CITY OF SUMNER WASHINGTON

STUDY SESSION
City Hall – 1104 Maple Street
February 24, 2025 6:00 PM

The city is conducting this public meeting using a hybrid model. The public is welcome to attend tonight's meeting in-person at City Hall (Council Chambers), or virtually by using the meeting access link below:

https://sumnerwa-gov.zoom.us/j/85250724550

Phone one-tap:+12532050468,,85250724550#, +12532158782,,85250724550# US (Tacoma)
Join via audio: +1 253 205 0468, +1 253 215 8782 US (Tacoma)
Webinar ID: 852 5072 4550

CALL TO ORDER

Roll Call: Bitetto, Bowman, Clerget, Cole, Elfers, Kenna and Reinke

REGULAR BUSINESS

1. 2025-2030 Hazard Mitigation Plan Discussion
2. Transportation Benefit Districts (TBDs)

CITY ADMINISTRATOR REPORT

AGENDA SETTING

1. Council Meeting Agenda Calendar
2. Council Committee Meeting Agenda Calendar

EXECUTIVE SESSION

To discuss litigation or potential litigation with legal counsel, pursuant to RCW 42.30.110(1)(i)(ii).

ADJOURNMENT

This meeting is accessible to persons with disabilities. For individuals who may require special accommodations, please contact the City Clerk at (253) 299-5590, 24 hours in advance.

STUDY SESSION
DATE: February 24, 2025
AGENDA BILL: 25-83

SUBJECT: 2025-2030 Hazard Mitigation Plan Discussion **CATEGORY:** Information Only

BUDGET IMPACT:
Expenditure Required: None Within Budget Allocation: N/A

ATTACHMENTS:
1. Sumner HMP Presentation

STAFF CONTACT: Evan Brazitis, Emergency Management & Safety Coordinator

SUMMARY BACKGROUND:
The City is working on our 5-year update to our Hazard Mitigation Plan. A Hazard Mitigation Plan is a strategy to reduce the impact of disasters on our community. These plans reduce the risks of loss of life and property by breaking the cycle of repeated diaster damage and help prepare for long-term recovery.

The plan is created to organize resources, assess risks, develop a mitigation strategy and then ultimately adopt and implement it. As part of this process, the City will be seeking input on a draft plan from Elected Officials, local businesses and stakeholders as well as the public.

COUNCIL COMMITTEE/STUDY SESSION:
MEETING/STUDY SESSION DATE:
COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:
Discussion item only.

Region 5 (Pierce County) Mitigation Plan

CITY OF SUMNER HAZARD MITIGATION PLAN – 2025 TO 2030

EMERGENCY MANAGEMER:

EVAN BRAZITIS

EPIC EM
EAST PIERCE INTERLOCAL COALITION FOR EMERGENCY MANAGEMENT

CITY OF SUMNER WASHINGTON

PIERCE COUNTY (REGION 5) ALL-HAZARD MITIGATION PLAN:

- Federal Regulations Require Approved Local Mitigation for:
  - Federal Mitigation Grants
  - Post-Disaster Grants
- A representation of commitment to reduce risk from natural hazards
  - Serves as a guide for decision makers
- Pierce County DEM writes a multi-jurisdictional plan
- Sumner is part of their city addendum

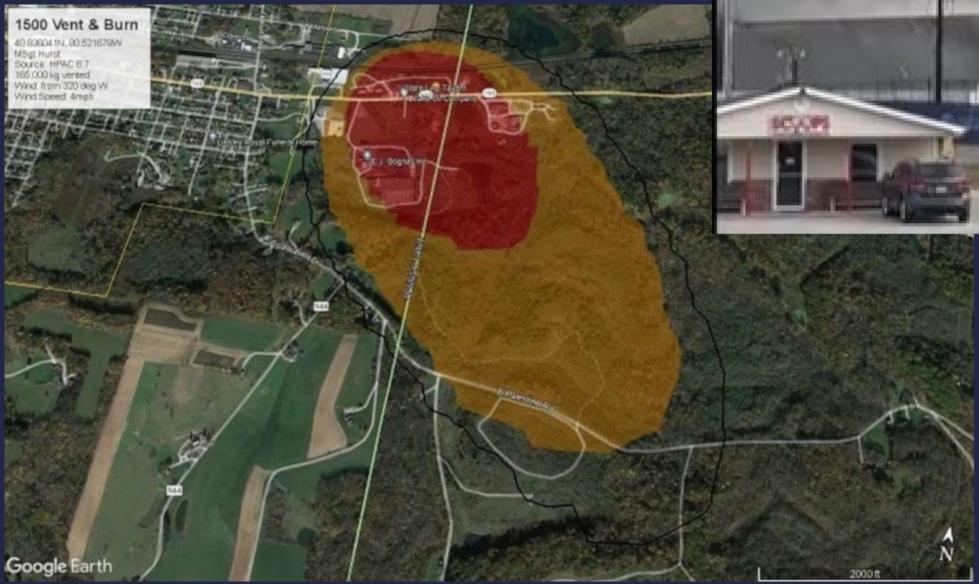
CITY OF SUMNER ADDENDUM CONTENTS

- *SECTION 1 – PROCESS **
  - Mitigation Plan development process
- *SECTION 2 – PROFILE**
  - Community profile (demographics, infrastructure, economic)
- SECTION 3 – CAPABILITY IDENTIFICATION
  - Survey of specific capabilities (legal, technical, fiscal)
- SECTION 4 – RISK ASSESSMENT
  - Identification of risks, frequency of occurrence, and a vulnerability analysis
- *SECTION 5 – MITIGATION STRATEGY**
  - Specific measures to mitigate risks
- SECTION 6 – INFRASTRUCTURE
  - Hazard vulnerability to City owned infrastructure
- SECTION 7 – MAINTENANCE
  - Plan implementation and maintenance

* = Currently being revised.

EXAMPLE – BATTERY ENERGY STORAGE SYSTEM (BESS)

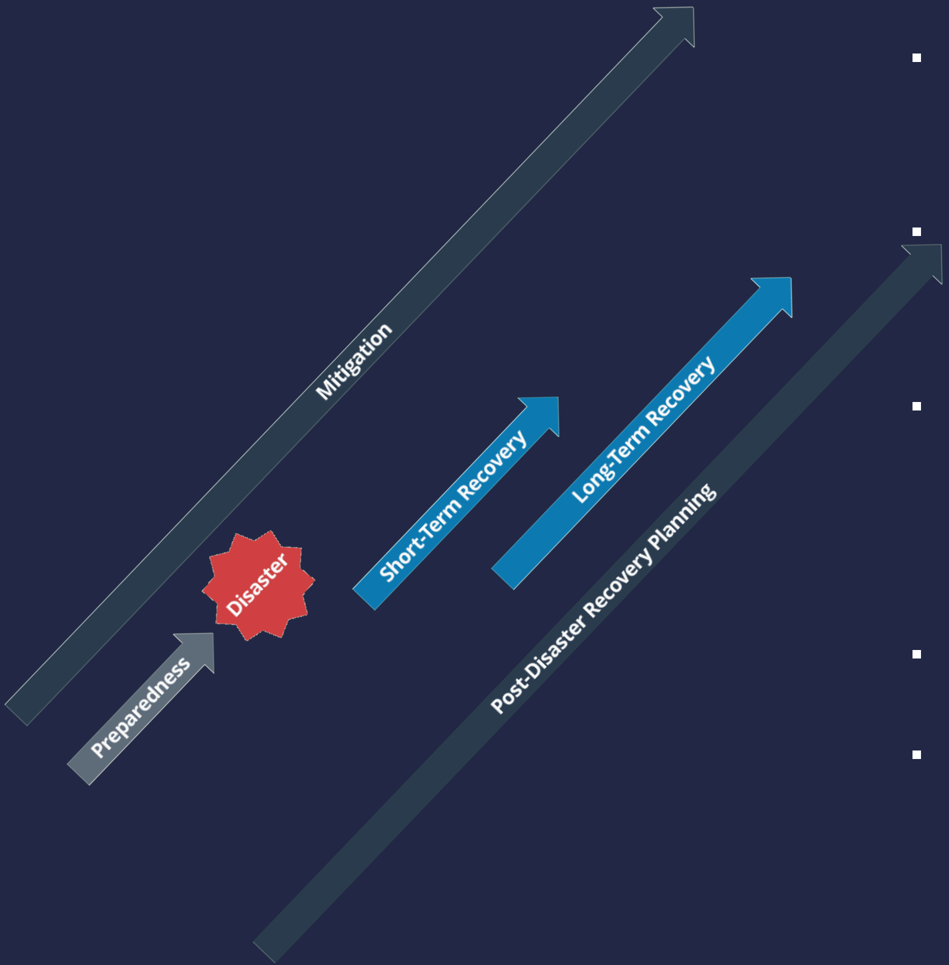
- BESS would be in Section 4
  - Though it hasn't been built yet
- Section 5 to mitigate our risk.
- Puget Sound Energy (PSE) and Bright Night:
  - Have their own plan
  - Cite East Pierce Fire as Fire mitigation
- East Pierce Fire would:
  - Create their own Section 4/5 for BESS
- Sumner:
  - Has Law Enforcement so support of fire
  - Health Monitoring in Section 5



