



SCA Public Issues Committee AGENDA

February 6, 2013 – 7:00 PM
Renton City Hall
Council Chambers, 7th Floor
1055 S. Grady Way - Renton, WA 98057

Pre - PIC Meeting 6:00 PM SCA Small Cities Subcommittee

Small Cities discussion led by Mayor Dave Hill, Algona and Councilmember Barre Seibert, Clyde Hill regarding how SCA can continue to support small cities.

1. **Welcome and Roll Call** – Deputy Mayor Mia Gregerson, SeaTac - Chair 3 minutes
2. [Approval of minutes – January 9, 2013 meeting](#) 3 minutes
3. **Chair’s Report** – Deputy Mayor Mia Gregerson, SeaTac 5 minutes
4. **Executive Director’s Report** – Deanna Dawson, SCA 10 minutes
5. [Recommendation from the PIC Nominating Committee](#)
ACTION ITEM 3 minutes
Mayor Jim Haggerton, Tukwila - Chair PIC Nominating Committee
6. [SCA Potential Position Regarding South County Transfer Station](#)
ACTION ITEM 15 minutes
Mayor Pete Lewis, Auburn
(3 minute update, 12 minute discussion)
7. [Report on Third Party Review of the Briscoe-Desimone Levee](#)
DISCUSSION 15 minutes
Kjristine Lund, Executive Director of the King County Flood Control District
(5 minute update, 10 minute discussion)
8. [Regional Transit Committee Update to the Strategic Plan and Guidelines](#)
DISCUSSION 10 minutes
Monica Whitman, SCA
(3 minute update, 7 minute discussion)

9. Proposal for an Economic Development Subcommittee

DISCUSSION

5 minutes

Councilmember Jamie Perry, Kent
(2 minute update, 3 minute discussion)

10. Potential Items Coming Before the PIC in 2013

DISCUSSION

10 minutes

Monica Whitman, SCA
(3 minute update, 7 minute discussion)

11. Information Items

- a) [Single Adult Shelter Task Force Report – Committee to End Homelessness](#)

12. Upcoming Events

- a) Next SCA Public Issues Committee meeting – February 13, 2013 7:00 PM at Renton City Hall
- b) Next SCA Networking Dinner — February 20, 2013 5:30 PM Tukwila Embassy Suites

13. For the Good of the Order

14. Adjourn

Did You Know?

Several SCA members participated in the 33rd annual One Night Count of homeless people in King County on Friday, January 25, 2013. The King County Coalition on Homelessness organized more than 800 volunteers who fanned out across the county to count the number of men, women and children who were homeless and sleeping outdoors without shelter between 2:00 and 5:00 a.m. They counted people trying to survive in cars and tents, riding late night buses, or curled up in blankets under bridges or in doorways.

At least 2,736 men, women, and children were without shelter during the three hour street count. This number is an increase of 5% over those found without shelter last year. This number is always assumed to be an undercount, because the coalition does not count everywhere, and because many people take great care not to be visible.

Sound Cities Association

Mission

To provide leadership through advocacy, education, mutual support and networking to cities in King County as they act locally and partner regionally to create livable vital communities.

Vision

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

Values

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

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



SCA Public Issues Committee DRAFT Minutes

**January 9, 2013 – 7:00 PM
Renton City Hall Conferencing Center
1055 S. Grady Way - Renton, WA 98057**

1. Welcome and Roll Call and Introduction of Members

Mia Gregerson, Chair, called the meeting to order at 7:02 p.m. Twenty-seven cities had representation. See [Attachment A](#) to these minutes. Guests present include: Councilmember Paul Winterstein, Issaquah; Councilmember Doug Osterman, Normandy Park & WRIA 9 Coordinator; Councilmember John Stilin, Redmond; Councilmember Don Gerend, Sammamish; Councilmember Ed Prince, Renton; Diane Carlson, King County Executive's Office; and Kimberly Matej, Tukwila Government Relations Manager.

Chair Gregerson welcomed SCA's two newest member cities: Mercer Island, represented by Councilmember Tana Senn; and Carnation, represented by Mayor Jim Berger. She also welcomed 2013 PIC Vice-Chair, Mayor Bernie Talmas, Woodinville.

Chair Gregerson invited members to introduce themselves and to share some of the reasons they choose to serve on the PIC. Several members spoke about the value of networking with other City Councilmembers and Mayors; finding solutions to common problems; the ability to discuss and have an impact on issues of regional importance; and the opportunity to share the latest information on regional plans and policies with their councils.

2. Approval of the December 12, 2012 Minutes

Hank Margeson, Redmond, moved, seconded by Dave Hill, Algona, to approve the December 12, 2012 meeting minutes. The motion passed unanimously.

3. Chair's Report

Chair Gregerson proposed moving Item 8, SCA Potential Position Regarding South County Transfer Station, to the February agenda. Pete Lewis, Auburn, the author of Item 8, was unable to attend the meeting. ED Dawson noted there would not be a negative impact as the Board of Directors would not be meeting before February. Dave Hill, Algona, moved, seconded by Ross Loudanback, North Bend, to move Item 8 to the February 6, 2013 meeting of the PIC. The motion passed. Redmond, Shoreline, and Kirkland voted no.

Chair Gregerson restated the Sound Cities Mission and Vision Statement. In an effort to be transparent and to ensure that all members know how the PIC operates, Chair Gregerson also gave a brief overview of the PIC operating policies and procedures, highlighting: the membership, meeting schedule, quorum and voting rights, and agenda development. She outlined how issues are brought forward to the PIC and how the process works to move an issue forward. She also reviewed how PIC subcommittees are appointed.

Chair Gregerson reported that since the last meeting, the North and Snoqualmie Valley caucus met to elect their 2013 Board representatives. She congratulated Snoqualmie Mayor Matt Larson and Kirkland Councilmember Bob Sternoff on their reappointments to the SCA Board of Directors.

4. Executive Director's Report

Deanna Dawson, SCA Executive Director, explained that in an effort to be more efficient and to optimize resources, minutes will be taken by SCA policy staff at tonight's meeting.

ED Dawson shared with the PIC the work of the January 4, 2013 SCA Board retreat. The current Board leadership was re-elected for a second term: President Denis Law, Mayor of Renton; Vice President Bob Sternoff, Kirkland Councilmember, Treasurer Don Gerend, Sammamish Councilmember; Director-at-Large Jamie Perry, Kent Councilmember;

In response to feedback from individual SCA caucuses, the Board confirmed SCA's focus on specific areas including: transportation funding, economic development, onerous public records requests, and improving engagement with constituents.

The Board will also continue to focus on communications and outreach, member recruitment and retention, and building organizational infrastructure in 2013. 2013 Goals established by the Board include: launch of the new website, development of a social media presence, more communication of policy positions to regional leaders, increased income, retention of all current members, enhanced technology for staff, seek technology partnerships, and ensure that SCA has a financial policy regarding operating reserves.

ED Dawson spoke about a number of upcoming issues, including the levies that will be before voters in 2013, including: levies for Parks, Emergency Medical Services (EMS), and potentially Human Services. SCA will be seeking feedback from PIC members on levy priorities and will likely hold a workshop on levies to help cities get the information they need to be able to establish those priorities.

ED Dawson also gave an update on Public Safety Answering Points (PSAP) consolidation. The report has been delayed. There were inaccuracies in the first draft that are being addressed by GeoComm Consultants. The county is engaging a facilitator for the PSAP consolidation discussion. Each PSAP will be asked to provide a representative for those discussions. It was noted that the Regional Law, Safety and Justice Committee is working on adding PSAP consolidation to their agenda. SCA staff will follow up with the committee chair.

5. Small Cities Committee Update

ED Dawson met with Dave Hill, Algona, and Barre Seibert, Clyde Hill, regarding the Small Cities Subcommittee. ED Dawson gave an overview of the history of the Small Cities Subcommittee. There was a discussion regarding the definition of a small city. Generally, small cities self-identify as 15,000 or less. All cities are welcome to participate.

Dave Hill, Algona, stated, the intent of the committee is to share information and have a chance to interact. Barre Seibert, Clyde Hill, noted that they would like to have attendance from new city representatives as well. The Small Cities Subcommittee will be meeting prior to

the February 6, 2013 PIC meeting, at 6:00 PM, to discuss how SCA can continue to support small cities and the forum for future meetings.

6. Public Policy Position Regarding Public Records Request

Hank Margeson, Redmond, moved, seconded by Shawn McEvoy, Normandy Park, to recommend to the SCA Board of Directors that:

SCA is committed to open and transparent government and to upholding the intent of the Public Records Act. SCA supports the legislative efforts of the Association of Washington Cities (AWC) and others to help relieve the onerous cost burdens associated with Public Records Requests that are harassing, frivolous, or overly burdensome.

Hank Margeson, Redmond suggested that a set of best practices regarding public records request be created. There was a discussion about 2013 public records legislation and Toby Nixon, Kirkland, provided information about an upcoming bill. The primary bill being brought forward will have two parts, 1) agencies will have the ability to get an injunction; and 2) it will contain a safe harbor provision, if a city were to devote a certain portion of their budget to public disclosure requests, then they would be deemed safe from financial penalties.

