ATTACHMENTS**

- Attachment A - PSCAA Letter to Jurisdictions re Proposed Rate Increase
- Attachment B - PSCAA Strategic Plan
- Attachment C - PSCAA Proposed Rate Increase Spreadsheet
- Attachment D - 4-23-2014 Board Letter to Puget Sound Clean Air Agency
- Attachment E - PSCAA Outreach Efforts PowerPoint
- Attachment F - PSCAA PowerPoint re Alternative to Per Capita Increase



April 2, 2014

Dear Mayor Winstead:

**Clean and Healthy Air for everyone in our region, all the time. Defend our future by reducing greenhouse gas emissions.**

Clean healthy air for  
everyone, everywhere,  
all the time.

This is the vision our Board (comprised of elected officials from King, Kitsap, Pierce and Snohomish counties) recently adopted in our new Strategic Plan (enclosed). The Plan calls for us to:

**Board of Directors**

Bremerton  
Patty Lent, Mayor

Everett  
Ray Stephanson, Mayor  
Paul Roberts, Board Chair

King County  
Dow Constantine, Executive

Kitsap County  
Charlotte Garrido, Commissioner

Pierce County  
Pat McCarthy, Executive

Public-at-Large  
Stella Chao

Seattle  
Ed Murray, Mayor

Snohomish County  
Dave Somers, Councilmember

Tacoma  
Ryan Mello, Councilmember

Executive Director  
Craig T. Kenworthy

Phone  
206.343.8800  
800.552.3565

Fax  
206.343.7522

Mail  
1904 Third Avenue, Suite 105  
Seattle, WA 98101-3317

- **Make sure our region meets federal air quality standards.** This creates a competitive advantage over other metropolitan areas by minimizing barriers to attracting new businesses. Our region is at risk for violating new lower ozone standards and the highest pollution levels are in King County. Being in violation means higher costs for major employers like the aerospace industry. Reducing transportation emissions is a major part of our new plan (they are the #1 source of ozone pollution).
- **Protect our most vulnerable from the most toxic pollutants.** Pregnant women, children, our seniors and those with heart and lung conditions suffer the most from air pollution. Exposure to air pollution can cause a lifetime of ailments like decreased lung function and smaller birth weight and head size; we can't afford to allow this to happen to future generations.
- **Invest in new technologies to define air quality on a finer scale.** We'll move beyond our fixed air quality monitor network and expand efforts to give people a better understanding of the air quality closer to them.
- **Leave no one behind.** Low income communities and people of color often live in areas where pollution exposure levels are higher than surrounding communities. We'll work to raise awareness and reduce inequities.
- **Defend the future.** Our goal? Become the most climate friendly region in the country. We'll focus on reducing transportation emissions, which helps protect public health now and fulfills our responsibility to those who follow us.

Our per capita rate has not increased since FY2009. Since then, we've collected \$10 million in per capita revenue while leveraging it into over \$40-million in federal, state and other grant funding for our region. **I am asking our Board to raise the per capita rate** to generate an additional \$1,000,000 per year starting in 2015. I'll also propose keeping the new rate flat until at least 2018. The new rate would go into effect on January 1, 2015. Your city's share of per capita funding, including the increase is projected to be \$ 41,056 in 2015. The Board will discuss this at their April 24<sup>th</sup> meeting and we will ask them to take action at their May 22<sup>nd</sup> meeting.

I'll be contacting your office to set up a time to explain the investments we are making through our Strategic Plan and answer any questions that you may have. In the interim, you can contact me anytime at 206-689-4004 or at [craigk@pscleanair.org](mailto:craigk@pscleanair.org).

Best,

*Craig Kenworthy*  
Craig Kenworthy  
Executive Director

jwc

King  
County

Pierce  
County

# Strategic Plan

2014 - 2020

Clean healthy air for  
everyone, everywhere,  
all the time.

  
pscleanair.org  
Puget Sound Clean Air Agency

Snohomish  
County

Kitsap  
County

## How we'll use this plan

This plan outlines our goals and objectives, our strategies to achieve them, and targets to help gauge our progress. We also describe how we'll ensure that as an agency, we have what it takes to get the job done. For each goal and supporting objective, we've set ambitious yet attainable targets. Some targets are about the overall quality of our air as influenced by many factors, while others relate to specific agency actions. Each year we'll evaluate our accomplishments and seek input from key stakeholders. We'll also consider emerging challenges, adjust our plan as appropriate, and update our Board of Directors.



# Table of Contents

<b>Our message to you.....</b>	<b>1</b>
<b>About us.....</b>	<b>2</b>
<b>Long-term vision.....</b>	<b>4</b>

## Goal One

<b>Protect public health and the environment from air pollution.....</b>	<b>6</b>
Meet National Ambient Air Quality Standards.....	8
Reduce transportation emissions, especially diesel particulate, in highly impacted locations.....	9
Reduce emissions and exposures from wood smoke and outdoor burning.....	11
Prevent, reduce and control emissions and exposure from significant stationary sources of air pollution.....	13
Characterize and communicate air quality throughout the region, with the active participation of the public.....	15
Reduce inequities in air pollution exposure.....	17

## Goal Two

<b>Become the most climate-friendly region in the United States.....</b>	<b>20</b>
Reduce emissions of greenhouse gases from transportation.....	21

## Excellence in Action

<b>Employ the best people, policies, and practices to achieve our work ....</b>	<b>24</b>
Attract, retain and inspire exceptional staff.....	25
Develop a culture that integrates environmental justice and equity principles into our day-to-day work and decisions.....	26
Engage in meaningful dialogue and outreach with all sectors of the public.....	27
Build the agency’s long-term financial strength and ensure accountability.....	28
Be a model of environmental sustainability.....	29



# Our Message To You

**As your Clean Air Agency, we work every day to protect public health, improve neighborhood air quality and reduce greenhouse gases to preserve our climate for you and future generations. Over the next seven years, we commit to:**

## **Defend the future**

We can assure a healthier future for ourselves and future generations by doing more to help our region address climate change. Because most of our climate pollution comes from cars, trucks and other vehicles, we will concentrate on programs that promote cleaner fuels, vehicles and transportation options. These efforts also reduce other air pollutants, so we'll be protecting everyone living here now while we work for those yet to come.

## **Protect you from air pollution**

We will target our work in highly impacted communities where pollution levels pose the greatest risk, and reduce impacts in neighborhoods near roadways or affected by wood smoke.

## **Tell you what's in the air you are breathing**

We'll help you understand what's in the air by strengthening our knowledge of what we're all breathing throughout the region, and make it easier for you to get and use that information.

## **Prevent and reduce risk to you by upholding and enforcing the law**

We regulate air pollution sources across the region and will make sure they follow the law.

## **Be good and wise stewards of the resources you give us**

We will be transparent, fiscally and environmentally responsible. We will make certain we use the best tools in the most efficient and equitable manner. We will maximize our effectiveness by partnering with others to help us achieve our vision.

**We look forward to accomplishing great things with you for cleaner, healthier air.**

# About Us

We are a special-purpose, regional government agency chartered by state law in 1967. Our jurisdiction covers King, Kitsap, Pierce and Snohomish counties; home to more than 3.8 million people, over half of the state's population.

Every day we work to protect public health, improve neighborhood air quality and reduce our region's contribution to climate change. We do this by:

- Following mandates in the federal Clean Air Act and the Washington Clean Air Act.
- Adopting and enforcing air quality regulations.
- Monitoring air pollution.
- Sponsoring voluntary initiatives.
- Educating people and businesses about clean-air and climate-friendly choices they can make.