HAZARD MITIGATION PLANNING PROCESS

1. Conduct a Hazard Identification and Vulnerability Assessment (HIVA)
   - Identify our community profile, capabilities and risks
   - Develop specific Mitigation Measures to help mitigate the identified risks over the next five years
   - If this is repeating from step 6, this can be a more streamlined process if no new hazards are introduced
2. Compile all of this information to create the City of Sumner Addendum to the Region 5 Mitigation Plan
3. Each city's Addendum goes to the State Emergency Management Department (EMD) and then FEMA Region X (our region) for pre-approval
4. After plan pre-approval, each city's governing body approves a resolution adopting the plan
5. Implement Mitigation Measures
6. Reassess and create new plan in five years (back to Step 1)

ANTICIPATED TIMELINE



- FEB 24 – MAR 24:
  - Public Comment with QR code
- MAR 25 – MAR 31:
  - Collect, compile, and send up plan
- Q2 2025 –
  - County sends up to State
  - State sends to FEMA
- Q2-3 2025 –FEMA approves plan
- Q3-4 2025 – FEMA back to us for approval

EXAMPLE OF A HAZARD MITIGATION MEASURE FROM THE 2020-2025 PLAN

Critical Facilities: Seismic Evaluation

Priority: E-CG-1

Sumner will evaluate City-owned critical facilities not meeting current code to determine their earthquake structural integrity. This requires preparation of information to allow budgeting for renovation of those facilities that are not up to current code or have structural deficiencies that have developed over the years.

1. **Goal(s) Addressed** =
   (1) Protect public health safety and welfare;
   Objective: 1.1; 1.2; 1.5; 1.8
   (2) Ensure continuity of critical facilities and infrastructure, and operations of the City Government;
   Objectives: 2.1; 2.2
2. **Cost of Measure** = Cost of engineering study, labor and materials, permits
3. **Funding Source and Situation** = Funding could be obtained through local budget or grants
4. **Lead Jurisdiction(s)** = Sumner (Community Development—Building Official; Public Works); EPFR
5. **Timeline** = Long-term
6. **Benefit** = Facility Specific, City-wide
7. **Life of Measure** = Life of undamaged/unaltered structure
8. **Community Reaction** = the proposal is likely to be endorsed by the entire community.