UPDATED INFORMATION: AWC is focusing its advocacy on two bills in the current legislative session. Information on both can be found at <http://www.awcnet.org/LegislativeAdvocacy/BillTracker.aspx>.

The motion passed unanimously.

7. Policy Recommendation from the PIC Watershed Investment District (WID) Subcommittee

Andy Rheame, Bothell, gave a report back from the PIC WID subcommittee. In December, the PIC approved bringing back the following position; that SCA support a study by the Washington State Legislature on the concept of a watershed investment authority.

The subcommittee met with Representative Larry Springer to consult with him on the process moving forward. Representative Springer is very supportive of the strategy and said that convening a broad stakeholder group is a strategy that has worked well in the past. He offered to work with his caucus on the idea of convening such a group to work towards drafting a consensus bill prior to the 2014 legislative session. Representative Springer also offered to talk to Representative Pat Sullivan, who has a leadership role in the House. He will help SCA determine where the best place in the legislature is for this task and how to best accomplish it. Subcommittee members are in agreement that the main focus of a stakeholder group should be funding sources and governance structure. As a result, the subcommittee recommended a friendly amendment to the existing policy position, to include the formation of a stakeholder group rather than a study bill.

Andy Rheame, Bothell, moved, seconded by Hank Margeson, Redmond, to recommend to the SCA Board of Directors that:

SCA supports the formation of a stakeholder group by the Washington State Legislature, as the means to reach consensus on bill language regarding watershed investment authorities, to be introduced in the 2014 legislative session.

Shoreline raised a concern about the creation of another junior taxing district and discussion of the need for a dedicated funding source. There was a general discussion about the remarkable work performed by WRIA 9 and the value of making this a more regional effort.

The motion passed unanimously.

8. Potential Action on South County Transfer Station

This item was previously moved to the February 6, 2013 meeting agenda – see Chair’s Report.

9. Update on Solid Waste Interlocal Agreement (ILA)

ED Dawson asked if there were any remaining questions regarding the Solid Waste ILA. All cities have received a copy of the ILA. She spoke to staff at a number of cities and will be speaking to more cities. She reiterated that she and county staff are available to come speak at any city’s council meeting. ED Dawson also reminded members that the county is asking cities to sign a non-binding statement of interest by January 31st.

There was a discussion about King County’s outreach efforts on the ILA and appreciation expressed for the work accomplished by SCA on the interlocal. ED Dawson encouraged members to look at the new ILA compared to the existing version to see the benefits, particularly the additional protection afforded to cities in the liabilities section.

10. Upcoming Events

- a) Next SCA Public Issues Committee Meeting – February 6, 2013, 7:00 PM at Renton City Hall - note date change – first Wednesday
- b) 2013 SCA Committee Appointee Orientation – January 23, 2013, 6:30 PM at SeaTac City Hall Council Chambers – ED Dawson encouraged all PIC members to come as issues that are discussed will likely come to the PIC at some point.

For the Good of the Order

Hank Margeson, Redmond, announced that on January 25th at 1:30 AM, the One Night Homeless Count will be held in a number of cities. He encouraged all members to participate. It is eye opening seeing the face of homelessness in our cities. To find out more, go to http://www.homelessinfo.org/one_night_count/.

Dave Hill, Algona, reminded members to send staff high resolution pictures for the SCA web site.

Adjourn

The meeting was adjourned at 8:20 p.m.

**2013 Roll Call – Public Issues Committee Meeting
January 9, 2013**

City	Representative	Alternate	Other	Staff
Algona	Dave Hill	Lynda Osborn		
Auburn	Pete Lewis	Nancy Backus	Bill Peloza	
Beaux Arts	Richard Leider			
Black Diamond	Rebecca Olness			
Bothell	Andy Rheaume	Tom Agnew		
Burien	Jerry Robison	Bob Edgar		
Carnation	Jim Berger			
Clyde Hill	Barre Seibert	George Martin		
Covington	Marlla Mhoon	Margaret Harto		
Des Moines	Matt Pina	Melissa Musser		
Duvall	Amy Ockerlander	Will Ibershof		
Enumclaw	Liz Reynolds			
Federal Way	Jeanne Burbidge			
Hunts Point	Fred McConkey			
Issaquah	Tola Marts	Paul Winterstein		
Kenmore	David Baker			
Kent	Jamie Perry	Dennis Higgins		
Kirkland	Toby Nixon	Amy Walen		
Lake Forest Park	Sandy Koppenol	Tom French		
Maple Valley	Layne Barnes	Erin Weaver		
Mercer Island	Tana Senn	Bruce Bassett		
Milton	Jim Manley	Debra Perry		
Newcastle	Lisa Jensen	Rich Crispo		
Normandy Park	Shawn McEvoy	Susan West	Doug Osterman	
North Bend	Ross Loudenback	Ken Hearing		
Pacific	Leanne Guier	John Jones		
Redmond	Hank Margeson	John Stilin		
Renton	Rich Zwicker	Ed Prince		
Sammamish	Tom Vance	Tom Odell	Don Gerend	
SeaTac	Mia Gregerson	Tony Anderson		
Shoreline	Chris Roberts	Chris Eggen		
Skykomish	Henry Sladek			
Snoqualmie	Kingston Wall	Matt Larson		
Tukwila	Jim Haggerton	Kate Kruller		Kimberly Matej
Woodinville	Bernie Talmas	Susan Boundy-Sanders		
SCA				Deanna Dawson Monica Whitman Doreen Booth

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



February 6, 2013
SCA PIC Meeting

Item 5:

Recommendation from the PIC Nominating Committee

Action Item

SCA Staff Contact

Deanna Dawson, Executive Director, office 206-433-7170, deanna@suburbancities.org

This item is an Action item. The PIC Nominating Committee will be making a recommendation regarding two alternate seats on the King County Flood Control District Advisory Committee. There are currently two vacant unexpired two-year terms ending on 12/31/13.

Background Information

As required by Ordinance, a seat from each of the South County jurisdictions and East County jurisdictions must be filled. The eligible South County jurisdictions include: Burien, Des Moines, Federal Way, Milton, Normandy Park, Pacific, and SeaTac. The eligible East County jurisdictions include: Black Diamond, Enumclaw, and Maple Valley. This committee only allows appointments of elected officials.

The KCFCDAC is charged with providing the King County Flood Control District Board of Supervisors with expert policy advice on regional flood protection issues, including annual recommendations on the District's work program and budget.

The KCFCDAC is composed of both permanent and rotating (two-year) members. The 10 permanent seats on the committee are held by each mayor, or council member alternate designated by the mayor, of Tukwila, Auburn, Kent, Renton, Snoqualmie, North Bend, Carnation, Seattle and Bellevue. The King County Executive is the tenth permanent member of the committee. Four of the rotating seats are held by mayors or city council members as nominated by the SCA. SCA also recommends four alternates.



February 6, 2013
SCA PIC Meeting

Item 6:

Solid Waste Transfer Station – South County

Action Item

SCA Staff Contact

Deanna Dawson, Executive Director, office 206-433-7170, deanna@suburbancities.org.

Potential Action Item

The following proposed public policy position concerning the proposed South County transfer station was brought forward by Pete Lewis at the November 7, 2012 PIC meeting. This item was initially scheduled for action in January and moved, by motion, to the February 6, 2013 meeting of the PIC.

Over the past several years, tonnage in the King County solid waste system has declined significantly in part due to the economy but also due to the increase in recycling creating what appears to be a new normal.

We believe this “new normal” requires a second look at the capacity needs of the system. It has been nearly seven years since the system alternatives were analyzed. Solid Waste Division’s current tonnage forecast for year 2030 is about 600,000 tons lower than the former forecast. By the time the proposed stations reach the end of their expected useful lives, they will be utilizing about 42% of their total capacity.

The Suburban Cities Association supports removing the planned South King County transfer station capital project from the Transfer Station Plan saving over \$70 million dollars for the ratepayers of King County.

Background Information

The city of Auburn has prepared background information on the proposed policy; it is included here as **Exhibit A**. King County Solid Waste has prepared a fact sheet on the South County Transfer Station and an overview of the transfer station system; it is included here as **Exhibit B**.

At the December 12, 2012 meeting of the PIC, during discussion of the proposed motion, Jeanne Burbidge, Federal reported that Federal Way staff prepared two handouts (Attachment C and D) outlining the City of Federal Way’s concerns. Jeanne Burbidge, Federal Way, moved, seconded by Dave Hill, Algona, to postpone this issue to the next meeting of the PIC so that information can be discussed amongst staff. Federal Way requested that SCA member cities take this new information back to their council and city staff for discussion and possible further

research. The motion passed. Bothell, Issaquah, Kirkland, North Bend, Redmond, Shoreline, and Snoqualmie voted no.

Additional Information

In September of 2006, King County issued a Solid Waste Transfer and Waste Export System Plan. That plan can be found at <http://your.kingcounty.gov/solidwaste/about/Planning/documents/Transfer-Waste-Export-Plan.pdf>. One of the Plan's recommendations is to: Modernize the transfer system, including the addition of waste compactors, to accommodate a growing population and industry changes and to provide efficient and cost-effective services to customers. To do this, the plan recommended constructing 4 new transfer stations, retaining 5 existing transfer stations [Enumclaw; Shoreline, Vashon, Cedar Falls (drop box facility), Skykomish (drop box facility)] and closing 3 transfer stations (Algona, Houghton, Renton) when replacement facilities are completed. SCA supported the adoption of the Solid Waste Transfer and Waste Export System Plan in September 2007.