Our Board of Directors is composed of elected officials from each of the four counties in our jurisdiction, along with a representative from the largest city in each county, and one member representing the public-at-large.

The members of our Advisory Council represent large and small businesses, education, transportation, health, tribal nations, fire chiefs, environmental justice, the environmental community, local ports and the public-at-large across our four counties.

Our staff of 75 people bring skill and expertise in air quality planning, engineering, compliance, atmospheric science, air monitoring, information technology, public education and outreach, law, human resources, financial management and administrative services.

## Our jurisdiction



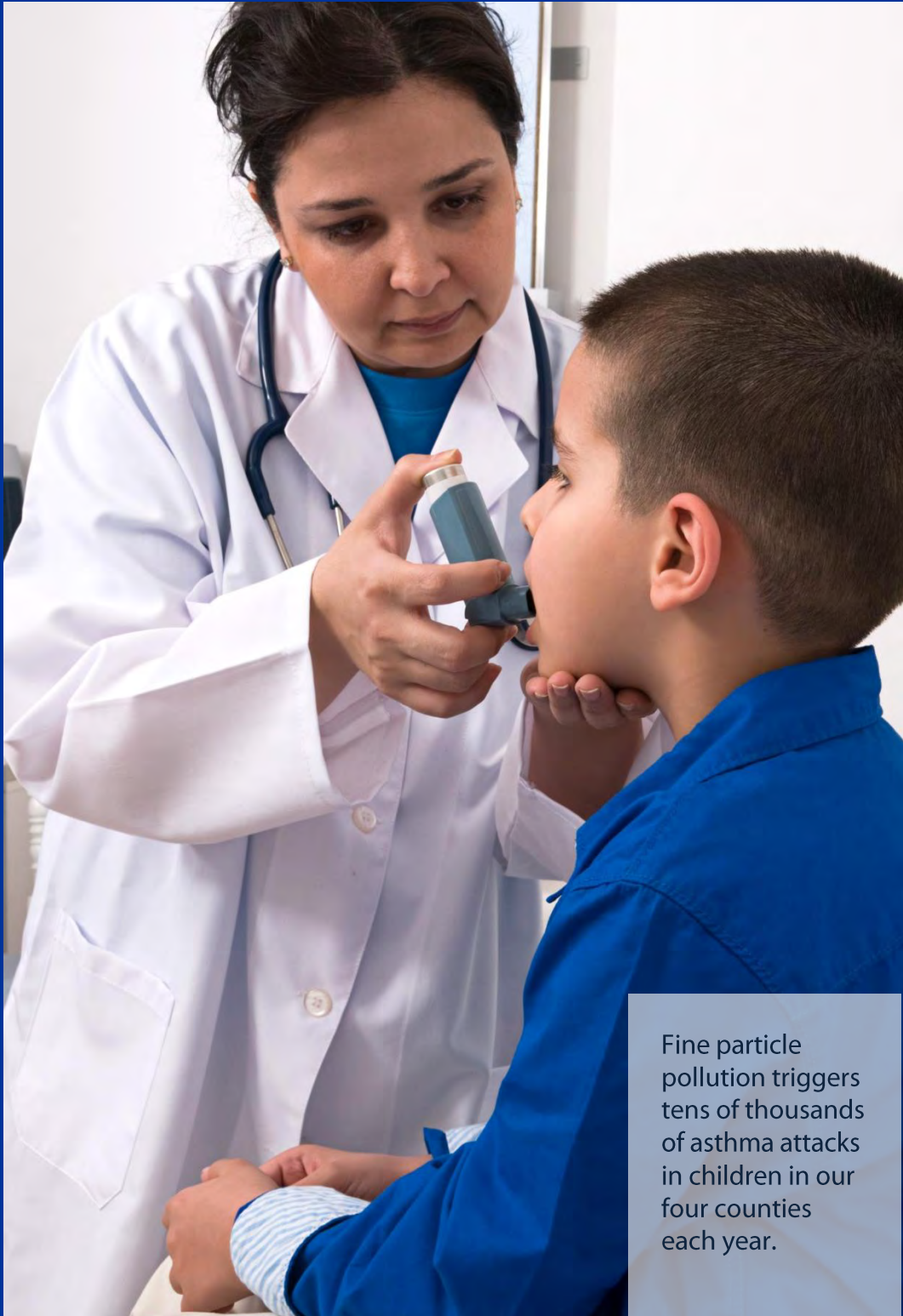
This plan is dedicated to the people who live, work, play and breathe in King, Kitsap, Pierce, and Snohomish counties.



# Long-Term Vision for the Region's Air Quality and Climate

**The strategies in this plan move the central Puget Sound region toward this vision:**

- All the people and natural systems in our region benefit from clean and healthy air all the time, regardless of socio-economic status or geographic location.
- Our region does its part, and more, to protect the climate.
- Everyone in the region plays an active role in achieving this vision.



Fine particle pollution triggers tens of thousands of asthma attacks in children in our four counties each year.

# Goal One

## **Protect public health and the environment from air pollution**

Our long-term vision is that all people and natural systems benefit from healthy air everywhere, all the time. To achieve this, our strategies target the largest sources of the most harmful pollutants in our region: fine particle pollution and air toxics.

Fine particle pollution (including diesel particle pollution) and air toxics contribute to heart attacks, strokes, chronic obstructive pulmonary disease, and other health impacts in our region. Exposure to these pollutants exacerbates asthma and leads to increased cancer risk and even premature death. All of these impacts affect our quality of life and our economy, with lost work days.

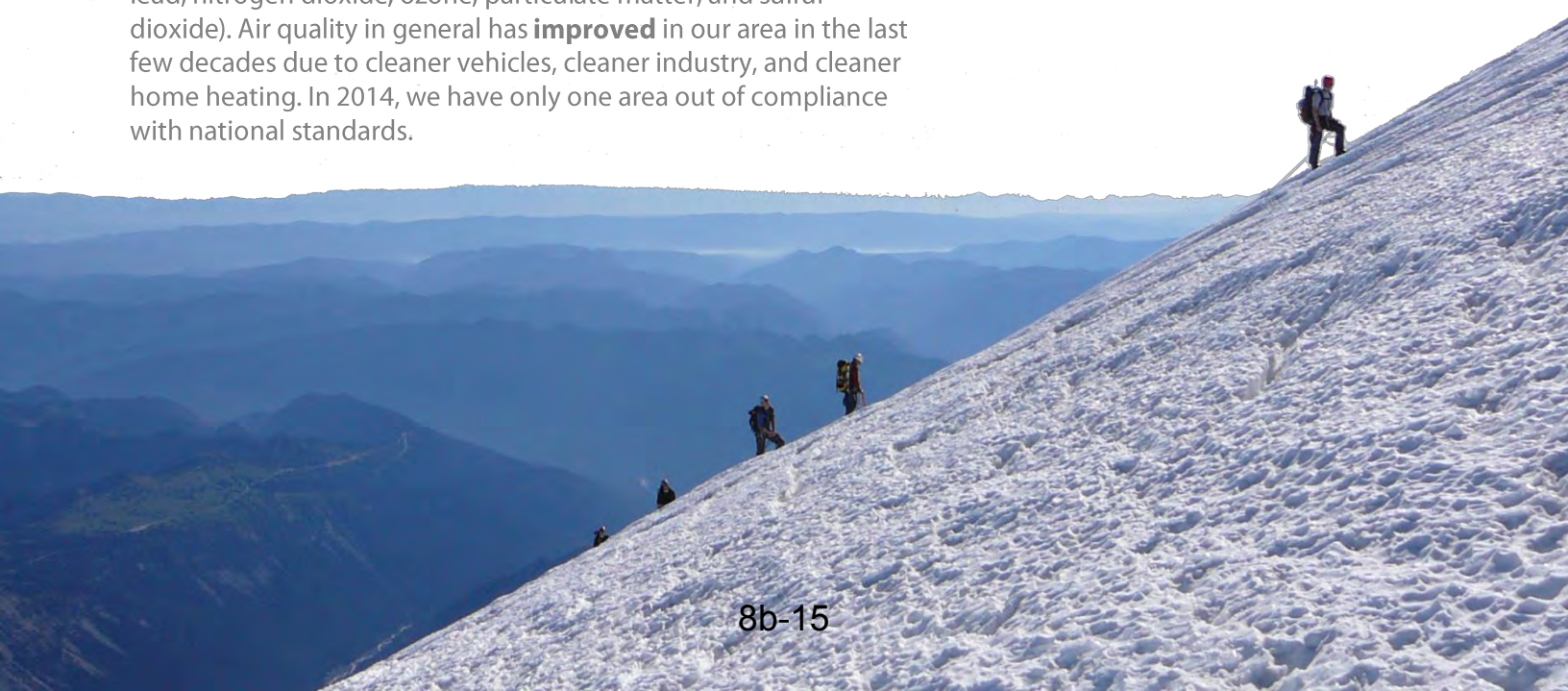
Recent studies consistently show that these pollutants cause harm, even at levels that meet national standards. We aim to reduce pollution to levels well below the existing standards to better protect public health. We will especially focus on reducing pollution in highly impacted communities.