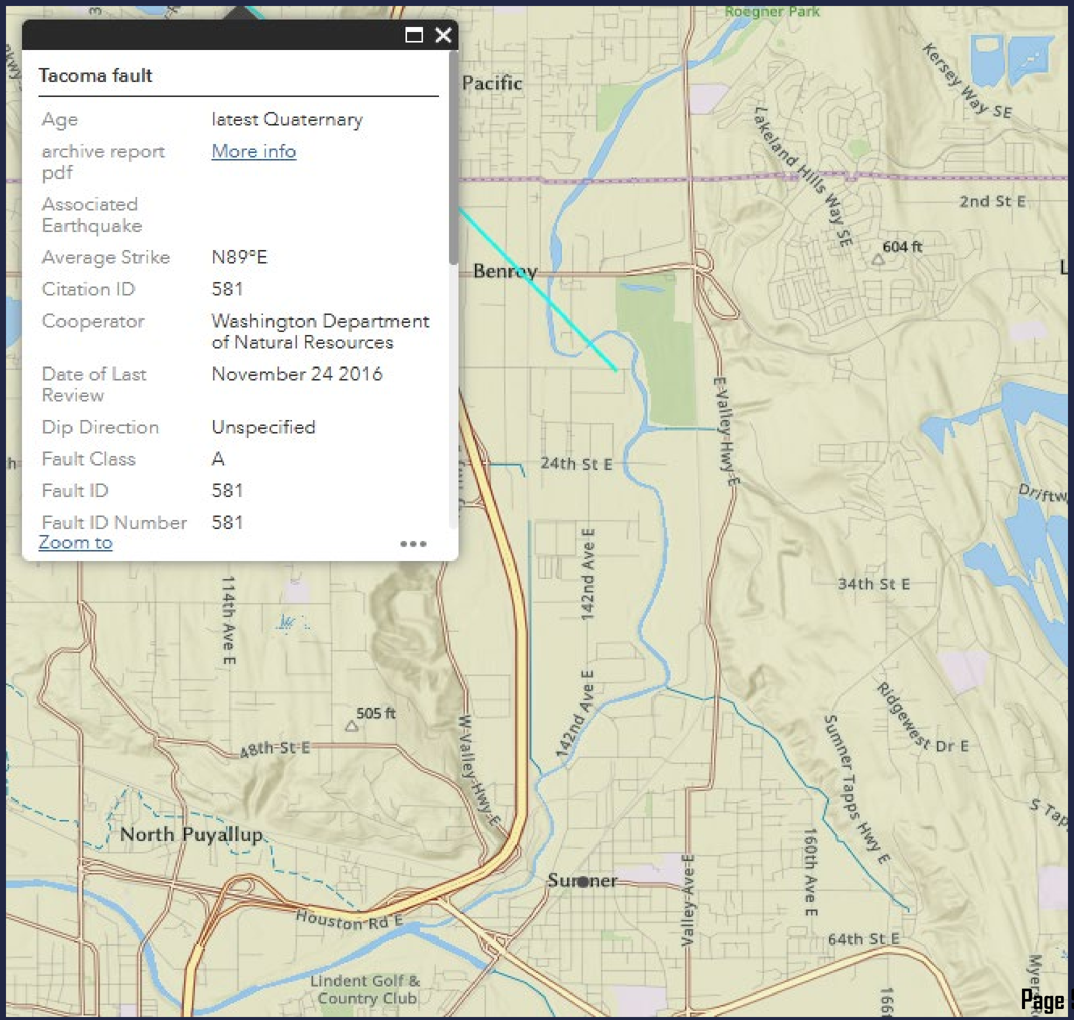
Status Update: 2020 – 2025 Edition

Complete	Ongoing	Partially Complete	Deferred
		X	

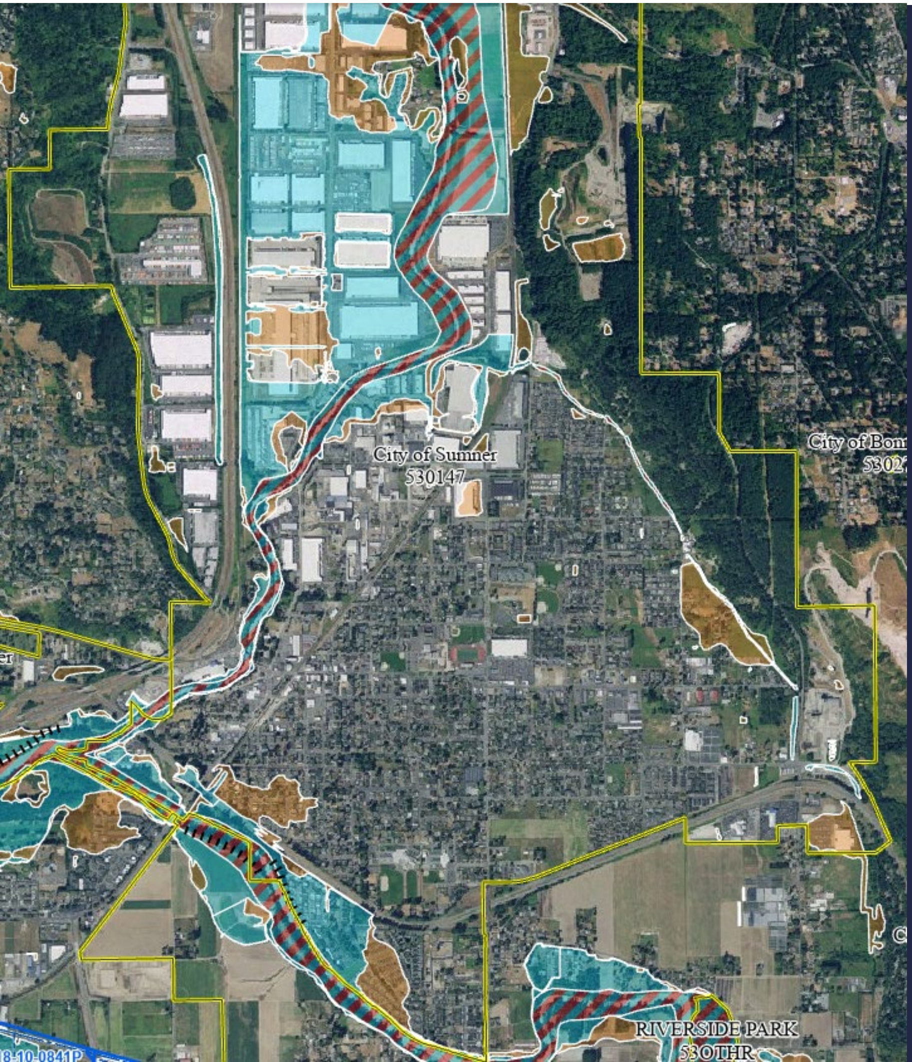
Comments
The Wastewater Treatment Facility was remodeled and expanded and brought up to current building codes including seismic. Evaluation of other facilities is necessary.

Origin

Previous Plan	Current Plan
X	X



CONSIDERATIONS FOR HAZARD MITIGATION PLANNING



- Threat and Likelihood of Hazards
  - IE: FEMA Flood Maps or USGS Fault Maps
- Ways to Reduce Potential Loss
- Social Equity
  - Consideration of vulnerable populations
- Climate Adaptation
  - Likelihood of hazards increasing due to climate change

CURRENT OUTREACH

- Public Events
- Article in Sumner Community Connection
- Presentations in community
- Survey for community members that informs:
  - What hazards are the biggest concern
  - Insight into community demographics
  - Best ways to disseminate information

THANK YOU FOR YOUR TIME. QUESTIONS?

Evan Brazitis
Cell: 253.299.5598
Evanb@sumnerwa.gov

CITY OF SUMNER WASHINGTON

STUDY SESSION
DATE: February 24, 2025
AGENDA BILL: 25-111

SUBJECT: Transportation Benefit Districts (TBDs) **CATEGORY:** Information Only

BUDGET IMPACT:
Expenditure Required: None Within Budget Allocation: N/A

ATTACHMENTS:
1. TBD Assessment Memo
2. TBD Presentation Slides

STAFF CONTACT: Carmen Palmer, Communications Director

SUMMARY BACKGROUND:
At the Budget Retreat in May, staff reviewed with Council the various ways cities can gain revenue and their restrictions. We promised to review some of the specific options in more detail after the budget process. On October 30, as the budget process was wrapping up, Councilmembers completed an exercise where they had to select from a long list of unfunded items with a limited amount of funds remaining. Through this exercise, several Councilmembers asked to learn more about Transportation Benefit Districts, or TBDs. This discussion follows up on that promise. The 2025-2026 Biennial Budget is balanced, and there is no urgency. This is an informational session for Councilmembers to ask questions, explore options and let staff know if they want staff to continue to pursue TBD option(s) later this year.

COUNCIL COMMITTEE/STUDY SESSION:
MEETING/STUDY SESSION DATE:
COMMITTEE RECOMMENDATION:

STAFF RECOMMENDATIONS/MOTION:

CITY OF SUMNER WASHINGTON

POLICY MEMO

TO: Sumner City Council

FROM: Administration

DATE: February 19, 2025

RE: Transportation Benefit Districts

WHAT IT IS

Transportation Benefit Districts (TBDs) can generate funding from a sales and use tax up to 0.3%. Council can pass 0.1% with simple vote if the TBD is the same boundary as city. Otherwise, a limited boundary or going to 0.3% requires a vote of the people. TBDs expire after 10 years but may be renewed by Council or vote of the people.

Funding from a TBD is eligible for roads, transit service, sidewalks, transportation demand management. Costs can be for construction, maintenance, and operation.

HOW IT WORKS

A TBD can be formed by ordinance with a public hearing. Some further options require vote of the people. The TBD starts as a quasi-municipal organization. With certain conditions, the Council can serve as the governing body, assuming that leadership role, and existing Council meetings fulfill the meeting requirement. If Council pursues a TBD, there are steps to take to form the TBD, to assume governance of the TBD and to, then, select how to fund the TBD.

OPTIONS

All City or Portion – Staff recommend all city because

- Designating only a portion of the City, such as the MIC, requires a vote of the people
- This is a sales and use tax, so little would be generated from the MIC anyway.
- If using only a portion of the City, the district must remain a separate quasi-municipal organization. Council could still be the governing body, but it would require separate meetings and will add extra reporting/tracking for Finance staff.

0.1% vs. 0.3% --Staff recommend 0.1% because

- This generates some funding without maximizing the burden on taxpayers/businesses.
- A rate of 0.3% requires a vote of the people. That would put the decision directly in their hands instead of Council, which is attractive, but risky.
- The 0.3% can remain an option once the 0.1% is enacted, but if the city tries a very public 0.3% vote and it fails, that effectively eliminates even the 0.1% option. It would technically remain but be extremely awkward politically to essentially reverse the vote of the people, even at a lower rate.

- If the City chooses to pursue the 0.3% vote in the future, a period of 0.1% would provide real-world details and keep the discussion from having to be theoretical.
- The vote may become more about taxes in general and lose focus on the real issue at hand.
- There is a cost to running a vote of the people, and you never know how much until you file as the cost is split among items sharing the ballot.

Funding can also be from tabs – Staff recommend no because

- There would likely be great political fallout – car tabs are the political "third rail" and perhaps the most hated of taxes, no matter what that actual amount, because of the "$30 car tab" promise.
- Expected revenue would be far less than the sales tax option.
- Tabs would focus on people who drive vehicles including EVs, but would also put the funding burden unfairly on Sumner residents. Sales tax picks up all shopping in Sumner, likely people who are using our roads and working, commuting or otherwise visiting here.
- Council can enact without a vote of the people, but only in graduated steps over six years (i.e. $20 by Council vote year one, $40 after 2 years by Council vote, $50 after another two years with Council vote), stretching out the political "pain" to access the full financial gain.
- Any rate $50-100 requires vote of the people.
- In 2019 an initiative passed that aimed to eliminate TBD's ability to tax car tabs. It was declared unconstitutional in court, but the political distaste is still valid, and perhaps heightened.
- Only City of Seattle has been able to pass voter-approved car tabs. Attempts failed in multiple King County cities and for King County itself, which is generally more in favor of taxes than Sumner.