King County's most recent schedule for Transfer System Renovations

- *Bow Lake* – New Transfer Station opened in July 2012 for business, site completion in late 2013
- *Factoria* – New Transfer Station will be constructed at existing location, construction to begin in 2014; new station open in 2016.
- *Northeast Lake Washington* – Siting process will begin in 2013. Design and permitting is proposed to take place in 2015-16; construction in 2017-18; facility opening in 2019.
- *South County* – New Transfer Station environment review began in late 2012. Design and permitting is proposed to take place in 2013-14; construction in 2016-17; facility opening in 2018.

Councilmember Hank Margeson, Redmond also provided additional information regarding this item. Margeson received the Solid Waste Divisions Transfer Station Volume Data from 2011 (Attachment E) from the King County Solid Waste's Annual Report. Essentially it shows the volume (in tons and trips) to each transfer station in 2011. The Solid Waste division estimates that approximately 89% of the trips would flow to Bow Lake and 11% to Enumclaw. This will result in Bow Lake exceeding self-haul trip capacity on Saturday's over several hours during the day.

Attachments:

- a) [Exhibit A – City of Auburn Background Information](#)
- b) [Exhibit B – King County Background Information](#)
- c) [Attachment C – Federal Way - South King County Transfer Station Siting Process](#)
- d) [Attachment D – Federal Way - Transfer Station Graphic](#)
- e) [Attachment E – Solid Waste Division Transfer Station Volume Data from 2011](#)

As requested by the PIC of SCA, the City of Auburn is providing the following information for members in preparation for the December meeting:

Solid Waste System Capacity

According to the 2011 State Audit report, by the time the proposed stations reach the end of their expected useful lives, they will be utilizing about 42% of their total capacity. We recognize that the tonnage at the Algona site has not declined as significantly as other facilities but we are weighing the overall capacity of a regional system against significant costs to the ratepayers.

Station Costs

The most recent transfer station (Bow Lake) was a \$70 million dollar investment. A South King County site will likely be considerably more given the proposed locations' infrastructure needs and mitigation requirements of the host cities.

Current tonnage rates are close to \$122 per ton. The costs of the Factoria facility have not been added nor have the proposed South King County and North County sites. When completed, tonnage costs could be more than \$150 per ton.

King County Budget 2013-2014

Chair of the Finance Committee, Councilmember McDermott, proposed and it is included in the budget, a proviso requiring “-a report from the Solid Waste Division listing the interlocal agreements approved by cities indicating commitments in the regional solid waste system through at least 2040.”

It also goes on to indicate that “If the report transmitted by the executive does not include enough cities to warrant proceeding with the Solid Waste Transfer and Waste Management Plan, then the executive shall submit a motion recommending that the county seek to reopen a planning effort.”

http://www.kingcounty.gov/operations/auditor/Reports/Dept/~media/operations/auditor/documents/2011Documents/SWD_Report_Final.ashx

<http://www.kingcounty.gov/~media/Council/documents/Budget/2013/KCBudget2013.ashx>
Page 81, Line 1813

Any questions, please contact Mayor Lewis personally at plewis@auburnwa.gov.



*Bow Lake
Conference
Room*
February 6, 2013 PIC



King County

Solid Waste Division

Department of Natural Resources and Parks

King Street Center

201 South Jackson Street, Suite 701

Seattle, WA 98104-3855

206-296-6542

711 TTY Relay

www.kingcounty.gov/solidwaste

The King County Transfer System

- The King County Solid Waste Transfer System consists of eight transfer stations (six urban and two rural) and two rural drop boxes.
- The original purpose of the transfer system was to replace the open, community dump sites in use in the early 1960s, with environmentally safe transfer facilities where garbage could be delivered by curbside collection trucks and self-haulers. From these geographically dispersed transfer sites, garbage could be consolidated into fewer loads for transport to the Cedar Hills Regional Landfill. This practice reduces truck travel time for the commercial collectors, thereby increasing overall efficiency and sustainability.
- While the transfer network has served the region well for almost 50 years, it was not built to accommodate the increase in population that has occurred between the 1960s and today, or the increased emphasis on recycling. Space constraints limit the number of recycling containers and the range of materials that can be recycled at each facility (the Algona and Factoria Transfer Stations do not have recycling). The 1960s' era buildings are not enclosed and changes in the industry have created operational constraints, for example, commercial collection trucks are now larger, making it difficult to accommodate these vehicles in the older stations.
- Using a collaborative, regional approach to solid waste planning, the Solid Waste Division and its advisory committees – the Solid Waste Advisory Committee (SWAC) and the Metropolitan Solid Waste Management Advisory Committee (MSWMAC) – developed a plan to renovate the out-of-date transfer system.
- Five of the urban transfer stations were evaluated using 17 criteria that focused on the level of service to users, the capacity of stations to handle garbage and recyclables both now and in the future, structural integrity, and the effects of facilities on surrounding communities. The advisory committees worked closely with the division to develop and apply the 17 criteria, evaluate options, and formulate recommendations for upgrading the transfer system. This work culminated in the 2006 *Solid Waste Transfer and Waste Management Plan*, which was approved by the King County Council in December 2007. The approved recommendations would have the division replace the Bow Lake and Factoria Transfer Stations at their existing locations, site new facilities in Northeast and South County to replace the Houghton and Algona Transfer Stations respectively, and close the Renton Transfer Station when new facilities are in place.
- New recycling and transfer stations will include design features such as rainwater collection, energy efficient fixtures, space to collect a wide array of recyclables, room for on-site queuing, which reduces traffic impacts on local streets, enclosed buildings, and solid waste compactors. By compacting garbage prior to transport for disposal, truck trips are reduced by about one-third.



King County

Solid Waste Division

Department of Natural Resources and Parks

King Street Center

201 South Jackson Street, Suite 701

Seattle, WA 98104-3855

206-296-6542

711 TTY Relay

www.kingcounty.gov/solidwaste

The Algona Transfer Station

- The Algona Transfer Station is a critical component of the transfer system, serving the cities of Algona, Auburn, Federal Way, and Pacific, and the surrounding unincorporated area of South King County.
- The Algona Transfer Station is almost 50 years old. Based on previous analysis of the timber piles that support the transfer building, and the irreversible nature of timber deterioration, the existing Algona Transfer Station structure has an estimated nine years of remaining life. This is a rough estimate; the service life may be shorter based on unforeseen wear to the piles or to the slab which rests on the piles. The relatively new roof structure has a separate foundation from the rest of the building. The division will commission a new structural analysis in 2013.
- A decision not to replace the Algona Transfer Station would leave South King County with no transfer facility beginning in 2022 or sooner. The added distance that commercial haulers would need to travel to reach a transfer facility would increase the cost of garbage collection for residents and businesses, as well as increase overall traffic in South King County. South King County would be the only area of the county without easy access to safe, reliable, and efficient transfer services, raising concerns around problems such as illegal dumping and issues of equity and social justice for South County citizens.
- The closest transfer facility to the Algona Transfer Station is the Bow Lake Recycling and Transfer Station. It is approximately 11 miles from Algona to Bow Lake. In addition to the cost that would be incurred by South County curbside collection customers and self-haulers due to this added distance, the new Bow Lake facility was not designed to accommodate the additional tonnage that would need to be absorbed. Nor was the additional traffic that would be created around the Bow Lake site anticipated in the environmental review.
- While overall system tonnage has dropped about 20% since 2007, tonnage at Algona has dropped far less – about 11% since 2007.
- When the transfer system was being analyzed in 2004, Algona received about 147,500 tons. In 2011, the station received about 137,500 tons. Even with the tonnage decline, the capacity of the facility does not meet the current need.
- Algona was the only transfer station in the system with higher tonnage in 2011 than in 2010. Based on trends so far this year, tonnage at Algona is expected to be flat in 2012.
- In 2011, Algona was the third busiest transfer station for tonnage, receiving about 13,000 tons less than Houghton, but was the second busiest for transactions with over 134,000 transactions – that is 25,000 more transactions than at Houghton.
- The division's economist forecasts that in 2040 a South County facility would receive about 190,000 tons of refuse.
- A new South County facility would be designed with the new tonnage projections in mind and with flexibility to meet changing needs as recycling increases.