Our efforts under this goal also benefit our natural systems by reducing deposition of harmful pollutants to our waterways and improving visibility of our many mountain peaks and ranges.

## Goal One Targets

- The annual economic impact of air pollution health effects drops \$300 million from 2014 to 2020.<sup>1</sup>
- Potential cancer risk from air pollution drops 50 percent from 2014 to 2020.<sup>2</sup>
- Annual air pollution-related lost work days drop by 6,000 from 2014 to 2020.<sup>3</sup>
- Socio-economic disparities in air pollution exposure decrease from 2014 to 2020.<sup>4</sup>

The U.S. Environmental Protection Agency sets and revises health-based standards for levels of six air pollutants (carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide). Air quality in general has **improved** in our area in the last few decades due to cleaner vehicles, cleaner industry, and cleaner home heating. In 2014, we have only one area out of compliance with national standards.



# Objective 1.1

## Meet National Ambient Air Quality Standards

### Target

Entire region attains National Ambient Air Quality Standards from 2015 forward.

The federal Clean Air Act establishes limits on air pollution called National Ambient Air Quality Standards (NAAQS). As a Clean Air Agency, it's our mandate to ensure our air quality meets the NAAQS. Meeting the NAAQS is not only important for air quality and public health, but also benefits the economic vitality of our region. At the beginning of 2014, a large portion of Pierce County does not meet, or "attain" the NAAQS for fine particle pollution. We direct our efforts toward restoring air quality in this nonattainment area, and also make sure the rest of our region enjoys healthy, clean air well beyond minimum federal standards. Many of the other objectives in this plan support this objective.

### Strategies

- A. With the Washington State Department of Ecology, secure re-designation of the Tacoma-Pierce fine particle nonattainment area to attainment status.
- B. Track the periodic revisions to the NAAQS to understand the potential for new nonattainment areas in our region.
- C. If new nonattainment areas are designated in our region (e.g. ozone) develop effective attainment plans promptly, with the participation of regional stakeholders.
- D. Make sure gasoline vapor recovery requirements support ozone maintenance.
- E. Meet requirements of legacy maintenance plans from former nonattainment areas, including transportation conformity requirements.



## Objective 1.2

### Reduce transportation emissions, especially diesel particulate, in highly impacted locations

#### Target

- Diesel particulate in the air at select highly impacted locations drops 60 percent from 2014 to 2020.

Most of the air pollution in our region comes from transportation activities and includes fine particulate matter, diesel particulate matter, ozone precursors and carcinogenic air toxics such as benzene and formaldehyde. This pollution affects health, especially for those living near major transportation corridors.

Diesel particulate matter contributes more than 70 percent of the potential cancer risk from air toxics in our jurisdiction. Studies show that people living among major transportation corridors and port areas, many of whom suffer economic and social disadvantages, face the greatest risk. Transportation pollution also impacts sensitive populations like children, seniors and people already struggling with pre-existing health conditions. Addressing these impacts is a critical part of achieving our vision of

Diesel particulate matter contributes more than 70 percent of the potential cancer risk from air toxics in our four counties.



everyone breathing healthy air. In this objective, we prioritize the reduction of diesel pollution in highly impacted communities, in concert with strategies outlined in Objective 2.1.

## Strategies

- A. Assess harmful emissions from transportation activities and identify highly impacted locations.
  - 1) Inventory transportation emissions at fine geographic scale.
  - 2) Analyze opportunities and threats to reducing diesel fine particle pollution.
  - 3) Identify communities highly impacted by transportation emissions in our region.
- B. Partner with highly impacted communities to reduce emissions and exposures.
  - 1) Engage with highly impacted communities to learn about their air quality priorities and apply their concerns in decision-making processes; help drive understanding of the health risks and what can be done to minimize exposure; and share resources to help communities play an active role in reducing air pollution.
  - 2) Implement neighborhood-based projects that reduce risk from high-emitting vehicles.
- C. Reduce emissions from maritime activities.
  - 1) Fulfill our commitments under the Northwest Ports Clean Air Strategy.
  - 2) Reduce emissions in highly impacted communities (e.g., dray truck emissions).
  - 3) Reduce emissions from high-emitting sources over which ports and other agencies have less influence (e.g., locomotives and harbor vessels).
- D. Influence and advocate for policy and regulatory improvements.
  - 1) Evaluate potential for legislative, rule or policy improvements (federal, state or local) that would benefit highly impacted communities.
  - 2) Provide information to local government and community partners on the health risks of traffic-related air pollution and near-roadway disparities to help guide their decision-making.

### **Highly Impacted Communities**

We define “highly impacted communities” as geographic locations characterized by degraded air quality, whose residents face economic or historic barriers to participation in clean air decisions and solutions. For example, a neighborhood with a high population of people of color located near a major roadway would meet this definition. A predominantly low-income neighborhood with significant wood-burning activity would also be considered highly impacted.


## Objective 1.3

### Reduce emissions and exposures from wood smoke and outdoor burning

#### Target

- There are no days with 24-hour fine particle levels over  $25 \mu\text{g}/\text{m}^3$  in high-wood-smoke communities by 2020.

During colder months, many of our neighborhoods experience episodes of unhealthy levels of wood smoke from fires in wood stoves and fireplaces. These episodes drive up our year-round average fine particle levels and cause dangerous long-term health effects. We continue efforts to restore healthy air to the Tacoma-Pierce County Smoke Reduction Zone nonattainment area and address wood smoke pollution in other communities or neighborhoods that experience unhealthy levels. Year-round smoke from outdoor fires can also lead to unhealthy air in localized areas and cause neighborhood nuisance. We build on our current programs to minimize pollution from outdoor fires.



Wood smoke from wood stoves and fireplaces can make up more than half of all of the fine particle pollution in our communities in the winter.