Other funds can be an option in a TBD; most are not really viable except perhaps an additional impact fee on commercial & industrial development. MRSC has more information available at this link.

REPORTING/STAFF IMPACT

Transportation Benefit Districts are governed by RCW. At inception, the TBD exists as a separate legal entity. Requirements for budgeting, reporting, and management vary depending on if the City assumes the governance of the TBD. For example, the initial year of the TBD formation requires a separate annual financial report and audit. If/when the City assumes the governance of the TBD, staff will incorporate the budget and annual reporting into the City processes but will be required to issue a supplemental annual report describing the activities of the TBD. The City's financial software can incorporate the budgeting and reporting requirements.

In Public Works, there would likely be a staff impact due to increased reporting requirements and annual summaries. If additional funding is used to support additional projects or programs, there would be an increased burden on staff to deliver on a program expansion. However, the increased burden would likely be less than 1 FTE and would not be accompanied by a specific staff request.

POTENTIAL FINANCIAL IMPACTS

Revenue for the City

0.1% sales tax on full city (staff recommended): est. $800,000-$850,000 on 2025 sales tax forecast. Like all sales tax, this is from a volatile source that can be affected greatly by the economy.

Based on DOL information and comparing revenue for a similarly sized city (Fife), the $20 car tab option would generate an estimated $150,000-$185,000 per year, far less than what would be expected through the sales tax option.

Impact for Business

A car selling for $20,000, for example, would cost an additional $20. A sofa selling for $500 would cost an additional $0.50. That said, we acknowledge that using the word "just" is problematic as multiple taxes that are each "just" a low amount each can add up quickly.

POTENTIAL OPPOSITION/IMPACTS

- A sales tax, in general, is regressive because it equally impacts anyone purchasing an item, no matter what their income level. Groceries are exempt from the tax.
- Sumner's businesses also may not like the tax as it makes buying their goods more expensive. This will particularly affect car dealers as the cost being taxed is so much higher than other goods.
- Sumner's total sales tax rate is 9.5% while Puyallup's is 10.1%, Tacoma is 10.3% and Fife is 10.1%. Puyallup's rate will go to 10.2% in April because they passed their own TBD. Even at 9.6%, Sumner would stay competitive as a location for large sales, but not the lowest. Bonney Lake and Orting are at 9.5%; outside the RTA, Buckley is 8.2% and Enumclaw is 8.9%.
- Staff recommend individual conversations with our existing car dealers and other significant sales tax remitters to talk through concerns and hear feedback.

FUNDING PICTURE

At the Budget Retreat in May 2024, staff reviewed various revenue sources and potential sources. In October, as Council reviewed and balanced the remaining unfunded items, Council asked staff to prepare more information about TBDs. This meeting and conversation is the promised follow up to that exercise and request.

The reality of rising costs is that the City's current level of maintenance is getting harder to fund, given limits to the City's existing revenue sources. For years, the City has been handling this situation two ways: either reducing what gets done with limited dollars (i.e. we'll chipseal 5 lane miles instead of 10 lane miles) or adopting a "scattershot" method (i.e. we budgeted $100,000 each for sidewalk repair and chipseal and chipseal came in at $200,000, so we'll chipseal and hope to get to sidewalks in the next budget cycle). Neither is a good long-term strategy because road conditions throughout the city continue to decline while costs continue to rise. We don't see this trend changing anytime soon. For example, in 2020 we estimated that it cost the City $125,000 per year to remain on a 15-year chipseal cycle. In 2025, the cost has doubled to $250,000 a year. Plus, as the economy changes and the property tax cap continues to tighten the City's budget, road projects won't be competing just with other road projects for limited dollars. As the Council found in October last year, now the difficult decisions include using limited dollars to fix a road, hire a police officer, add security cameras or upgrade a park. This is when Council asked us to return tonight with more information about TBDs.

Creating a TBD will provide the City with a dedicated, long-term maintenance fund. It will help us drop the current practice of simply patching the worst of the worst and actually work on our ideal of maintaining roads to better extend their life and avoid costly construction projects. This is a long game. Bottom line, with a TBD, the council and public will not see a wide range of new or expanded road projects being completed; however, without a TBD, they should expect more roads to start declining into poor conditions and looking like Hunt Ave or Washington Street. Those roads are good examples of decline so far that they need major construction. Currently, the estimates to repair Hunt Avenue and Washington Street are around $2.8 million **each**.

A quick recap of the other main funds:

- **Traffic Impact Fees:** collected by development, limited by law to expanding capacity only. TBD can be used for maintenance and operation while impact fees cannot.
- **Real Estate Excise Tax:** could be used by road projects, yet a TBD could "free up" these funds to go for parks/facilities without endangering roads. TBD can be used for maintenance and operation while REET generally cannot.
- **Property Tax:** City's revenue capped at 1%, doesn't keep pace with inflation/other expenses. If the City ever pursues a lid lift, the first question will be why we didn't pursue other funding options, like TBDs. A TBD would help fund roads and also free up limited General Fund dollars from property taxes for other efforts, like public safety.
- **Grants:** Sumner is already obtaining so much grant funding for road projects that it is drawing the attention of other cities. Grants often require matches, which combines well with a TBD to stretch every dollar as far as possible. Grants usually don't cover repairs, maintenance or work on residential streets, which a TBD will.
- **Local Improvement District:** Funding option where City funds project via debt, and then it is paid via assessments to benefiting property owners. This puts the burden of funding directly on residents, affecting housing affordability and not capturing commuters, other users.

TEA LEAVES - SUMMARY

Sumner residents are concerned about roads and transportation. Most concern stems from traffic congestion rather than road condition, but they are related, and TBDs can improve both. This is a fairly viable, long-term funding option to maintain roads. To some extent, it also helps lessen the competition in General Fund and REET of road projects, making funds available for other needs in public safety, parks and facilities.

While most roads in Sumner are in fair condition now, we already know the unfunded needs arising, like Hunt Avenue. Sumner will slip behind if routine maintenance is not well funded. Losing ground also makes future larger construction projects more costly and more impactful to residents & businesses. People love good roads but hate the impacts of road construction. Having a dedicated fund mostly for maintenance is the only way to give them good roads without the need and cost for major construction.

Sumner has shown a willingness to invest in good infrastructure. If residents see valid reasons and valued results, they tend to vote yes, such as passing the recent School District and library bonds. At the same time, that generosity has limits. The State's recent attempts/suggestions of further taxes (CCA, "wealth tax," employment tax, mile tax, long-term care tax, etc.) may have voters feeling "taxed out," no matter who is doing the taxing or the best of intentions behind it.

FROM HERE

On February 24, we will discuss these options and recommendations at the Study Session. Staff will be looking to Council to give direction including:

- Do you want to pursue a TBD in some fashion?
- Do you want to pursue full boundary for the city (recommended) or just a portion?
- Do you want to pursue the 0.1% sales tax (Council action), the 0.3% sales tax (vote) and/or the car tab option?
- Do you need any further financial analysis of any option?

Transportation Benefit Districts

February 24, 2025

Tonight's Discussion

Beginning the Discussion:

- Overview of Revenue Options
- TBDs - What Staff Recommends from Research
- What It Would Do
- Why It's Important
- Alternatives
- Direction from Council – where to go from here?

Staff Recommends

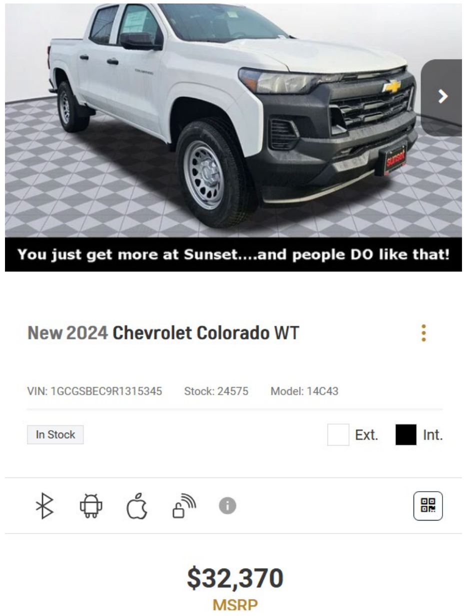
- Form a Transportation Benefit District for all of Sumner.
- Use the 0.1% Sales Tax Option available with a Council vote.
- Generates $800,000 - $850,000 per year for transportation construction, maintenance.
- Renewable after 10 years.