Notes on South King County Transfer Station Siting Process

(Document provided by the City of Federal Way 12/12/2012)

- The City of Federal Way agrees with the concept of taking a second look at capacity needs and seeing how that impacts facility costs.
- The City does not support removing the planned South County Transfer Station from further consideration. The City does not support zeroing-out the projected capital funding (\$61 Million for planning, design and construction) required to construct an appropriately-sized facility to replace the existing Algona station. (Note: \$20 Million is set aside for property acquisition and contingency).
- The Algona Transfer Station is almost 50 years old, and has an estimated nine years of life remaining. It is the second busiest transfer station in the County-wide system, and this disposal capacity will continue to be in demand into the foreseeable future. It experienced the smallest decline in tonnage due to the recession, and is the only station that has seen recent tonnage growth as the economy moves toward recovery.
- The Regional Solid Waste Transfer System map shows the large incorporated/unincorporated area that the South County Transfer Station services. It is a major component of the regional transfer system. A significant, growing population relies on the South Transfer Station, including self-haulers, businesses, and our contracted collection company. The capacity this station provides can't simply be "wished away". Further, the south county would still pay into the cost of the new, more efficient stations in the regional solid waste transfer and disposal system.
- Bow Lake Transfer Station, 11 miles to the north, is the next closest facility. The facility is not designed to take the added volume if the Algona transfer station is not replaced.
- If there is no replacement for the South Transfer Station, the inefficiency will increase solid waste service and collection rates for Federal Way (and south county) ratepayers in the coming years. Costs will increase for labor, fuel, and capital equipment, since it will take extra time to bring loads and queue for dumping at the Bow Lake Transfer Station.
- Waste Management estimates its additional operations costs will total approximately \$1.3 Million annually, plus require additional trucks totaling \$1.2 Million. These costs (plus profit) will be borne by ratepayers. These costs do not account for higher costs also incurred by all self-haulers in the south county, or for the cost of additional illegal dumping abatement resulting from lack of a convenient disposal site.
- The South County Transfer Station siting process should continue to move ahead even if the overall Solid Waste Transfer Plan is revisited.

Figure 2 Locations Of Solid Waste Facilities By Geographic Area

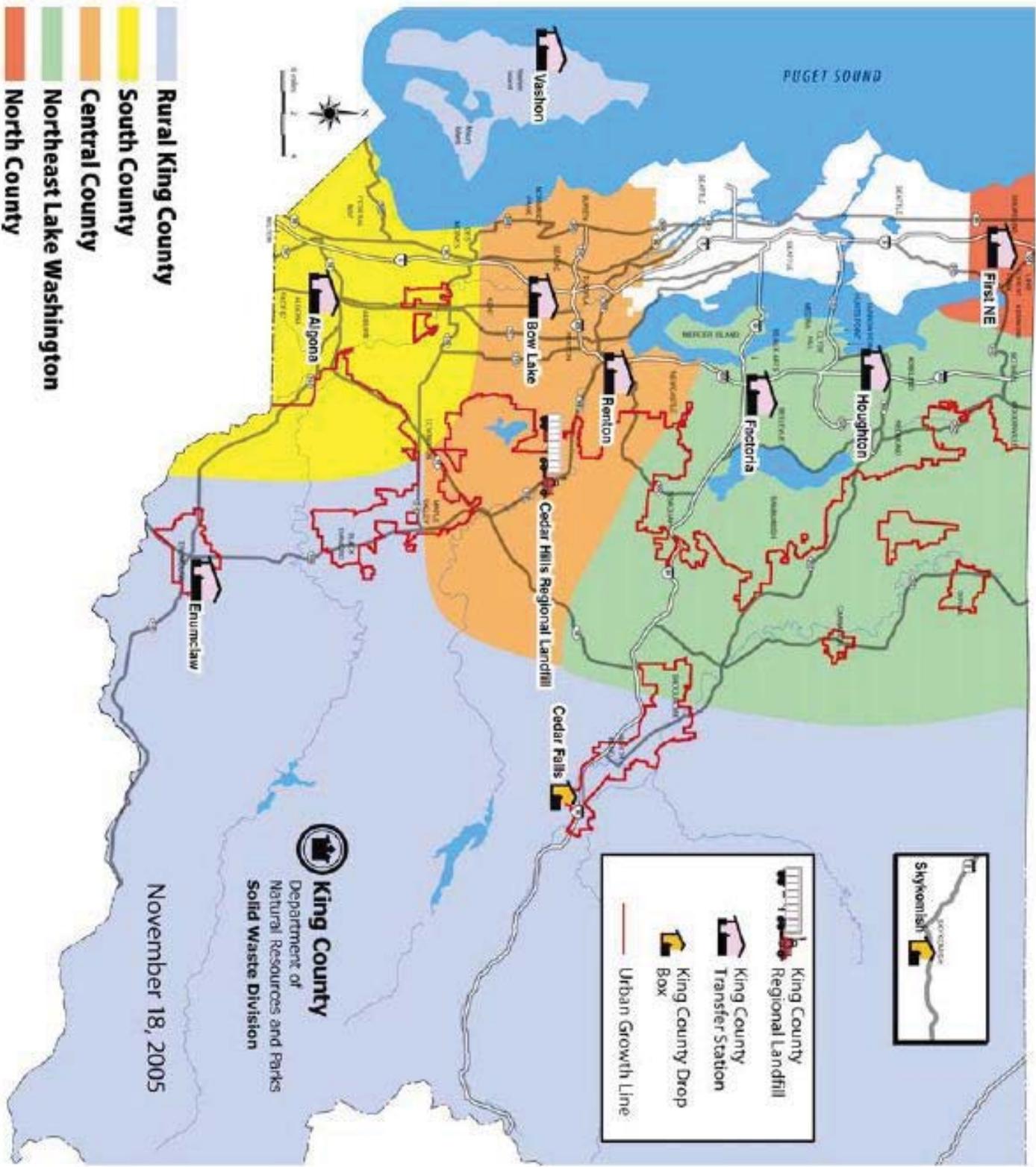


Table A-5: 2011 Tons Disposed at Transfer Facilities¹

Transfer Stations & Drop Boxes	Total Tons	% Self-Haul	% Commercial
Algona	137,533	27%	73%
Bow Lake	249,199	19%	81%
Cedar Falls Drop Box	3,285	100%	0%
Enumclaw	19,570	58%	42%
Factoria	121,854	19%	81%
Houghton	150,379	18%	82%
Renton	61,872	26%	74%
Shoreline	44,647	47%	53%
Skykomish Drop Box ²	999	59%	41%
Vashon	7,849	69%	31%
Total	796,188	24%	76%

¹ Tons measured on arrival at Cedar Hills.

² Solid waste transported from Skykomish to the Houghton station; this row is not added to totals.

Table A-6: 2011 Transactions at Transfer Facilities

Transfer & Drop Box Stations	Total Transactions	% Self-Haul	% Commercial
Algona	134,360	87%	13%
Bow Lake	170,256	76%	24%
Cedar Falls Drop Box	17,972	100%	0%
Enumclaw	41,115	96%	4%
Factoria	98,194	82%	18%
Houghton	109,317	81%	19%
Renton	73,226	76%	24%
Shoreline	70,785	94%	6%
Skykomish	2,736	93%	7%
Vashon	20,605	98%	2%
Total	738,566	88%	12%

Item 7:

Report on the Third Party Review of the Briscoe-Desimone Levee

Discussion Item

SCA Staff Contact

Monica Whitman, Senior Policy Analyst, office 206-433-7169, monica@suburbancities.org.

This item was brought forward by the City of Kent. The item is scheduled as a 5 minute briefing with 10 minutes for questions and feedback. Kjristine Lund, Executive Director of the King County Flood Control District will be making the presentation. Kent City Councilmember Jamie Perry will also be available to provide Kent's perspective.

Background Information

The Briscoe-Desimone Levee lies along the east side of the Green River between S. 180th and S. 200th Streets and provides critical flood protection for a large industrial and commercial area in Kent, Tukwila, and Renton. The City of Kent has been working on gaining FEMA accreditation for this levee, and discovered four deficient portions of the levee during its investigation.

The City of Kent and King County have made different proposals on how to upgrade those deficient portions to improve flood protection and meet federal levee standards. The City's proposal involves placement of a setback floodwall behind the existing levee which would preserve existing buildings and provide flood protection even if there were a catastrophic failure of the levee embankment. The City's cost estimate is \$17 million. The County's proposal is to purchase and remove commercial and industrial buildings along this stretch of the river and reconstruct the existing levee further from the river with a more gradual riverbank slope. The County's cost estimate to replace the four sections Kent has focused on is \$62 million and would be part of an estimated \$420 to \$920 million proposal to set back both side of the river from S. 180th Street to S. 200th Street. There is a \$7 million state grant to make improvements to the Briscoe-Desimone levee which must be obligated by June 30, 2013.

The King County Flood Control District Executive Committee commissioned Professor Robert Gilbert from the University of Texas to analyze and compare the two proposals and report on his findings. The Executive Committee is reviewing the report and will make a decision on the path forward.

Attachments:

- a) [January 24, 2013 Article from the Kent Reporter: King County flood district board to decide on best fix for Kent levee](#)
- b) [PowerPoint Presentation provided to the Executive Committee by Dr. Gilbert on January 23, 2013](#)

King County flood district board to decide on best fix for Kent levee



STEVE HUNTER, KENT REPORTER

Robert Gilbert, a consultant and University of Texas professor, tells the King County Flood Control District executive committee Wednesday his opinions about plans by Kent and the county to repair a 2.5-mile Green River levee.

By [STEVE HUNTER](#)

Kent Reporter Courts, government reporter

JANUARY 24, 2013 · UPDATED 10:32 AM

The [King County Flood Control District](#) Executive Committee expects to decide within two weeks whether to choose the city of Kent or King County plan to spend millions of dollars to repair a 2.7-mile stretch of a Green River levee to improve flood protection and reduce insurance costs to businesses.