## Strategies

- A. Restore healthy air to the Tacoma-Pierce County nonattainment area.
  - 1) Actively enforce air quality burn bans.
  - 2) Continue incentives for the removal or replacement of uncertified, high-polluting wood stoves, including the 2015 removal requirement.
  - 3) Raise awareness, participation and compliance through outreach and education.
  - 4) With Ecology, secure re-designation of the nonattainment area to attainment status.
- B. Reduce wood smoke pollution in other highly impacted communities that experience unhealthy levels.
  - 1) Call and enforce air quality burn bans throughout our region, using enhanced techniques piloted in Tacoma/Pierce County.
  - 2) Identify communities with high 24-hour wood smoke levels using monitoring, modeling, or complaint analysis.
  - 3) Engage with highly impacted communities to learn about their air quality priorities; help drive understanding of the health risks and what they can do to minimize exposure; and share resources to help them to play an active role in improving air quality.
  - 4) Secure incentives to encourage the removal or replacement of uncertified, high-polluting wood stoves in these communities.
  - 5) Influence and implement cleaner federal, state or local wood heater emission standards.
- C. Minimize pollution from outdoor fires.
  - 1) Evaluate alternatives to outdoor burning. If warranted, develop rulemaking to reduce residential yard waste burning.
  - 2) Minimize illegal outdoor burning through education, partnering with fire districts, and enforcement.

## Objective 1.4

**Prevent, reduce and control emissions and exposure from significant stationary sources of air pollution**

### Targets

- Compliance rates of regulated businesses increase, reducing environmental harms.
- Meet all requirements of the compliance assurance agreement and EPA-delegated programs.
- Public participation in agency permitting processes and knowledge of agency permit actions increases.



"My daddy is an air janitor. He cleans the air." - Corrina, age 7

Industrial and business activities produce a declining, but still significant, amount of air pollution in our region each year. We regulate these operations to ensure they comply with air quality rules and do not cause illegal emissions. Regulated activities include manufacturing, processing and refining, construction, asbestos projects, gas station operations, coffee roasting, dry cleaning, auto-body shop spray coating, and others. We take a creative and discerning approach to our compliance efforts, employing regulatory and enforcement tools that help us communicate well with the public and adapt and learn based on new technologies, science and community feedback.

## Strategies

- A. Prevent, reduce and control emissions and exposure by using our problem-solving approach, inspections and enforcement tools, permit reviews and conditions, and education.
- B. Use appropriate tools to prevent, reduce and control emissions and exposure in a manner that is transparent and fact based, creates a level playing field, provides appropriate customer service, employs principled decision-making, engages highly impacted communities, and incorporates new information.
- C. Limit asbestos emissions and exposure from projects, renovations and demolitions through education, enforcement and partnerships.
- D. Control and reduce pollution from businesses activities through our registration program.
- E. Identify and require appropriate emission control technologies through the new source review process.
- F. Implement the federal air operating permit program to regulate larger, more complex stationary sources of air pollution.
- G. Prevent or reduce odors through permitting for control technology requirements, responding to complaints, enforcing regulations and permit conditions, and conducting studies and research to advance the understanding of odor issues.
- H. Build relationships, educate and engage with communities about the health risks of air quality issues of interest.
- I. Encourage communities to meaningfully participate in, and share feedback about, agency permitting processes.

## Objective 1.5

### Characterize and communicate air quality throughout the region, with the active participation of the public

#### Targets

- Fine particle levels are characterized for at least two additional communities in each of our counties by 2020.
- In these communities, public engagement in air quality issues is high.

A comprehensive and accurate understanding of our region's air quality helps us develop programs and policies and measure the success of this strategic plan.

Further sharing this information with our public helps them take action and make healthy-air choices.

Emerging technologies and crowd-sourcing applications in monitoring present new ways of collecting and analyzing information, and engaging with our communities. We anticipate that technology will continue to progress and we'll be able to involve communities more in gathering air quality information.

This will not only improve our understanding of local impacts, but also forge new connections, build awareness, and create feedback

channels. We'll explore and adopt new monitoring technologies as appropriate, while building our use of localized air quality and health models to provide our region with a sound, science-based understanding of our air quality.

We primarily monitor fine particle pollution in our counties. You can find monitoring data on our website.



## Strategies

- A. Employ a variety of tools to characterize and improve our understanding of air pollution, its sources, and impacts across our four counties. Main sources of air pollution include transportation, wood smoke, and point source emissions.
  - 1) Review and optimize our long-term monitoring network, which measures compliance with health-based National Ambient Air Quality Standards.
  - 2) Use emissions inventories and models to map air pollution, estimate health effects and public health economic impact, and predict future changes.
  - 3) Broaden our knowledge of environmental impacts of air pollution (e.g. air deposition).
  - 4) Identify and prioritize highly impacted communities of combined high air pollution exposure and socio-economically disadvantaged populations for additional characterization.
- B. Monitor in more places beyond our long-term trend network, using new technologies and focusing on highly impacted communities. Share and communicate air quality information.
  - 1) Forecast and communicate daily air quality, with the goal of tailoring forecasts to progressively smaller areas of our region to increase their relevancy.
  - 2) Build relationships with highly impacted communities to learn about their air quality concerns and priorities.
  - 3) Work with highly impacted communities to increase their understanding of the health risks and sources of air pollution and what they can do to minimize their risk. Facilitate community participation and feedback in air quality monitoring.
- C. Build and leverage partnerships to pool collective knowledge and resources to deliver the strategies above.



## Objective 1.6

### Reduce inequities in air pollution exposure

#### Targets

- New initiatives are launched in at least four communities by 2020, designed and implemented in partnership with community-based organizations.
- Air quality in highly impacted communities improves by 2020 as much as, or more than, air quality in the rest of the region.

Our vision is for everyone everywhere to breathe clean, healthy air all the time regardless of who they are, or where they live. In addition to reducing air pollution overall, we also focus on equity, so nobody is more at risk because of where they live, or their socio-economic status.

To be relevant and serve all people in our four counties, we reach out and listen to community concerns and make room to work with issues new to us (i.e. issues beyond those in objectives 1.1 through 1.5). Our commitment to equity and environmental justice means taking the time to build and invest in relationships with a range of constituents, from partner institutions to academic and grassroots organizations.

No community in our region should bear disproportionate burdens and exposure from air pollution.



In our region, the communities that bear the highest impact of air pollution also tend to be those with other socio-economic challenges. For example, lower income communities and communities of color face higher exposure to diesel exhaust. Our strategies prioritize air pollution reductions for communities that historically experience challenges to economic opportunity and decision-making access. We also consider cumulative air quality risks in affected communities.

## Strategies

- A. Identify locations of greatest disparity (“highly impacted communities”) where we can address relevant air quality concerns.
- B. Develop equity guidelines for prioritizing where we should focus our efforts.
- C. Engage with communities in the prioritized locations so that they are aware of the risk, and can be involved with the design of programs and policies.
- D. Building on community engagement, design and implement programs to reduce exposure and disparity.

**Environmental justice** is the “fair distribution of environmental benefits, risks, and burdens.” In our work, it means that everybody experiences the same air quality benefits, and burdens. Currently, many communities throughout our jurisdiction face greater risks of exposure to air pollution than others, driven by a number of factors, including: topography, weather patterns, geography, and socio-economic status.

We will have achieved environmental justice when every person in our region enjoys the same level of protection from air pollution and equal access to decision-making processes that affect his/her health, regardless of his/her race, ethnicity, national origin, or income.

**Equity** means “the quality, state, or idea of being just, fair and impartial.” When it comes to air pollution, some populations in our region are more impacted than others, often due to geography and socio-economic circumstances. Our goal is to rebalance the burden of pollution to be more fair and impartial, so that no community faces greater risk than others. When we refer to “equity” we describe our approach toward ensuring everyone, everywhere, benefits from clean, healthy air to breathe.

In 2014, low-income individuals in our four counties are much more likely to have heart and lung problems.