What It Would Do

Provide stable funding source for roads, transit service, sidewalks, transportation demand management. Costs can be for construction, maintenance, and operation.

Provides funding to keep current levels of maintenance without falling behind.

Impacts to Consumer/Business



Current Sales Tax: $3,172.26
Proposed Sales Tax: $3,204.63
Difference: $32.37

Current Sales Tax: $81.51
Proposed Sales Tax: $82.37
Difference: $0.86

Current Sales Tax: $7.60
Proposed Sales Tax: $7.68
Difference: $0.08

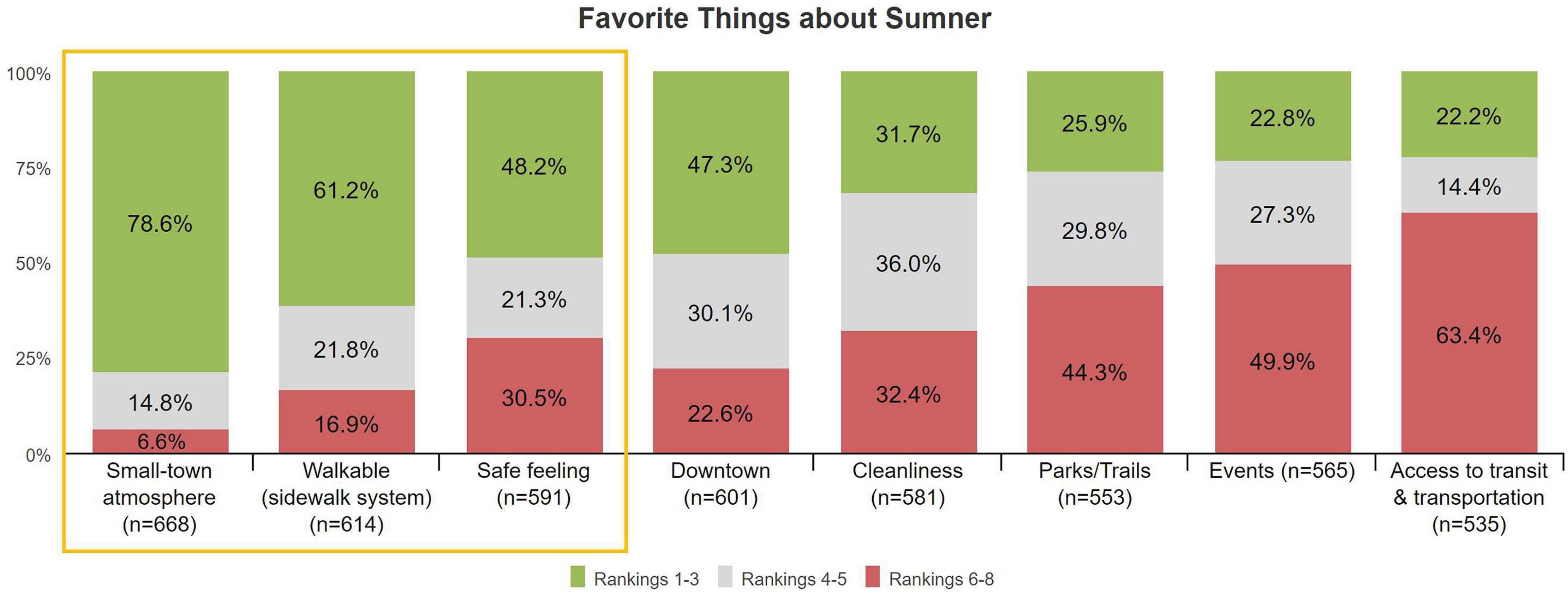
Why Is This Important?

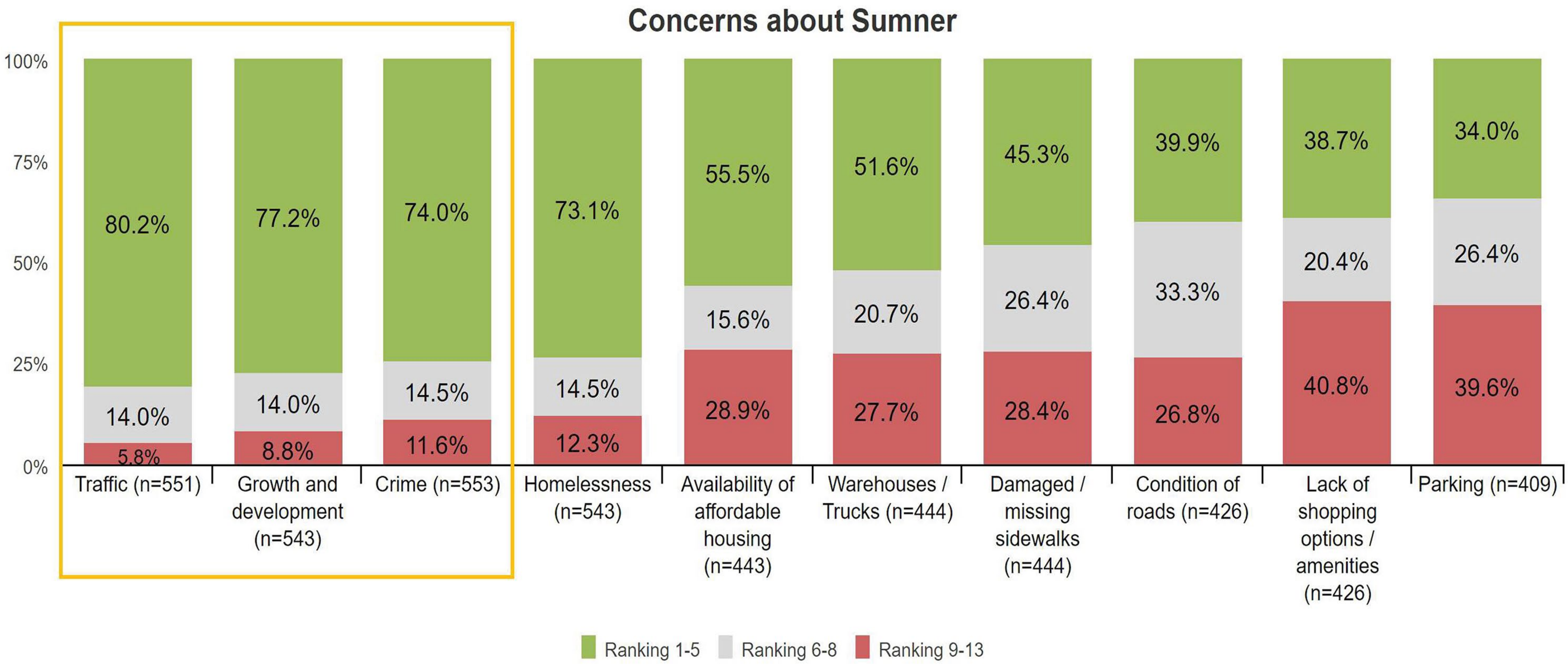
Fulfills public's priorities & requests.

Dedicated, long-term funding source for critical maintenance of City's streets, avoiding costly construction later.

Lessens ever-tightening squeeze on limited property tax revenue for other priorities – i.e. parks, public safety.