The four-member committee heard a one-hour report Wednesday at the King County Courthouse in Seattle by a third-party consultant it hired to help resolve a [dispute between Kent and the county](#) about the best way to repair the Briscoe-Desimone Levee that runs from South 200th Street to South 180th Street.

Kent proposes to install a flood wall at an estimated cost of \$17 million. The county proposes a setback levee with estimated costs of \$420 million to \$920 million because of the need to buy property and reconfigure roads.

[Robert Gilbert](#), a University of Texas professor of civil, architectural and environmental engineering, was hired for \$25,000 by the flood district as an independent consultant to review the two proposals.

Metropolitan King County Councilwoman Julia Patterson, who serves on the flood district executive committee along with county council members Reagan Dunn, Kathy Lambert and Larry Gossett, said she came away much more

informed after Gilbert's report.

"I think the flood district made an excellent decision to bring an outside expert in to bring us additional information and an unbiased perspective," Patterson said. "I think we do have enough information now that we will be able to move forward with a decision. I don't know where my colleagues are and what their decision will be, but it's time for us to act."

The committee is expected to meet again in about two weeks during a special meeting to pick a levee repair plan. That recommendation will go to the full flood district board (the nine members of the county council) for final approval. Dunn and Patterson each expect the full board to follow the recommendation of the committee.

"I believe we have all the information that the experts can possibly provide," Patterson said. "That's the hard part of our job is that now we have to make a decision. But we definitely have a perspective that is different than what we had from either King County or Kent. It's added a dimension to the discussion that will allow us to act and within two weeks we will make a decision on how to move forward with that levee."

Dunn agreed action is needed.

"We are going to break the logjam," Dunn said. "It's like you're looking at a Chevy or a Ford. The bottom line is both of these will protect businesses, property, people and the environment as well but we need to make a decision."

The flood district is funded by a property tax assessment of 10 cents per \$1,000 assessed valuation to fund projects. That tax brings in about \$35 million per year to help pay for projects along six rivers in the county.

Kent Mayor Suzette Cooke attended the meeting along with City Councilwoman Elizabeth Albertson and Public Works Director Tim LaPorte.

"I'm very pleased with the report," Cooke said in front of the committee. "It was a very even report and more objective than what I expected."

Cooke said city businesses need to know how the flood district plans to repair the levee. The levee helps protect from flooding about \$650 million worth of property and 18,400 jobs at a variety of businesses in Kent, Tukwila and Renton, including the Boeing Space Center, the Starbucks Roasting Plant, IKEA and the Alaska Airlines Call Center, according to Kent officials.

"The businesses need economic stability and this unknown factor of how the district is going to proceed with the levee leaves many of the tenants somewhat on the edge as to what their future is going to be to be able to reinvest in their business and equipment," Cooke said. "The jobs that are impacted by the decision you make are key to us."

"My recommendation is to do something sooner rather than later while we focus on a longer term and full levee system (repair). I would applaud that."

The city has spent about \$713,000 (from its storm water utility fund) over the last two years on three engineering consultant companies (Boston-based GEI Consultants, Inc., GeoEngineers, Inc., of Seattle and Northwest Hydraulics, of Tukwila) in connection with Briscoe Levee repairs. GEI and GeoEngineers each recommended a steel sheet pile flood wall be constructed along the levee to improve flood protection. The city estimates the project could be completed in one year. About 4,000 feet of the levee would be repaired in four segments.

The City Council's Public Works Committee also recommended on Jan. 14 that the full council approve an additional \$736,544 contract with GEI for a final levee design, if the flood district board picks Kent's option. That contract could go to the full council in February or March for approval in an effort to meet deadlines to hold on to the \$7 million state grant awarded by the Legislature last year to the district to repair the levee. That grant could be taken away if no repair plan is established by the end of June.

The project is part of a larger effort by Kent to have the entire levee system within city limits accredited by the Federal Emergency Management Agency (FEMA) in order to remove properties behind the levee from FEMA flood maps to reduce development restrictions and flood insurance requirements in the Kent Valley.

"Property protection in the floodplain and the need for flood insurance is the motivation to improve the levee to get it accredited so that businesses would not be required to buy flood insurance," Gilbert said.

The consultant said the two proposals are quite similar as far as public safety and property protection.

"The public safety risk is relatively low now and you can't really distinguish between the two," said Gilbert, whose recent work includes analyzing the performance of offshore platforms and pipelines in hurricanes; managing earthquake and flooding risks for the Sacramento-San Joaquin Delta in California; and performing a forensic analysis of the New Orleans levee failures after Hurricane Katrina. "The best way to prepare is to get people out of harm's way."

Gilbert added that the Howard Hanson Dam upstream on the Green River provides most of the flood protection for the valley and people would be able to evacuate the area if a major flood event hit Kent.

Gilbert said Kent's plan is the most cost effective to protect property to reduce flood insurance costs while the county's proposal with large setbacks provides added benefits to the environment.

Gilbert questioned the need for a 500-year levee protection plan by the county versus the 100-year proposal by Kent because the dam upstream controls so much of the river flow. That's the reason Gilbert recommended the flood district look at a system-wide analysis to manage overall costs and benefits, considering the dam and land-use as well as the levees.

Kent has hired consultants who have already designed 35 percent of the flood wall plan. Gilbert said that makes the cost estimate more accurate than the county proposal that is conceptual rather than an actual design.

The county plan is much more expensive because of the need to purchase property, relocate businesses and reconfigure roads, such as West Valley Highway, while the city's proposal would continue to use the West Valley Highway for levee protection along the river near South 180th Street. The county also would do work on both the right and left banks as opposed to Kent's plan to repair only the right bank.

"The bottom line is with the county approach you will spend a lot of money to get an environment that will create green space and a habitat for fish," Gilbert said to the committee. "It will allow the area to come back to the way the valley was before the dam was built, but is that worth the cost? Your job is difficult."

But the flood district committee has more information now to work with before making a decision.

"We were caught between two competing perspectives on how to address this problem," Patterson said. "There were two competing points of view on safety, environmental issues and on cost. I don't know if there was anything we could have done than bring in a third opinion."

Contact Kent Reporter Courts, government reporter Steve Hunter at shunter@kentreporter.com or 253-872-6600, ext. 5052.

Find this article at:

<http://www.kentreporter.com/news/188237901.html>

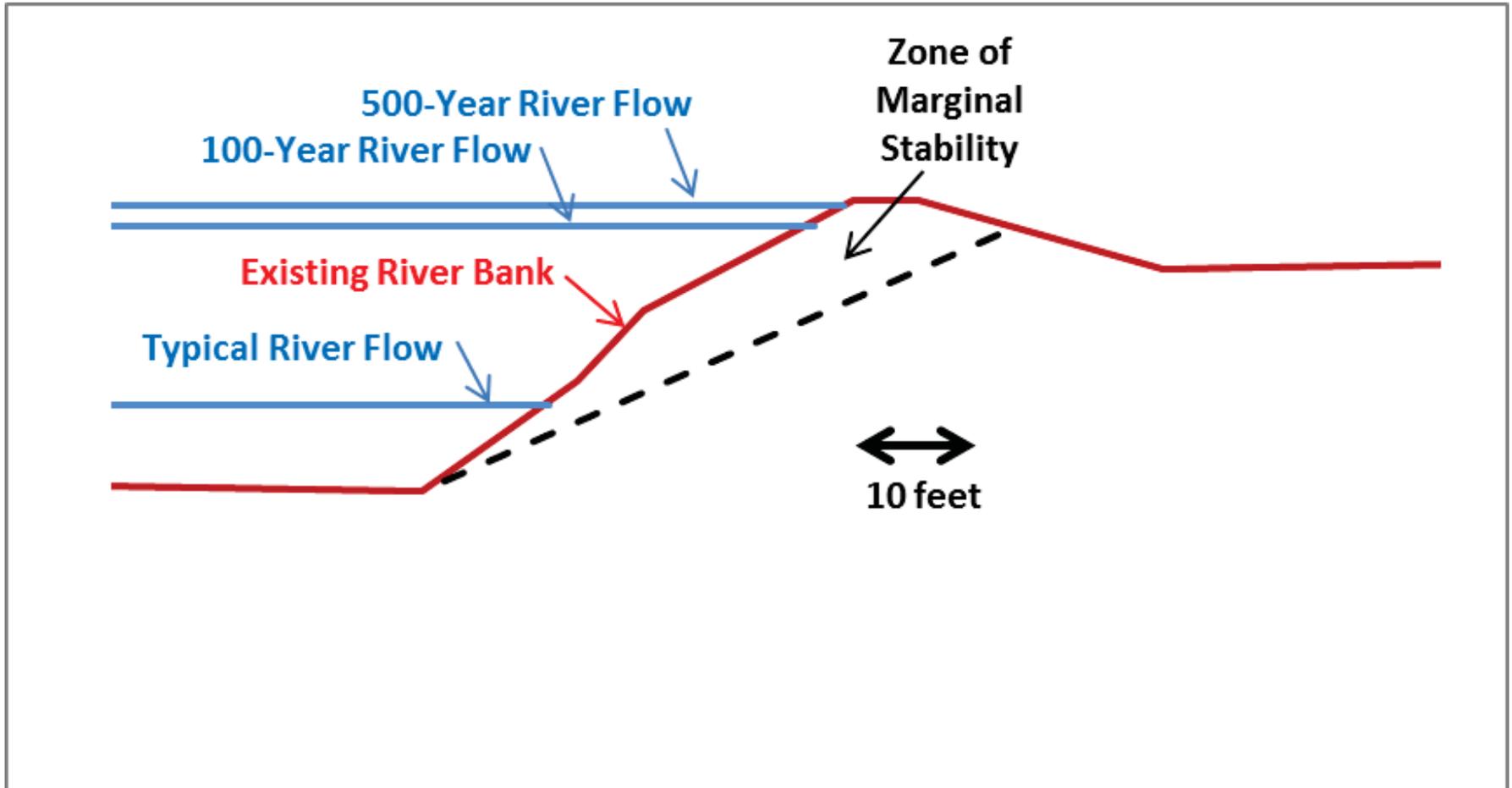
Briscoe-Desimone Levee (180th to 200th Street) Third Party Review