# Goal Two

## Become the most climate-friendly region in the United States

Air pollution from human activities is the cause of climate change and its associated public health impacts. In the Puget Sound region, climate change will likely lead to wetter winters and warmer, drier summers. This in turn will affect:

- **Water resources:** Smaller mountain snowpack, earlier snowmelt, less water for freshwater supplies and irrigation, and shorter ski seasons.
- **Weather:** More extreme and potentially catastrophic weather events, heightened drought and wildfire danger, and warmer summers and related heat stress.
- **Air pollution:** Increased ozone pollution resulting from warmer summers and rising fine particle pollution from more wildfires.
- **Public health:** Exacerbation of lung and heart disease, due to hotter summers and ozone pollution.

We are strengthening our programs to reduce greenhouse gas pollution and ensure that our region does its part, and more, to protect the climate. We work in concert with other organizations helping our region adapt to the changing climate.

## Goal Two Targets

- Greenhouse gas emissions in 2020 return to 1990 levels.<sup>5</sup>
- Greenhouse gas emissions drop 25 percent from 1990 to 2035.<sup>6</sup>

## Objective 2.1

### Reduce emissions of greenhouse gases from transportation

#### Targets

- Transportation greenhouse gas emissions in 2020 return to 1990 levels.
- Zero-emission vehicles comprise 10 percent of public and private fleets' new vehicle purchases by 2016.

**Renewable fuels** are derived from non-petroleum sources such as crops, animal waste, or municipal solid waste. Renewable fuels include liquid and gaseous fuels as well as electricity derived from renewable sources.

In our region, transportation emits nearly 50 percent of our climate pollution. Cars alone contribute about one-third of our region's carbon dioxide emissions. To help our region do its part and more to protect the climate, we synergize our efforts with state and regional climate strategies. We focus on the transportation sector, an area where we have expertise and proven success and can add the most value. We stimulate aggressive shifts in policies and infrastructure in favor of lower-carbon fuels, advanced technology vehicles, and alternate modes of travel.

## Strategies

- A. Secure the adoption of state and local carbon-reducing policies.
  - 1) Influence and achieve the implementation of a clean fuel standard in Washington.
  - 2) Influence and achieve other policies and incentives that support investment in electric vehicles and renewable fuels.
- B. Target vehicle and infrastructure projects that accelerate regional uptake of electric vehicles and renewable fuels.
  - 1) Support investment in electric vehicles and renewable fuels, increase acceptance and eliminate barriers to adoption.
  - 2) Educate public and private sector fleets about electric vehicles and renewable fuels in our region, sharing information and lessons learned, as appropriate.
  - 3) Gather consumer input and facilitate public education about electric vehicles and cleaner fuels through partnerships and community collaboration.
- C. Inventory regional transportation greenhouse gas emissions to guide efforts and measure success.
- D. Motivate people to make more climate-friendly choices through education and outreach.
  - E. Host and strengthen our support of the Western Washington Clean Cities Coalition.
  - F. Influence regional transportation planning to advance low-carbon transportation infrastructure and policies
    - 1) Advocate a climate-friendly regional growth strategy.
    - 2) Advocate strong multi-passenger vehicle, transit, bicycle and pedestrian infrastructure.
    - 3) Work with Puget Sound Regional Council and countywide forums to improve decision-making tools, models and criteria, particularly for use in selecting transportation infrastructure projects for federal funding.





# Excellence in Action

**Employ the best people, policies, and practices to achieve our work**

Our effectiveness depends not only on what we do, but how we do it. Key to our success will be ensuring we have the right people, the right tools, the right resources and the right approaches to achieve our vision, all part of being a good steward of public resources.



## Objective 3.1

### Attract, retain and inspire exceptional staff

#### Target

- 90 percent of employees recommend the Agency as a great place to work.

We are a small agency with a unique mission. No other organizations in the Puget Sound area possess the science-based experience, skills and infrastructure to achieve our mandated work. It is in our interest to be, and remain, an employer of choice, offering a work culture and workplace environment that attracts and retains highly qualified, motivated and diverse employees.

We must strive to be representative of our region's diversity. A diverse staff provides us with a better understanding of the needs of constituents and the ability to better engage in all parts of our region.



## Strategies

- A. Promote the Agency as an employer of choice in the Puget Sound region.
- B. Use the full range of financial and workplace motivators to attract and retain quality staff.
- C. Support continuous development for every staff member, ensuring high performance and satisfaction.
- D. Continue Agency policies, processes and practices that instill a culture of respect and inclusiveness for all efforts and viewpoints.
- E. Ensure our staff at all levels increasingly reflects the diversity of our region.
- F. Develop program partnerships, fellowship and internship opportunities with institutions and organizations throughout our region.

## Objective 3.2

### Develop a culture that integrates environmental justice and equity principles into our day-to-day work and decisions

#### Targets

- Use of equitable practices and community engagement increases from 2014 to 2020.
- All employees engage in ongoing professional development and education in environmental justice.

Laying critical ground work and infrastructure ensures our commitment to equity and environmental justice is sustainable and robust.

## Strategies

- A. Establish an equity review process for agency decisions, including potential for disparate impacts or unintended consequences.
- B. Develop and maintain the internal infrastructure, processes and staff development necessary to support an environmental justice and equity culture.

## Objective 3.3

### Engage in meaningful dialogue and outreach with all sectors of the public

#### Targets

- Public awareness of air quality issues increases 25 percent from 2014 to 2020.
- Three new organizations identified annually for partnership emphasis.
- Our technology platforms provide infrastructure availability 99.5 percent of the time.

Individual choices strongly affect air quality and climate. Each of us plays a role in helping our region achieve its vision of clean, healthy air for everyone. As an agency, one of our roles is to encourage air- and climate-friendly choices by educating and engaging meaningfully with the public.

We conduct our work with transparency, seek and share public input and take it to heart, and be accountable to the public. We value the economic, geographic, cultural, and ethnic diversity of the people we serve.

#### Strategies

- A. Develop and continually enhance outreach tools (e.g., website, social media) to improve user interface and information accessibility and transparency, for the public and staff.
- B. Broaden our community connections by building new, and strengthening existing relationships with partner organizations and involving them in our outreach.
- C. Proactively reach out to communities by scheduling at least two presentations per county per year to schools, chambers of commerce, service clubs or other organizations.
- D. Actively seek out local media coverage of air quality issues.
- E. Engage and solicit input from community members and stakeholders in active dialogue on regional air quality and pollution prevention. Use tools that allow

ease of stakeholder input and facilitate information incorporation into Agency decision making as appropriate.

- F. Identify highly impacted communities and develop effective mechanisms to mutually engage with them on air quality education and issues.
- G. Respond to our public's questions and concerns with exemplary customer service.
- H. Provide the public and our staff with better access to agency records by completing the transition to an online, electronic storage system.

## Objective 3.4

### Build the agency's long-term financial strength and ensure accountability

#### Targets

- Deliver a balanced and sustainable annual agency budget.
- Assure financial reserve sufficiency.
- Achieve a clean audit each year.

We make sure that our day-to-day spending decisions, financial policies, financial planning and annual budgets clearly and strongly support our strategic plan and vision. We demonstrate accountability for the use of public funds.

#### Strategies

- A. Maintain and expand diverse funding sources matched to priorities.
- B. Maintain an appropriate level of discretionary funds to ensure flexibility, manage risks and provide for contingencies.
- C. Manage cash flows (liquidity and receivable collections).
- D. Maximize efficiency by continually seeking creative ways to provide the highest level of service per dollar.

- E. Maintain credibility and confidence of the public, Board, fee payers, partners, grantors, Advisory Council, auditors and others by being accountable and transparent and by managing expenditures well.
- F. Ensure fee-based programs cover the costs of administering them.