Fulfills public's expectations


Favorite Things about Sumner
100%
75%
50%
25%
0%
78.6%
14.8%
6.6%
61.2%
21.8%
16.9%
48.2%
21.3%
30.5%
47.3%
30.1%
22.6%
31.7%
36.0%
32.4%
25.9%
29.8%
44.3%
22.8%
27.3%
49.9%
22.2%
14.4%
63.4%
Small-town atmosphere (n=668)
Walkable (sidewalk system) (n=614)
Safe feeling (n=591)
Downtown (n=601)
Cleanliness (n=581)
Parks/Trails (n=553)
Events (n=565)
Access to transit & transportation (n=535)
Rankings 1-3
Rankings 4-5
Rankings 6-8



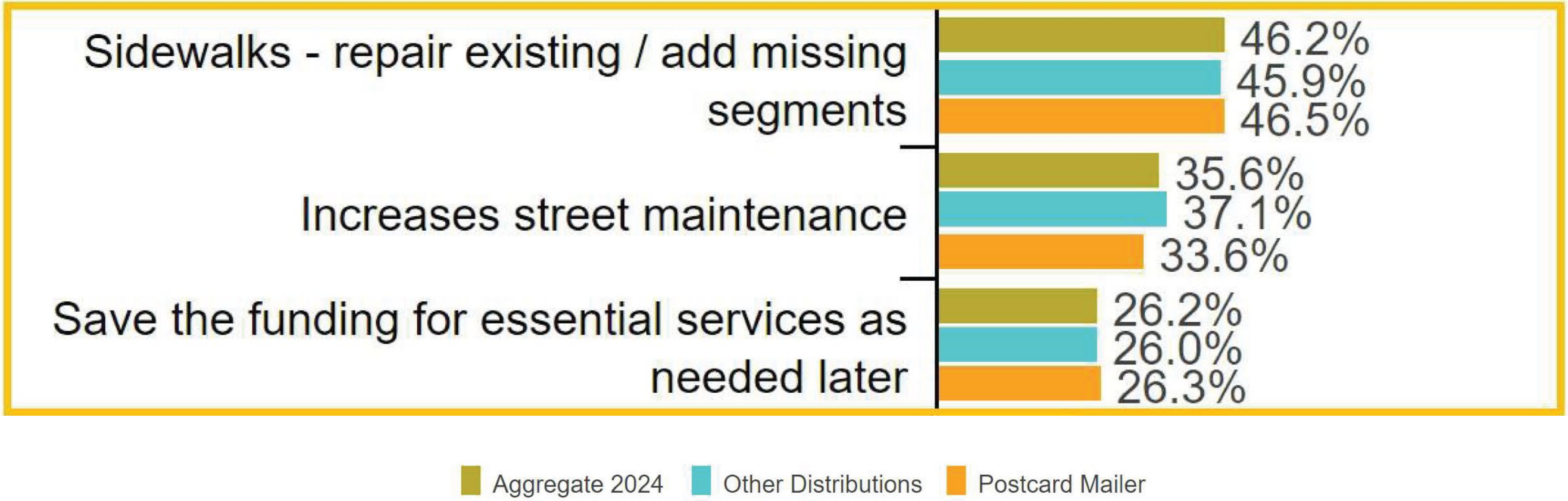
Concerns about Sumner
100%
75%
50%
25%
0%
80.2%
14.0%
5.8%
77.2%
14.0%
8.8%
74.0%
14.5%
11.6%
73.1%
14.5%
12.3%
55.5%
15.6%
28.9%
51.6%
20.7%
27.7%
45.3%
26.4%
28.4%
39.9%
33.3%
26.8%
38.7%
20.4%
40.8%
34.0%
26.4%
39.6%
Traffic (n=551)
Growth and development (n=543)
Crime (n=553)
Homelessness (n=543)
Availability of affordable housing (n=443)
Warehouses / Trucks (n=444)
Damaged / missing sidewalks (n=444)
Condition of roads (n=426)
Lack of shopping options / amenities (n=426)
Parking (n=409)
Ranking 1-5
Ranking 6-8
Ranking 9-13

Budget Priorities Survey – Summer 2024

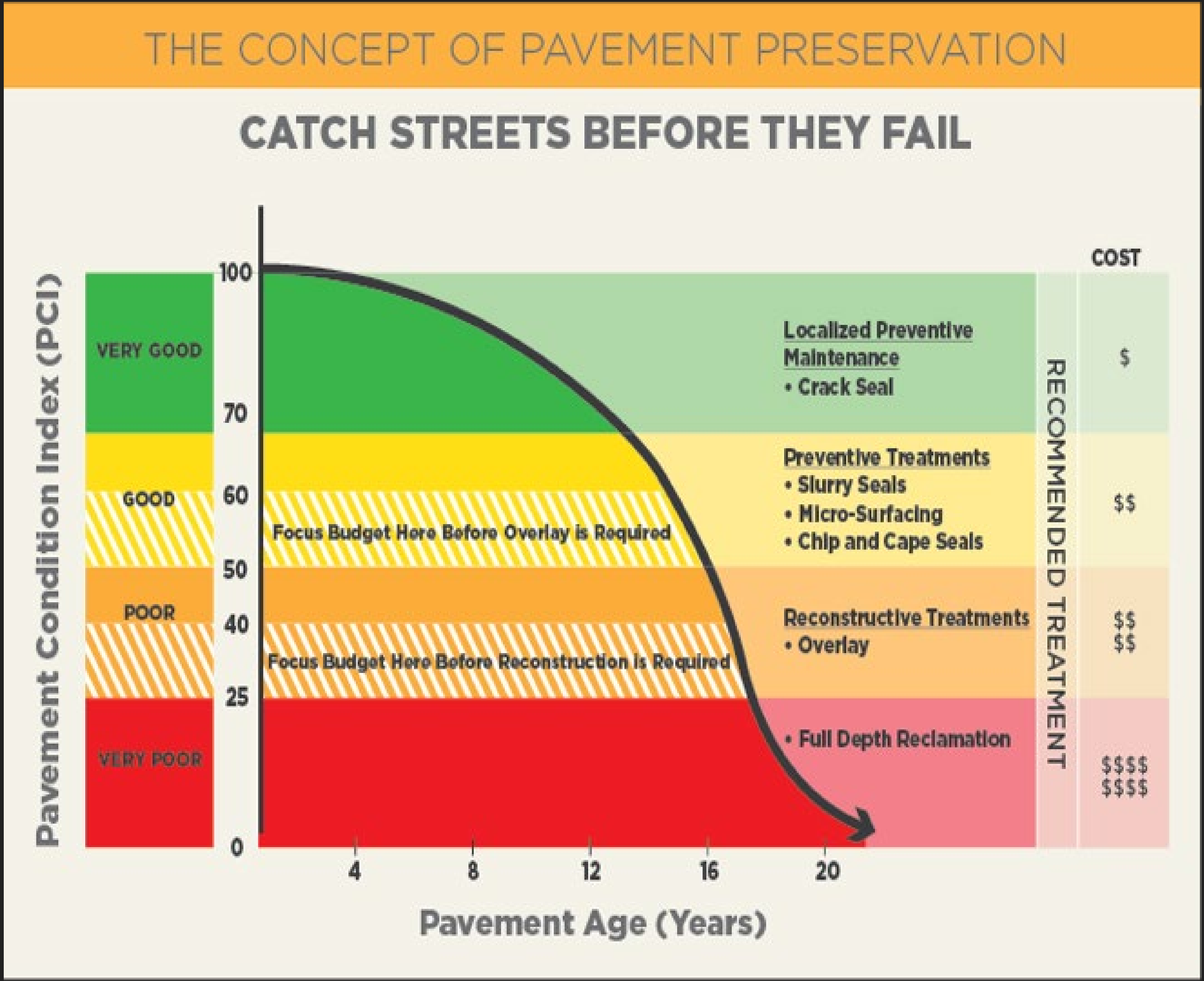
	Total "Satisfied"
Senior Center	89.0%
Quality of Sumner's parks & trails	88.9%
Type & variety of community programs and events	87.4%
Quality & taste of the drinking water	82.9%
Your ability to get to other places from Sumner (non-commute times)	79.9%
Type & variety of employers in Sumner	79.8%
Police services	79.3%
Condition of roads & streets	69.5%
Type & variety of restaurants, shops & services	67.8%
Your ability to get around Sumner (commute times)	67.5%
Your ability to get to other places from Sumner (commute times)	61.8%