Robert B. Gilbert, Ph.D., P.E., DGE
January 23, 2013

Briscoe-Desimone Levee (180th to 200th Street)



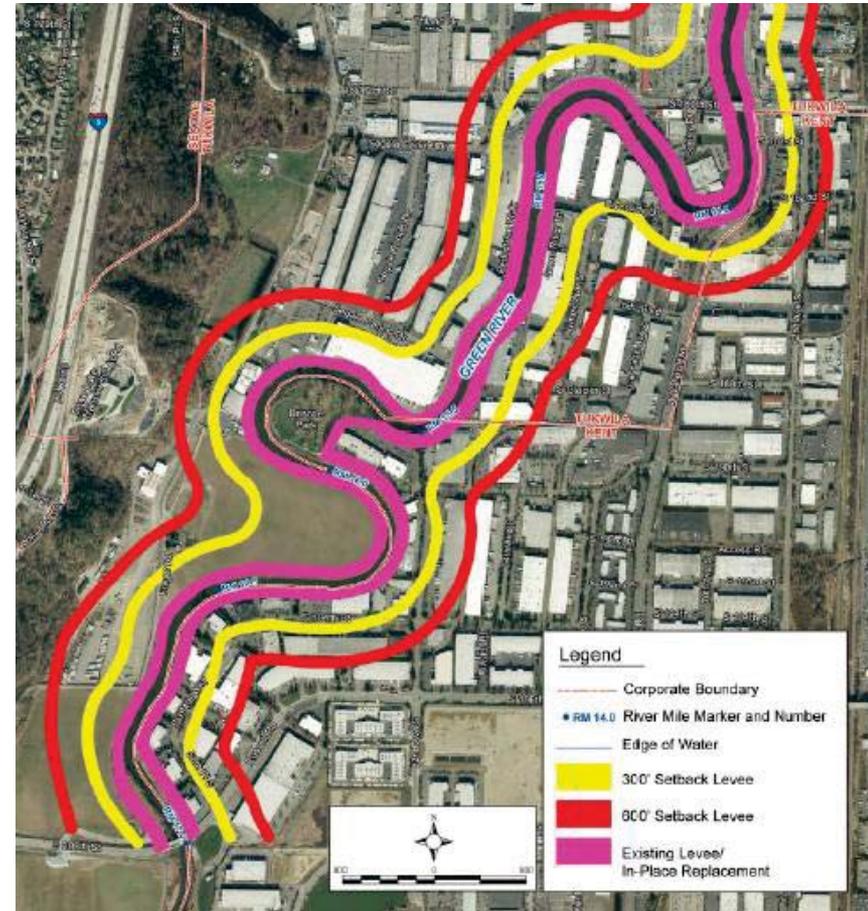
Existing Conditions Outside Bends of River



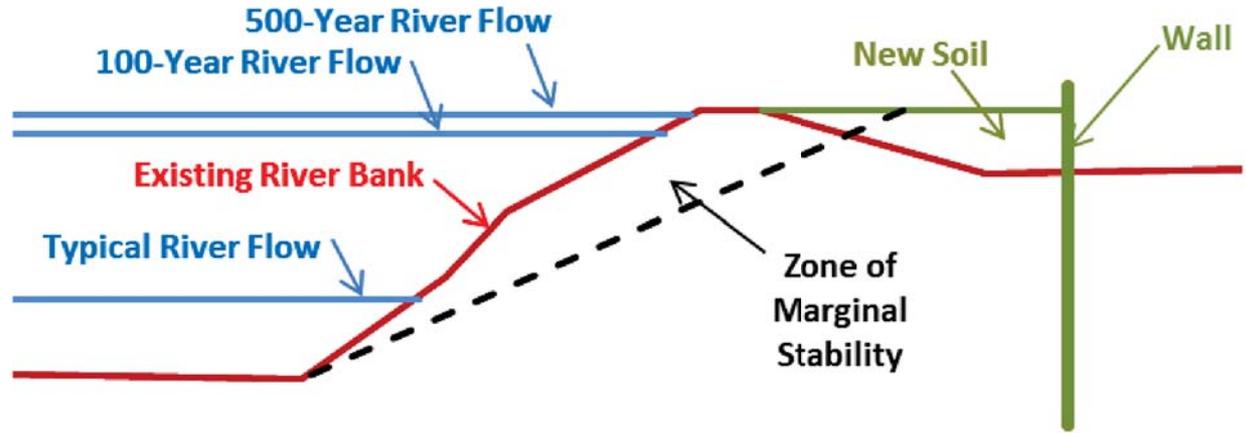
Kent Levee Setbacks with Wall



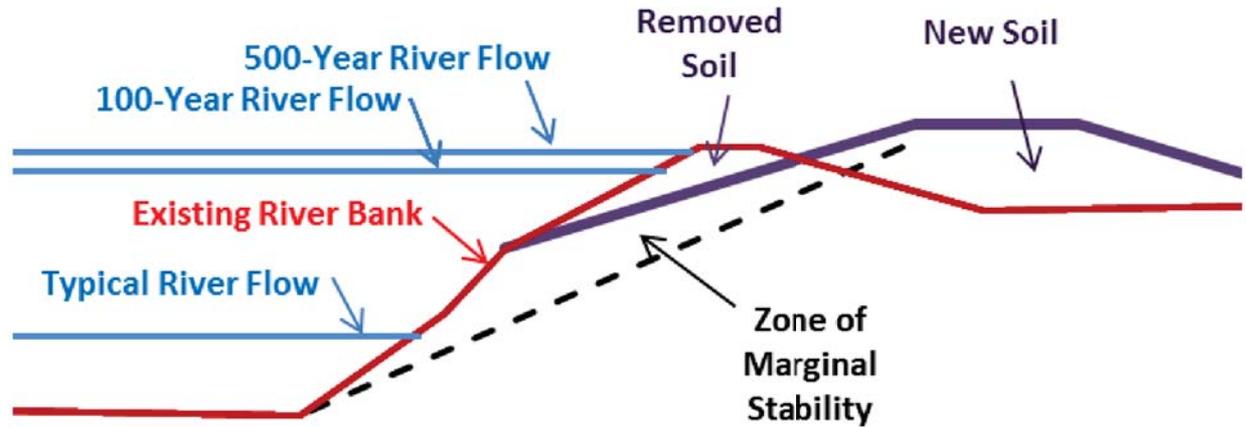
King County Levee Setback



Kent Levee Setbacks with Wall



King County Levee Setback



Public Protection

Kent Approach (Right Bank)	King County Approach (Right and Left Banks)
<ul style="list-style-type: none">• Risk is relatively low due to dam and due to susceptible property being primarily commercial• Difficult to distinguish between two alternatives• Risk is not zero: life-safety risk could best be reduced by improving preparation and evacuation	<ul style="list-style-type: none">• Risk is relatively low due to dam and due to susceptible property being primarily commercial• Difficult to distinguish between two alternatives• Risk is not zero: life-safety risk could best be reduced by improving preparation and evacuation

Property Protection

Kent Approach (Right Bank)

- Paves way for FEMA Accreditation: \$650 Million of property will not require flood insurance, cost savings of about \$3 Million per year (or rates reduced by factor of five)
- Reduces property damage risk by about 50 percent
- Results in residual risk of about \$1 Million per year

King County Approach (Right and Left Banks)

- Paves way for FEMA Accreditation: More than \$650 Million of property will not require flood insurance, cost savings of more than about \$3 Million per year (or rates reduced by factor of five)
- Reduces property damage risk by about 50 percent
- Results in residual risk of about \$1 Million per year
- Reduces residual risk from Kent Approach by about 20 percent due to having higher levees (500-year versus 100-year)

Cost

Kent Approach (Right Bank)	King County Approach (Right and Left Banks)
<ul style="list-style-type: none"> Improves right bank Achieves 100-year protection 35% Design 	<ul style="list-style-type: none"> Improves right and left banks Achieves 500-year protection Conceptual Design