## Objective 3.5

### Be a model of environmental sustainability

#### Target

— Achieve carbon-neutrality by 2020.

We walk the talk by making sure that the way we do business is consistent with our vision. We frequently review the environmental impacts of our operations, and implement policies and practices to minimize them.

#### Strategies

- A. Optimize our transportation choices to reduce emissions.
- B. Reduce our use of resources such as paper, water and electricity through conservation and efficiency measures.
- C. Procure safe and environmentally friendly products.
- D. Find offset projects within the region to bring agency operations' net climate impact to zero.



---

**Endnotes:** <sup>1</sup>We estimate that the total 2014 economic impact of all fine particle pollution is \$5.5 billion in our four counties — premature death is the largest contributor to this estimate. <sup>2</sup>Potential cancer risk from air pollution is a relatively small fraction of overall cancer risk, including genetic and lifestyle risk factors. <sup>3</sup>We estimate that fine particle pollution leads to 100,000 work days lost in our four counties in 2014. <sup>4</sup>We will use our Community Air Tool (which maps air pollution, demographic factors, and aggregated health information) to quantify correlations and measure progress towards equity. <sup>5</sup>State law “emissions reductions” require these percent reductions in statewide greenhouse gas emissions. We are targeting the same percent reduction in greenhouse gas emissions in our four counties. Federal and state initiatives adopted to date are only projected to reduce statewide 2020 greenhouse gas emissions from 30% above 1990 levels to 11% above 1990 levels. <sup>6</sup>While the 2035 target is outside the time horizon of this plan, it signals the ambitious trajectory needed beyond 2020.



## BOARD OF DIRECTORS

### BREMERTON

Patty Lent, Mayor

### EVERETT

Ray Stephanson, Mayor  
Paul Roberts, Board Chair

### KING COUNTY

Dow Constantine, Executive

### KITSAP COUNTY

Charlotte Garrido, Commissioner

### PIERCE COUNTY

Pat McCarthy, Executive

### SEATTLE

Ed Murray, Mayor

### SNOHOMISH COUNTY

Dave Somers, Councilmember

### TACOMA

Ryan Mello, Councilmember

### PUBLIC AT LARGE

Stella Chao

### EXECUTIVE DIRECTOR

Craig T. Kenworthy

**Phone** (206) 343-8800 (800) 552-3565

**Address** 1904 Third Avenue, Suite 105  
Seattle, WA 98101

**Website** [www.pscleanair.org](http://www.pscleanair.org)

**Social Media**  [www.facebook.com/pscleanair](http://www.facebook.com/pscleanair)

 [www.twitter.com/pscleanair](http://www.twitter.com/pscleanair)

 [www.youtube.com/pscleanair](http://www.youtube.com/pscleanair)

**Photo Credits** Cover: King- ©Everett Herald, Kitsap- ©Jean Boyle, Pierce- , Snohomish- ; inside cover- ©Wa St Dept of Tourism; pg. 3 ©Cruiser4315 via flickr; pg. 4 ©uwimages Fotolia; pg. 7 ©Walter Zylowski; pg. 11, 13, 15, 17 ©pscleanair.org; pg. 18 ©edbockstock Fotolia.com; pg. 19 ©Alex Rublinetsky Fotolia.com; pg. 22 ©Petair Fotolia.com; pg. 23 ©pscleanair.org; pg. 25 ©pscleanair.org; pg. 30 ©Pierce Transit

Attachment A	Per Capita - Actual CY14 Compared to Proposed CY15 Three Methods								Attachment C
	CY14				CY15				
	Population <sup>1</sup>	Assessed Property Value <sup>2</sup>	Per Capita Assessment (50:50 Method)		Population <sup>3</sup>	Assessed Property Value <sup>4</sup>	Per Capita (50:50 Method)	Per Capita (Population Method)	Per Capita (Assessed Value Method)
<b>Per Capita Rate</b>			\$ 0.56				\$ 0.81	\$ 0.81	\$ 0.81
<b>Jurisdiction</b>									
Algona	3,070	\$ 345,798,375	\$ 1,610		3,075	\$ 346,162,327	\$ 2,270	\$ 2,491	\$ 2,048
Auburn (Part)	63,390	6,232,478,667	31,282		64,320	6,583,523,846	45,528	52,099	38,957
Beaux Arts	300	93,818,663	288		290	104,863,959	428	235	621
Bellevue	124,600	32,823,239,487	106,159		132,100	36,150,275,635	160,457	107,001	213,914
Black Diamond	4,170	503,975,270	2,262		4,170	551,304,784	3,320	3,378	3,262
Bothell (Part)	17,280	3,022,664,590	11,401		17,440	3,115,162,986	16,280	14,126	18,434
Burien	47,730	4,005,299,458	22,061		48,030	4,109,785,417	31,612	38,904	24,319
Carnation	1,785	159,623,990	846		1,785	171,215,231	1,229	1,446	1,013
Clyde Hill	2,980	1,280,892,704	3,616		2,980	1,645,904,803	6,077	2,414	9,739
Covington	17,760	1,537,454,655	8,311		18,100	1,625,611,637	12,140	14,661	9,619
Des Moines	29,700	2,291,203,013	13,291		29,730	2,249,628,455	18,697	24,081	13,312
Duvall	6,900	701,880,295	3,456		7,120	794,701,899	5,235	5,767	4,703
Enumclaw	11,030	984,425,916	5,226		11,100	964,115,952	7,348	8,991	5,705
Federal Way	89,460	7,143,090,985	40,559		89,720	7,386,015,527	58,189	72,673	43,706
Hunts Point	390	689,741,527	1,607		395	777,992,902	2,462	320	4,604
Issaquah	31,150	5,774,943,676	21,262		32,130	6,272,408,867	31,571	26,025	37,116
Kenmore	21,020	2,585,486,453	11,500		21,170	2,785,642,567	16,816	17,148	16,484
Kent	119,100	12,009,757,520	59,426		120,500	12,651,208,800	86,233	97,605	74,862
Kirkland	81,480	14,327,902,235	53,926		81,730	15,843,872,200	79,977	66,201	93,754
Lake Forest Park	12,640	1,869,330,539	7,598		12,680	1,931,662,888	10,851	10,271	11,430
Maple Valley	23,340	2,154,409,159	11,213		23,910	2,341,637,967	16,612	19,367	13,856
Medina	2,990	2,281,215,483	5,791		3,000	2,727,516,810	9,285	2,430	16,140
Mercer Island	22,690	8,162,642,696	24,077		22,720	8,827,404,911	35,319	18,403	52,235
Milton (Part)	835	76,352,374	400		840	86,713,496	597	680	513
Newcastle	10,460	1,801,305,245	6,840		10,640	1,939,132,104	10,046	8,618	11,475
Normandy Park	6,350	1,097,274,442	4,161		6,350	1,068,451,733	5,733	5,144	6,322
North Bend	5,855	815,719,638	3,411		6,020	853,937,108	4,965	4,876	5,053
Pacific(Part)	6,535	370,690,427	2,635		6,675	388,153,406	3,852	5,407	2,297
Redmond	55,360	12,973,646,878	43,671		55,840	14,135,063,166	64,436	45,230	83,642
Renton	93,910	10,588,721,199	49,287		95,540	11,332,326,913	72,222	77,387	67,057
Sammamish	47,420	8,426,434,938	31,574		48,060	9,290,367,218	46,951	38,929	54,974
Sea Tac	27,210	3,945,019,620	16,185		27,310	4,037,202,415	23,005	22,121	23,890
Seattle	616,500	117,686,522,416	428,161		626,600	128,814,234,965	634,892	507,546	762,239
Shoreline	53,270	6,131,546,669	28,229		53,670	6,529,802,151	41,056	43,473	38,639
Skykomish	200	22,576,470	105		195	23,112,609	147	158	137
Snoqualmie	11,320	1,822,907,336	7,128		11,700	1,923,859,899	10,431	9,477	11,384
Tukwila	19,080	4,649,191,308	15,438		19,160	4,756,373,688	21,832	15,520	28,145
Woodinville	10,960	2,446,628,563	8,381		10,990	2,605,989,017	12,161	8,902	15,421
Yarrow Point	1,060	674,960,237	1,762		1,015	825,878,529	2,855	822	4,887
<b>Total Incorp. King County</b>	<b>1,701,280</b>	<b>284,510,773,116</b>	<b>1,094,136</b>		<b>1,728,800</b>	<b>308,568,218,787</b>	<b>1,613,117</b>	<b>1,400,328</b>	<b>1,825,905</b>
<b>Total Unincorp. King County</b>	<b>255,720</b>	<b>30,235,433,551</b>	<b>137,254</b>		<b>253,100</b>	<b>32,075,397,556</b>	<b>197,406</b>	<b>205,011</b>	<b>189,801</b>
<b>Total King County</b>	<b>1,957,000</b>	<b>314,746,206,667</b>	<b>1,231,390</b>		<b>1,981,900</b>	<b>340,643,616,343</b>	<b>1,810,523</b>	<b>1,605,339</b>	<b>2,015,707</b>
Bainbridge Island	23,090	5,226,583,214	17,814		23,190	5,232,391,419	24,873	18,784	30,962
Bremerton	39,650	2,394,781,600	16,302		37,850	2,293,000,729	22,113	30,659	13,568
Port Orchard	11,780	1,312,770,504	6,149		12,870	1,319,792,155	9,117	10,425	7,810
Poulsbo	9,360	1,211,141,601	5,251		9,585	1,230,099,929	7,521	7,764	7,279
<b>Total Incorp. Kitsap County</b>	<b>83,880</b>	<b>10,145,276,919</b>	<b>45,516</b>		<b>83,495</b>	<b>10,075,284,232</b>	<b>63,624</b>	<b>67,631</b>	<b>59,619</b>
<b>Total Unincorp. Kitsap County</b>	<b>170,620</b>	<b>15,974,350,029</b>	<b>82,460</b>		<b>170,505</b>	<b>15,835,621,072</b>	<b>115,907</b>	<b>138,109</b>	<b>93,705</b>
<b>Total Kitsap County</b>	<b>254,500</b>	<b>26,119,626,948</b>	<b>127,976</b>		<b>254,000</b>	<b>25,910,905,304</b>	<b>179,531</b>	<b>205,740</b>	<b>153,324</b>
Auburn (part)	7,850	709,039,856	3,738		8,915	736,240,333	5,789	7,221	4,357
Bonney Lake	17,730	1,688,432,963	8,631		18,010	1,778,123,002	12,555	14,588	10,522
Buckley	4,365	318,871,406	1,915		4,370	328,660,215	2,742	3,540	1,945
Carbonado	610	28,209,272	232		610	26,210,204	325	494	155
Du Pont	8,640	1,176,714,772	4,974		8,855	1,291,637,605	7,408	7,173	7,643
Eatonville	2,785	160,564,705	1,181		2,815	155,223,485	1,599	2,280	919
Edgewood	9,425	946,924,060	4,695		9,460	955,466,323	6,658	7,663	5,654