Aggregate of "very satisfied" and "somewhat satisfied" without "don't know / unsure" responses

Preferred One-Time Revenue Project



Dedicated funds for critical maintenance


THE CONCEPT OF PAVEMENT PRESERVATION
CATCH STREETS BEFORE THEY FAIL
Pavement Condition Index (PCI)
VERY GOOD
GOOD
POOR
VERY POOR
100
70
60
50
40
25
0
Focus Budget Here Before Overlay is Required
Focus Budget Here Before Reconstruction is Required
4
8
12
16
20
Pavement Age (Years)
Localized Preventive Maintenance
• Crack Seal
Preventive Treatments
• Slurry Seals
• Micro-Surfacing
• Chip and Cape Seals
Reconstructive Treatments
• Overlay
• Full Depth Reclamation
RECOMMENDED TREATMENT
COST
$
$$
$$ $$
$$$$ $$$$

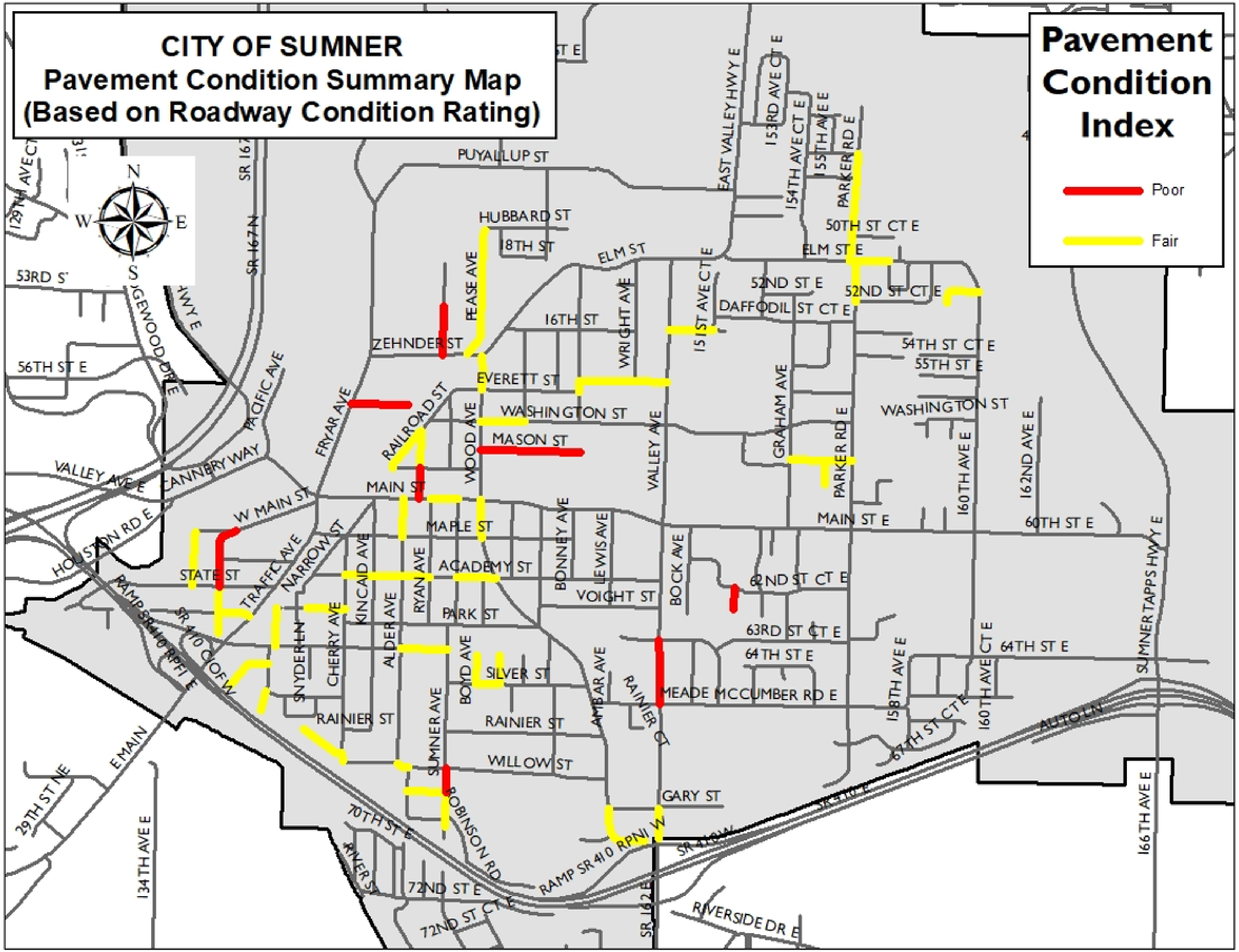
14

Construction

Maintenance

PLUS

- Compared to construction, maintenance minimizes negative impacts for neighboring homes, businesses & traffic.
- Other potential funding sources—grants, impact fees, REET—usually cover construction only and do not allow for maintenance costs.


CITY OF SUMNER
Pavement Condition Summary Map
(Based on Roadway Condition Rating)
Pavement Condition Index
Poor
Fair
PUYALLUP ST
HUBBARD ST
18TH ST
ELM ST
16TH ST
ZEHNDER ST
EVERETT ST
WASHINGTON ST
MASON ST
MAIN ST
W MAIN ST
MAPLE ST
ACADEMY ST
STATE ST
VOIGHT ST
PARK ST
SILVER ST
RAINIER ST
WILLOW ST
GARY ST
MEADE MCCUMBER RD E
MAIN ST E
60TH ST E
64TH ST E
AUTO LN
VALLEY AVE E
CANNERY WAY
HOUSTON RD E
PACIFIC AVE
FRYAR AVE
RAILROAD ST
WOOD AVE
PEASE AVE
WRIGHT AVE
VALLEY AVE
BONNEY AVE
LEWIS AVE
BOCK AVE
GRAHAM AVE
PARKER RD E
EAST VALLEY HWY E
SUMNER TAPPS HWY E
70TH ST E
72ND ST E
RIVERSIDE DR E
ROBINSON RD
SUMNER AVE
BOYD AVE
ALDER AVE
CHERRY AVE
KINCAID AVE
RYAN AVE
SNYDER LN
TRAFFIC AVE
NARROW ST
53RD ST
56TH ST E
166TH AVE E
134TH AVE E
29TH ST NE
E MAIN


U-HAUL


E
S
N
W
STOP
STOP
Sep 1

Grant funding looks for regional impacts, like Traffic Avenue interchange, and can’t be used for residential roads, maintenance.