Item	Kent Approach	King County Approach		
		In-Place Levee	300-foot Setback Levee	600-foot Setback Levee
Property Acquisition	\$0 Million	\$165 Million	\$261 Million	\$379 Million
Road Reconfiguration	\$0 Million	\$201 Million	\$304 Million	\$419 Million
Levee Construction	\$17 Million	\$50 Million	\$72 Million	\$122 Million
Implementation Total	\$17 Million	\$416 Million	\$637 Million	\$920 Million
O&M	\$400,000/year	\$300,000/year	\$300,000/year	\$300,000/year

Environment

Kent Approach (Right Bank)

- Allows for Vegetation and a Natural (Un-Armored) River Bank to Benefit Fish – Does not Qualify for Corps of Engineers Rehabilitation and Inspection Program

King County Approach (Right and Left Banks)

- Allows for Vegetation and a Natural (Un-Armored) River Bank to Benefit Fish – Does not Qualify for Corps of Engineers Rehabilitation and Inspection Program
- Increases Off-Channel Rearing Habitat for Fish
- Increases Floodway for Extreme River Flows with 300-foot or 600-foot Setbacks
- Adds Green Belt with 300-foot or 600-foot Setbacks

Possible Improvements

Kent Approach (Right Bank)	King County Approach (Right and Left Banks)
<ul style="list-style-type: none">• Make walls and adjacent levees same height (100-year design level)• Provide resiliency to overtopping for landside levee and wall• Setback wall on north setback segment so that wall is similar to other setbacks• Add corrosion protection or inspect for corrosion regularly	<ul style="list-style-type: none">• Consider river-bed scour in design for levee stability• Evaluate potential adverse impact on river-channel migration caused by removing natural river levee• Provide resiliency to overtopping

Summary

	Kent Levee Setbacks with Wall (Right Bank)	King County Levee Setback (Right and Left Banks)
Life Safety	Depends on Dam and Public Preparedness	Depends on Dam and Public Preparedness
Property Protection	<ul style="list-style-type: none"> Annual Residual Risk of about \$1 Million FEMA Accreditation 	<ul style="list-style-type: none"> Annual Residual Risk of about \$1 Million (a bit less than Kent) FEMA Accreditation
Construction Cost	\$17 Million (Assuming Cooperation of Highway Dept.)	\$420 Million (In-Place Setback) \$640 Million (300-foot Setback) \$920 Million (600-foot Setback)
Maintenance Cost	\$400,000 Annually	\$300,000 Annually
Long-Term Concerns	Maintaining River Channel	Maintaining River Channel
Fish Welfare	Improved Potential for Vegetation	Improved Potential for Vegetation and Off-Channel Habitat
Additional Benefits	Avoids Property Acquisition	Large Setbacks Increase Floodway and Green Space

Recommendations

1. Important to prepare the public for flooding - promote education, preparation and evacuation
2. Kent approach is most cost-effective means to protect property and reduce flood-insurance costs
3. King County approach with large setbacks provides added benefits for environment
4. A system-wide analysis would be valuable to understand and manage overall costs, risks and benefits, considering the dam and land-use as well as levees



February 6, 2013
SCA PIC Meeting

Item 8:

Regional Transit Committee – Update to the Strategic Plan and Guidelines

Discussion Item

SCA Staff Contact

Monica Whitman, Senior Policy Analyst, office 206-433-7169, monica@suburbancities.org.

SCA Regional Transit Committee Members:

Committee Vice Chair Bob Sternoff, Kirkland Councilmember; SCA RTC Caucus Chair Kim Allen, Redmond Councilmember; SCA RTC Caucus Vice Chair Dennis Higgins, Kent Councilmember (alternate); Joan McGilton, Burien Councilmember; Fred Butler, Issaquah Councilmember; Chris Eggen, Shoreline Deputy Mayor; Marcie Palmer, Renton Councilmember; Jeanne Burbidge, Federal Way Councilmember; Dave Hill, Algona Mayor; Wayne Osborne, Auburn Councilmember (alternate); Tom Vance, Sammamish Councilmember (alternate); John Wright, Lake Forest Park Councilmember (alternate).

This item is scheduled as a 3 minute update with 7 minutes for discussion. The purpose of this briefing is to seek feedback from PIC members regarding the caucus's priorities; as well as, how to continue to make this a productive discussion moving forward.

Background Information

In preparation for the April 30, 2013 update of the King County Metro strategic plan and service guidelines, the Sound Cities Association Regional Transit Committee Caucus held a workshop on January 16, 2013 to help determine the caucus's priorities moving forward.

The workshop was well attended by SCA caucus members, City staff, King County Metro, Sound Transit, and King County Intergovernmental relations staff. Caucus members discussed a number of policy areas including: Clarity, Performance, Current Un-Met Need, and Planning for Growth.

The caucus identified three areas that they are particularly interested in focusing on:

1. How will Metro adequately address local jurisdiction's existing transit needs?
2. How are jurisdiction plans reflected in transit plans?
3. How can the methodology in the Guidelines be easier to understand?

Attached is a summary of the various policy questions that were discussed during the workshop; as well as, the results of a ranking exercise completed by the SCA RTC caucus.

Attachments:

- a) [Summary/Results of the SCA RTC Caucus Workshop Ranking Exercise](#)

Results of the SCA Regional Transit Committee Caucus Ranking Exercise
SCA Caucus Workshop – Update to the King County Metro Strategic Plan
January 16, 2013

(Total = 115 Points)

1. How can the methodology in the Guidelines be easier to understand? **17 Points**
2. What can be done to clarify the restructure process? **2 Points**
3. How can Metro provide a clearer roadmap for growth for the future? **0 Points**
4. How do I know my route is in jeopardy? **13 Points**
5. How will Metro adequately address existing needs? **34 Points**
6. How will Metro address equity if demand for partnerships increase significantly? **13 Points**
7. How is transit going to grow in my community? **0 Points**
8. How are jurisdiction plans reflected in transit plans? **23 Points**
9. If we build it, how do we know transit will follow? **7 Points**
10. Do we want to maintain the existing balance and definition of factors? **6 Points**

I. Clarity

1. How can the methodology in the Guidelines be easier to understand?

- Lengthy
- Not in layman's terms
- Difficult to pass along/explain
- Focus on jurisdictions instead of the region
- Definitions and Terminology: Social Equity, Centers, Corridor's, ect.
- How to assess unmet need on corridors that are not part of the network/system changes
- How/what cities can provide to Metro to inform changes
- Can jurisdictions identify new corridors
- Are changes needed or more clarity?

2. What can be done to clarify the restructure process?

- Visibility/perception of changes, ridership, efficiency of service

3. How can Metro provide a clearer roadmap for growth for the future?

- Where is the appropriate place to insert alternative services into guidelines

II. Performance

4. How do I know my route is in jeopardy?

- Timing for reevaluation – notification to cities.
- Do cities receive trend data for routes?
- How to find and utilize route performance reports?
- Flag routes that are potential reductions as part of report
- Difficult to assess when the thresholds are dynamic instead of static
- Metro provide a summary of routes that have a potential for reductions annually
- Opportunity/tool for jurisdictions to discuss w/ riders and neighborhoods to make improvements

III. Current Un-Met Needs

5. How will Metro adequately address existing needs?

- Opportunities for jurisdictions to discuss unmet needs w/ Metro – What is needed to prove un-met need
- Access to Park & Rides/Lack of Park & Rides
- Feeder service to spines (look at ST Stations as employment centers)
- Identify areas for redevelopment – How to identify areas Metro and be assured that service will follow?
- Coordination with Sound Transit to identify unmet parking needs/not enough available and too much demand
- Making feeder service more convenient to attract riders/change behavior/ use of Park & Rides. How to identify potential riders?
- How to determine new Park & Rides – How to better identify who those potential riders are
- Better transparency regarding how hours are allocated and the of CTR programs

6. How will Metro address equity if demand for partnerships increase significantly?

- Cities without funding/resources at a disadvantage
- Will Metro's ability to contribute 'Max Out'
- Interest in expanding Partnerships beyond payment from jurisdictions
- How can cities improve the success of Transit Oriented Developments?

IV. Planning for Growth

7. How is transit going to grow in my community?

- How can cities let Metro know where corridors should be extended/added?
- Development approvals can be dependent upon alternate modes of transportation

8. How are jurisdiction plans reflected in transit plans?

- Incorporation of cities long range plans into Metro's future planning.
- How can Metro help cities maintain concurrency requirements?

9. If we build it, how do we know transit will follow?

- Defined triggers for when service will be provide to new growth/development
- Private partnerships
- Incorporate Transit Orientated Development's into comprehensive plans and development codes

10. Do we want to maintain the existing balance and definition of factors?

- Balance is important to ensure efficiency of the system



February 6, 2013
SCA PIC Meeting

Item 9:

Proposal for an SCA Economic Development Subcommittee

Discussion Item

SCA Staff Contact

Doreen Booth, Policy Analyst, office: 206-433-7170, cell: 425-275-7323

doreen@suburbancities.org

This item was brought forward by members of the Economic Development District Board and a member of the Economic Development Council of Seattle and King County (formerly enterpriseSeattle). The item is scheduled as a 2 minute briefing with 3 minutes for questions and feedback. Councilmember Jamie Perry, Kent will present the proposal for an SCA Economic Development Subcommittee.