	CY14				CY15				
	Population <sup>1</sup>	Assessed Property Value <sup>2</sup>	Per Capita Assessment (50:50 Method)		Population <sup>3</sup>	Assessed Property Value <sup>4</sup>	Per Capita (50:50 Method)	Per Capita (Population Method)	Per Capita (Assessed Value Method)
<b>Per Capita Rate</b>			\$ 0.56				\$ 0.81	\$ 0.81	\$ 0.81
Fife	9,235	1,776,946,972	6,444	9,290	1,896,381,840	9,373	7,525	11,222	
Fircrest	6,525	553,632,539	3,029	6,540	566,076,606	4,324	5,297	3,350	
Gig Harbor	7,340	1,652,017,762	5,642	7,670	1,706,920,083	8,157	6,213	10,100	
Lakewood	58,260	4,420,933,057	25,912	58,310	4,494,673,400	36,914	47,231	26,597	
Milton(Part)	6,150	508,136,092	2,825	6,345	529,844,060	4,137	5,139	3,135	
Orting	6,790	378,099,092	2,722	6,930	393,369,675	3,971	5,613	2,328	
Pacific(Part)	85	157,531,618	366	85	159,109,160	505	69	942	
Puyallup	37,620	4,025,725,508	19,275	37,980	4,223,888,029	27,879	30,764	24,994	
Roy	805	44,761,151	323	805	44,357,960	457	652	262	
Ruston	755	101,362,144	431	795	123,935,133	689	644	733	
South Prairie	435	24,599,058	175	435	22,616,520	243	352	134	
Steilacoom	6,015	591,241,028	2,968	6,040	611,557,171	4,256	4,892	3,619	
Sumner	9,470	1,655,317,256	6,246	9,520	1,846,797,748	9,320	7,711	10,928	
Tacoma	199,600	16,013,945,690	90,660	200,400	16,593,506,428	130,257	162,324	98,190	
University Place	31,270	2,655,070,281	14,521	31,340	2,779,532,023	20,916	25,385	16,447	
Wilkeson	485	27,631,413	196	485	22,856,502	264	393	135	
Total Incorp. Pierce County	432,245	39,615,707,695	207,048	436,005	41,286,983,505	298,738	353,164	244,309	
Total Unincorp. Pierce County	375,955	29,508,693,991	169,342	378,495	30,260,762,893	242,822	306,581	179,063	
<b>Total Pierce County</b>	<b>808,200</b>	<b>69,124,401,686</b>	<b>376,390</b>	<b>814,500</b>	<b>71,547,746,398</b>	<b>541,560</b>	<b>659,745</b>	<b>423,373</b>	
Arlington	17,970	1,727,872,805	8,783	18,270	1,816,314,125	12,773	14,799	10,748	
Bothell (Part)	16,720	2,782,171,373	10,723	17,020	3,013,833,447	15,810	13,786	17,834	
Brier	6,155	659,670,947	3,156	6,315	750,061,330	4,777	5,115	4,438	
Darrington	1,345	104,943,496	604	1,350	99,202,198	840	1,094	587	
Edmonds	39,800	5,545,239,847	23,185	39,950	6,102,411,700	34,235	32,360	36,110	
Everett	103,300	10,626,808,542	51,999	104,200	11,511,536,706	76,260	84,402	68,118	
Gold Bar	2,060	112,716,107	822	2,080	115,532,563	1,184	1,685	684	
Granite Falls	3,380	214,392,304	1,412	3,385	222,062,202	2,028	2,742	1,314	
Index	180	13,131,376	79	180	12,865,095	111	146	76	
Lake Stevens	28,510	2,204,099,855	12,769	28,960	2,375,391,203	18,757	23,458	14,056	
Lynnwood	35,900	4,077,655,634	18,906	35,960	4,404,126,247	27,594	29,128	26,061	
Marysville	61,360	4,476,525,057	26,901	62,100	4,869,342,321	39,557	50,301	28,814	
Mill Creek	18,450	2,356,965,802	10,284	18,600	2,587,203,172	15,188	15,066	15,309	
Monroe	17,390	1,349,715,977	7,800	17,510	1,464,883,201	11,426	14,183	8,668	
Mountlake Terrace	20,090	1,660,705,992	9,231	20,160	1,799,934,852	13,490	16,330	10,651	
Mukilteo	20,360	3,173,293,219	12,591	20,440	3,439,006,432	18,453	16,556	20,350	
Snohomish	9,215	948,367,830	4,639	9,220	1,037,368,081	6,803	7,468	6,138	
Stanwood	6,300	591,926,022	3,049	6,340	638,609,620	4,457	5,135	3,779	
Sultan	4,660	290,655,964	1,936	4,660	302,489,053	2,782	3,775	1,790	
Woodway	1,310	421,687,813	1,282	1,300	462,791,427	1,896	1,053	2,738	
Total Incorp. Snohomish County	414,455	43,338,545,962	210,151	418,000	47,024,964,975	308,421	338,580	278,263	
Total Unincorp. Snohomish County	308,445	29,283,076,558	149,949	312,500	32,423,777,432	222,494	253,125	191,863	
<b>Total Snohomish County</b>	<b>722,900</b>	<b>72,621,622,520</b>	<b>360,100</b>	<b>730,500</b>	<b>79,448,742,407</b>	<b>530,915</b>	<b>591,705</b>	<b>470,126</b>	
<b>Grand Total</b>	<b>3,742,600</b>	<b>\$ 482,611,857,821</b>	<b>\$ 2,095,856</b>	<b>3,780,900</b>	<b>\$ 517,551,010,452</b>	<b>\$ 3,062,529</b>	<b>\$ 3,062,529</b>	<b>\$ 3,062,529</b>	
1. The CY14 assessment was based on population estimates for 2012									
2. The CY14 assessment was based on 2012 assessed property values for the 2013 tax year									
3. The CY15 assessment is based on population estimates for 2013									
4. The CY15 assessment is based on 2013 assessed property values for the 2014 tax year									