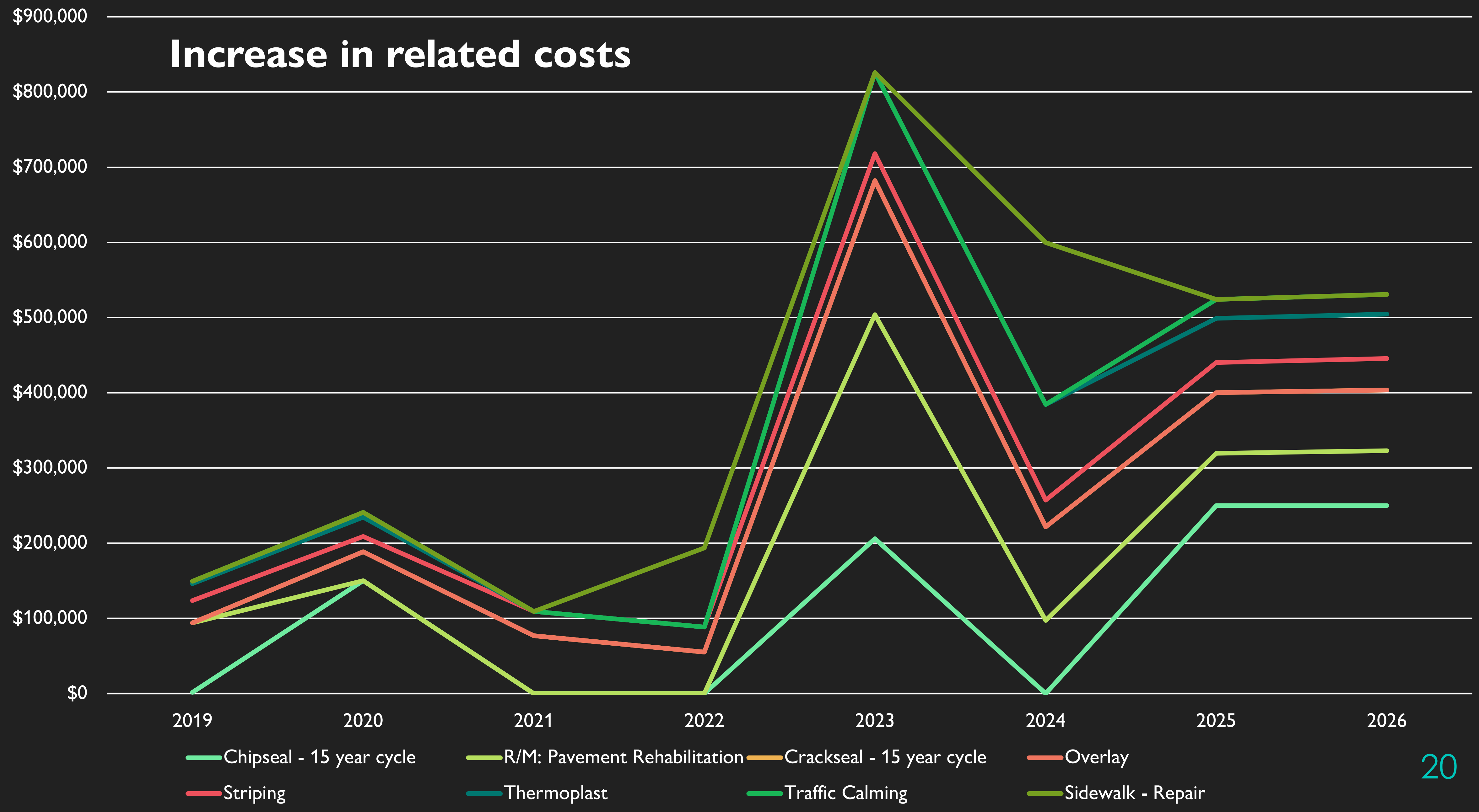
CAUTION

REALITY CHECK:

While a TBD brings in “new” funding, maintenance costs also continue to rise.

Adding a TBD most likely protects the City’s ability to continue affording our current levels of maintenance and likely will not add a lot of new or expanded road projects.

Increase in related costs



20

And people are noticing.

Rather than rising costs driving a "scattershot" method to band-aid the worst of the worst, a TBD would bring a dedicated, long-term strategy for ongoing road maintenance.

* While maintenance would be the primary purpose of TBD funds, staff recommend keeping the option open for funding large projects as needed.

In cases like Stewart Road where bids came in higher than expected, such funding could be used, even in small amounts, to protect millions of grant funding for large projects.

Lessens squeeze on limited revenue for other priorities

Alternative 1 – Car Tabs

NOT RECOMMENDED BECAUSE

- Political "third rail," most hated of taxes because of initiative history.
- Expected revenue from Councilmanic portion would be far less than the sales tax option.
- Only City of Seattle has been able to pass voter-approved car tabs.
- Unfair burden on Sumner residents, missing others using our roads.

Alternative 2 – 0.3% Sales Tax

NOT RECOMMENDED (AT THIS TIME) BECAUSE

- Additional burden on taxpayers/businesses.
- Requires a vote of the people. If voted down, makes even 0.1% essentially not a viable option.
- If the City chooses to pursue the 0.3% vote in the future, a period of 0.1% would provide real-world details and keep the discussion from having to be theoretical.
- The vote may become more about taxes in general and lose focus on the real issue at hand.
- There is a cost to running a vote of the people, and you never know how much until you file as the cost is split among items sharing the ballot.

Process from Here – TBD is TBD

TONIGHT: Council Feedback, agree or change?

→

Form the TBD
- Notice
- Public Hearing
- Ordinance

→

Assume the TBD
- Notice
- Public Hearing
- Ordinance

→

Funding the TBD*
- Ordinance

* Assumes pursuit of options not requiring a vote of the people. Choosing one of those options would change this process.

CITY COUNCIL AGENDA CALENDAR Updated February 19, 2025

CA – CONSENT AGENDA **ES** – EXECUTIVE SESSION **NB** – NEW BUSINESS
UB – UNFINISHED BUSINESS **P** – PRESENTATION **PH** – PUBLIC HEARING **PR** - PROCLAMATION

2025 All Staff Meetings / Events
- August 5th (BBQ)
- September 23rd
- December 10th (Breakfast)

MARCH 3 (RCM)
CA Hops Alley Construction Contract Award
CA 2025 Computer Purchase
CA Elm Street Sidewalks - Construction Change Order
PH Ordinance No. XXXX - Adopting New Residential Target Area for MFTE in East Sumner *(RW)*
NB Ordinance No. XXXX – First Quarter Budget Amendment *(KR)*

MARCH 10 (SS)

MARCH 17 (RCM)
UB Ordinance No. XXXX - Adopting New Residential Target Area for MFTE in East Sumner *pc*
CA Valley Ave Overlay - Design Consultant Contract
CA Heritage Park Remediation – Consultant Services Amendment

MARCH 24 (SS)
- Bill Heath Sports Complex

APRIL 7 (RCM)
CA White River Restoration Project Phase II Contract Award
CA Resolution XXXX Setting public hearing for 142nd Ave E Partial ROW Vacation *(AM)*

APRIL 14 (SS)
APRIL 21 (RCM)
APRIL 28 (SS)

Pending

MISC.	MISC.	MISC.
Ordinance – Updating Short Plat Amendment Process (Legal)	Ordinance – Refuse Collection (Code Enforcement) (Doug)	
CA State Homeland Security Program Grant Acceptance for Small Unmanned Aerial System (PD)	Public Memorial Policy (Ryan W.)	Water Cross Connection Control Code Update (Doug)
Ordinance Insurance Requirements (MC)	Heritage Park Right of Way Vacation	MFG Home Park Overlay Zone (Ryan W.)
Sign Code Update (off premise) (Ryan W.)	School Impact Fee Update (Doug)	CTR Adoption (June 16) (Ryan W.)
Sk8 Park (CD and Jeff S.)	Cultural Arts Commission	

MARCH 2025

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1
3 6:00PM **Regular Council Meeting** (Hybrid)	4 4:00PM **Public Works Committee** (Hybrid)	5	6 6:00PM **Planning Commission**	7	8
10 6:00PM **Study Session** (Hybrid)	11	12 6:00PM **Design Commission**	13 ~~4:00PM~~ ~~**Finance Committee**~~ 4:30PM **Forestry/Parks Commission** (Hybrid)	14	15
17 6:00PM **Regular Council Meeting** (Hybrid)	18	19 4:00PM **Public Safety** (Hybrid)	20 4:00PM (Date Change) **Finance Committee** (Hybrid)	21	22
24 6:00PM **Study Session** (Hybrid) 31	25	26 4:00PM **CD Committee** (Hybrid)	27 6:00PM **Cultural Arts Commission** (Hybrid)	28	29

Meeting dates and times may change. Please contact City Hall to confirm this information prior to any meeting you plan to attend. ***These meetings are accessible to persons with disabilities.*** *For individuals who require special accommodations, please contact City Hall at (253) 299-5500, 24 hours in advance.*

Name: Michelle Converse, CMC

Title: City Clerk

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