Background

Economic Development is one of the SCA Board of Directors' priority areas this year. At the January 23rd orientation, three members of the Economic Development District Board and one member of the Economic Development Council of Seattle and King County (formerly enterpriseSeattle) met and discussed how SCA can help cities with economic development. At the end of that discussion, the members asked if they could act as an advisory board to SCA staff in the area of Economic Development. In addition to researching how SCA could support its cities in the economic development arena, the committee would look at developing economic development policies that support cities.

Interested Committee Members To Date:

Deputy Mayor Catherine Stanford, Lake Forest Park (EDDB)

Councilmember John Stilin, Redmond (EDDB)

Councilmember Jamie Perry, Kent (EDDB)

Councilmember Rich Zwicker, Renton (EDDB)

Councilmember Jeanne Burbidge, Federal Way (EDC)

There was no specific size of the committee suggested; there may be other electeds, including those from smaller cities, who may be interested in participating on the subcommittee. Deputy Mayor Catherine Stanford, Lake Forest Park, is interested in chairing the subcommittee.

Request from the PIC

The proposed committee is looking for support of the PIC for the formation of such a subcommittee.



**February 6, 2013
SCA PIC Meeting**

Item 10:

Potential Items Coming Before the PIC in 2013

Discussion Item

SCA Staff Contact

Monica Whitman, Senior Policy Analyst, 206-433-7169, monica@suburbancities.org

This item is scheduled as a 3 minute briefing with 5 minutes for questions and feedback. SCA staff is specifically seeking feedback on items members would like to have included in this list or any items members would like to omit and/or focus less on this year.

Background

Potential Items Coming Before the PIC in 2013:

Item	Committee	Date
King Conservation District Advisory Committee	Regional Policy Committee	Update in February (Ongoing item in 2013)
PSAP Consolidation	Regional Policy Committee Regional Jaw Safety & Justice	Update in February or March (Ongoing item in 2013)
Solid Waste Interlocal Agreement	Regional Policy Committee	Update in February - The County needs each City to act on the ILA by April 30, 2013
Metro Strategic Plan and Guidelines Update	Regional Transit Committee	February – July
Potential Merger of the Board of Health and Human Services	Board of Health	March or April
Regional Affordable Housing Strategies	Joint Recommendations Committee	March
Committee to End Homelessness Shelter Issues	Committee to End Homelessness	April
Annual Rate and Capacity Charge	Regional Water Quality Committee	Overview of the King County sewer rates and capacity charge will be presented in April, briefing on proposed 2013 rates in May.
Economic Development Policies	PIC Economic Development	May

	Subcommittee	
PSRC Regional Growth Centers	PSRC Growth Management Board	May
Policy direction to guide Flood Control District oversight, capital improvement priorities, and financial planning.	King County Flood Control District Advisory Committee	June
Mental Health Funding	Mental Illness and Drug Dependency Committee	June or July
Reclaimed Water	Regional Water Quality Committee	Policy discussions expected to resume in 2013
Animal Control	Regional Policy Committee	Policy discussions may resume in 2013
Countywide NPDES Stormwater and Wastewater Requirements	Regional Policy Committee and Regional Water Quality Committee	On-going item in 2013
All County-wise taxing and levies proposals except transit	Regional Policy Committee	On-going item in 2013
Any proposals related to Veterans and/or Human Services Funding	Regional Policy Committee	On-going item in 2013
Monitoring the progress of the Metro Alternative Services Plan	Regional Transit Committee	Ongoing item in 2013
Transportation 2040 Prioritization	PSRC Executive Board and Transportation Policy Board	Ongoing item in 2013



February 6, 2013
SCA PIC Meeting

Item 11a:

Single Adult Shelter Task Force Report – Committee to End Homelessness
Informational Item

SCA Staff Contact

Doreen Booth, SCA Policy Analyst, office: 206-433-7147, cell: 425-275-7323

doreen@suburbancities.org.

Committee to End Homelessness Members:

Deputy Mayor, Doreen Marchione, Redmond; Councilmember Greg Taylor, Renton.

Interagency Council (IAC) Members:

Colleen Kelly, Redmond; Michael Hursh, Auburn; Lorri Ericson, Des Moines

Background

The 10-Year Plan To End Homelessness was approved in 2006. Since then, the Committee to End Homelessness has funded 5,130 units of permanent housing. Other successful avenues implemented to house more people are the Landlord Liaison Project; there have been 1,000 formerly homeless individuals or families placed in rental housing as a result of the project; and coordinated entry systems which has led to housing for a number of people. When the Ten-Year Plan to End Homelessness was developed, it was assumed that shelters would play a decreasing role as homeless individuals and families were moved into permanent housing. Due to the recession, however, the number of individuals who are experiencing homelessness has increased and there are not enough shelter beds available to meet that need. There are 1,704 year round, facility-based shelter beds in King County with another 450-700 beds added as winter response or severe weather shelter beds. In 2012, the CEH asked its Single Adult Shelter Task Force to explore options to address the immediate, unmet shelter and housing needs of individual unsheltered adults in King County.

At its January 23, 2013 meeting, the Committee to End Homelessness (CEH) Governing Board unanimously voted to include single adult shelter as an investment priority of the CEH Funders Group.

Single Adult Shelter Task Force Recommendation

The Single Adult Task Force report included recommendations to implement additional single adult shelter. The Task Force worked on the report for 1 ½ years.

The Task Force's charge was to look at three areas:

- A. Role of Shelter** – Articulate the role of shelter under the Ten Year Plan.
- B. Data** – How can we better use data to inform policy and investments in order to transform our shelter system.
- C. Resource Needs** – What resources/investments are needed to support this transformation.

In the 10-Year Plan to End Homelessness, it was anticipated that the need for shelter would decrease as the number of permanent housing units increased. This is talked about as closing the front door to homelessness – shelter, while opening the back door from shelter – to permanent housing.

The full list of recommendations from the Single Adult Task Force’s Report is included below; three recommendations are highlighted here:

The first recommendation (not in prioritized order) is to provide additional shelter beds outside Seattle. This is consistent with both the East King County and South King County Plans to end homelessness; many cities have a desire to have shelter beds in order to keep residents in their own communities.

Another recommendation deals with long-term shelter stayers in Seattle. Ninety one percent (91%) of shelter beds are in Seattle. There are 629 people in Seattle shelters who stay at shelters in excess of 6 months. Those 629 people represent 26% of shelter users but use 74% of shelter bed nights. The recommendation is to focus resources on moving those long-term stayers into permanent housing to free up those shelter beds, effectively creating additional shelter beds in Seattle.

One other recommendation to note: an effort to work with cities to change regulatory barriers to allow for the siting and development of shelters.

Next Steps

In February, the Funders Group of the Committee to End Homelessness will begin exploring how to balance an investment in single adult shelter with the other investment priorities of the Committee. More information, and an opportunity to provide input on the implementation strategies, will be brought to the PIC in the coming months.

RECOMMENDATIONS SUMMARY*

Strengthen the Homeless Crisis Response System: Roles of Shelter in Ending Homelessness

- A. Expand basic shelter services to increase safety and help people survive.**
 - 1. Increase shelter capacity outside of Seattle.
 - 2. Increase nightly Winter Weather Shelter.
 - 3. Enhance and increase Severe Weather Shelter.

- B. Increase resources and align services for shelter as a point for engagement, access to services and housing.**
 - 1. Extend hours of operation.
 - 2. Increase services to provide access 24-hours/day, seven days a week.
 - 3. Ensure services and models are culturally relevant to meet the needs of diverse populations experiencing homelessness.
 - 4. Increase case management funding to reduce the caseload size in shelter programs.
 - 5. Identify and use a set of common assessment tools and protocols.

7. Expand workforce development and job training assistance.
8. Increase assistance for obtaining entitlement benefits, opportunities to increase income.
9. Support skill development of staff, self-managed programs, and volunteers.
10. Review data regularly and adjust course, when needed.

C. Target new and existing resources to enhance shelter as a pathway to housing.

1. Focus outreach and resources to reduce long term stays.
2. Assess, and prioritize long-term stayers for housing assistance.
3. Pilot peer outreach models to assist and support individuals to transition to housing.
4. Target Rapid Re-housing investments.
5. Create a flexible funding pool for client assistance to obtain housing.

Support a More Effective Homeless Crisis Response System: Policy and System Coordination

A. Increase public and private resources to expand access to affordable housing

1. Create affordable housing for individuals who are homeless. Increase housing production particularly for single individuals with low-and moderate service needs.
2. Explore and create alternative housing models.
3. Expand graduation housing models.

B. Remove barriers to housing

1. Encourage public funders to work with affordable housing grantees to reduce or eliminate barriers to housing.
2. Work with Landlord Liaison to remove barriers to housing for Transitory Level Two sex offender registrants.

C. Increase political will, education, and advocacy in support of creating a crisis response system.

1. Change regulatory barriers (zoning, land-use, and building codes) to allow for siting and development of shelters.
2. Work with communities to support the crisis response system and Ten-Year Plan goals.
3. Work across systems of care to ensure that the goals and priorities for creating a crisis response system are shared and public and private systems share accountability for meeting people's needs.

*These recommended actions are not listed in a specific priority order.