SOUND CITIES ASSOCIATION

36 Cities. A Million People. One Voice.

**President**

John Marchione  
Mayor  
City of Redmond

**Vice President**

Matt Larson  
Mayor  
City of Snoqualmie

**Treasurer**

Don Gerend  
Councilmember  
City of Sammamish

**Member-at-Large**

Dave Hill  
Mayor  
City of Algona

**Past President**

Denis Law  
Mayor  
City of Renton

**Members**

Bill Allison  
Mayor  
City of Maple Valley

Nancy Backus  
Mayor  
City of Auburn

David Baker  
Mayor  
City of Kenmore

Chris Eggen  
Deputy Mayor  
City of Shoreline

Jim Haggerton  
Mayor  
City of Tukwila

Dennis Higgins  
Councilmember  
City of Kent

Derek Matheson  
City Manager  
City of Covington

Bernie Talmas  
Mayor  
City of Woodinville

**Executive Director**

Deanna Dawson

April 23, 2014  
Paul Roberts, Chair  
Puget Sound Clean Air Agency  
1904 Third Avenue - Suite 105  
Seattle, WA 98101

Dear Chair Roberts:

On behalf of the Board of the Sound Cities Association, I write to you today to express our collective concern about the Puget Sound Clean Air Agency's proposed \$.25 increase in per capita assessment.

The Sound Cities Association (formerly the Suburban Cities Association) was founded in the 1970s to help cities in King County act locally and partner regionally to create vital, livable communities through advocacy, education, leadership, mutual support, and networking. Collectively, our 36 member cities represent nearly one million constituents in King County.

We understand that the Puget Sound Clean Air Agency is scheduled to discuss this proposed rate increase at its April 24, 2014 meeting, with possible action at its May 22, 2014 meeting. While we understand that your agency has a statutory obligation to submit its budget by the fourth Monday in June, this schedule leaves little time for cities to assess the impact that this substantial increase would have on their budgets, or to submit feedback. Our cities became aware of this proposed increase via letter in early April, and we discussed the proposal at our April 16, 2014 Board meeting. The strong concerns that this proposed increase raised for the 13 cities represented on our Board prompted us to refer the matter to our policy making arm, the Public Issues Committee (PIC), for emergency action at its next meeting on May 14, 2014.

While the PIC has not yet adopted a formal policy position on behalf of our 36 member cities, we wanted to bring these concerns to your attention at this time, given the tight time frame. The \$.25 per capita increase represents a 44% per capita increase and this increase, when combined with increases based on assessed property values, would increase rates by up to 60% for our member cities. An increase of this magnitude will have substantial impacts on our municipal budgets at a time when many of our cities are struggling economically. We would strongly urge you to consider the impact of this proposal on cities, and to consider alternate budget scenarios for the Puget Sound Clean Air Agency that do not include such a dramatic increase in assessments.

We thank you for your consideration. If you have any questions, please feel free to contact me or our Executive Director Deanna Dawson at (206) 433-7170, or [Deanna@Soundcities.org](mailto:Deanna@Soundcities.org).

Sincerely,

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

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

Cc: Board, Puget Sound Clean Air Agency  
Sound Cities Association Member Cities  
Craig Kenworthy, Executive Director, Puget Sound Clean Air Agency

---

# Cities We Have Talked or Communicated With So Far

| **Marysville**

| **Edmonds**

| **Lynnwood**

| **Kirkland**

| **Issaquah**

| **Sammamish**

| **Maple Valley**

| **Redmond**

| **Tacoma**

| **Brier**

| **Fircrest**

| **Woodway**

# Cities & Organizations We are Scheduled to Talk With or Are Talking With

- | **Renton**
- | **Kent**
- | **Bellevue**
- | **Kenmore**
- | **Lakewood**
- | **University Place**
- | **Mukilteo**
- | **Mill Creek**
- | **Mountlake Terrace**
- | **Bothell**
- | **Burien**
- | **PCCTA (Pierce County  
Cities and Towns  
Association)**
- | **SCA (Sound Cities  
Association)**
- | **Kitsap County  
Commissioners**

---

# Cities We Have Contacted Directly But Not Heard Back

| **Federal Way**

| **Shoreline**

| **Mercer Island**

| **Auburn**

| **Bainbridge Island**

| **Lake Stevens**

| **Covington**

# Per Capita Increase Alternative Approaches and Their Implications

---

# Effects on Agency Strategic Plan by Objective\*

- | **1.1 Non-attainment in Pierce – no change. On ozone – less pollution reduction work**
- | **1.2 Maintain, but do not expand diesel transportation work**
- | **1.3 Likely no additional wood smoke work in new area**
- | **1.5 Can monitor additional places, but no capacity to communicate it through enhanced outreach**
- | **1.6 and 3.2 Maintain, but do not expand environmental justice work – get to one community/area instead of several areas**

\* Based on key assumptions re other funds

---

# Effects on Agency Strategic Plan by Objective (cont'd)

- | **2.1 Less climate work because of ripple effects of less resources in other areas**
- | **3.3 Less outreach with public, fewer partnerships. Maintain existing AQ data technology but with high risk for failure in a few years**
- | **1.4 Stationary sources – no effect or small effect**
- | **3.1 No dedicated funding even with proposed increase**
- | **3.4 Agency budget gap opens and widens sooner with federal fund cut looming**



---

# Fiscal Implications of a Stepped Approach

## **Discretionary Fund balances expected to run out in FY16 due to non-attainment effort**

**Possible options to manage that work and launch parts of the Strategic Plan as outlined above:**

- | FY16 forward-allow civil penalty(C.P) fund use for more purposes to do more strategic plan work**
- | FY17 forward-allow C.P. funds to be used for all purposes**
- | Eliminate or reduce the proposed contingency fund made up of civil penalty collections**
- | Run greater risks with antiquated IT infrastructure**

**This creates a manageable gap in FY17 but large deficits after that.**