

more detail. There was also reference made to a Brookings Institute study on the suburbanization of poverty, <http://ctod.info/assets/0330jobsprawlstollraphael.pdf>.

There was a discussion about homeless veterans and actions being taken to support veterans. King County Executive Constantine has a new initiative connecting veterans to services, <http://www.kingcounty.gov/exec/news/release/2013/February/04veteransinitiative.aspx>. Auburn is working with the Veteran's Administration on a veterans and human services center. There was a discussion of the challenges of the 10 Year Plan to End Homelessness related to the need for mental health housing and transitional housing.

12. Upcoming Events

- a) Next SCA Public Issues Committee Meeting – note change – 1st Wednesday in March March 6, 2013 7:00 PM at Renton City Hall
- b) SCA Networking Dinner – February 20, 2013, 5:30 PM at the Embassy Suites, Tukwila
- c) March SCA Networking Dinner – March 20, 2013, 5:30 PM at the Embassy Suites, Tukwila

For the Good of the Order

Councilmember Barre Seibert, Clyde Hill, provided an update on the Small Cities Subcommittee. Councilmember Seibert noted that the Pre-PIC meeting at 6PM was well attended and that there was a strong indication there is value to the small cities to get together on a regular basis. The group came up with a number of good suggestions for how to move forward in the future.

Andy Rheume, Bothell stated that it is important that PIC collaborates, however, in the case of the South County Transfer Station; the PIC never had an opportunity to discuss the issue, not once. He suggested the PIC adopt a policy; if an issue is on the agenda, the PIC should talk about it, not just keep tabling it.

There was a discussion regarding the siting of another facility in the near term as King County Solid Waste Division searches for a replacement for the Houghton Transfer Station in Kirkland. Members questioned, "Does the Transfer Station Plan continue to meet the needs of the county as a whole?" There was interest expressed in having something come to MSWAC, specifically more information about siting process for replacement of Houghton station.

Members had further discussion regarding the way in which the item regarding siting of the South Transfer Station had come before the PIC. Hank Margeson of Redmond expressed concerns that PIC was not given opportunity to debate the issue, or to take a broader policy position of the transfer station plan. Chris Roberts, Shoreline, noted that his council had directed him to abstain regarding the South County Transfer Station policy as Shoreline felt it was not appropriate to weigh in on one specific site in South King County; they didn't want to be put in a situation where they would have to choose between sites.

Pete Lewis, Auburn, agreed that the larger matter needs to be discussed.

Henry Sladek, Skykomish, mentioned that it is better to have a policy conversation earlier rather than to protect specific sites. Jim Haggerton, Tukwila, stated that when issues like this come up, we work through them and come out stronger as an organization. The PIC

expressed interest in having a broader policy position on reexamining the transfer station plan come before the PIC at the next meeting.

Jamie Perry, Kent, suggested that the PIC take a position on a new policy related to the way issues move through the Flood Control District Advisory Committee, versus the Executive Committee. There was a discussion as to whether such guidance should also apply to other committees such as the RPC. It was agreed that in March staff would bring back a proposed policy position that sets out how issues move through the King County Flood Control District Advisory Committee and then to the King County Flood Control Board.

Pete Lewis, Auburn, said that he did not want boards to revert to acting as briefing boards. He suggested coming back with a position regarding how SCA's role on specific boards and committees, starting with Flood Control District Advisory Committee and then, how King County and Sound Cities Association will work together in the future.

Adjourn

The meeting was adjourned at 8:50 PM.

2013 Roll Call – Public Issues Committee Meeting February 6, 2013

| City | Representative | Alternate | Other | Staff |
|-------------------------|-----------------|----------------------|-----------------------------|---|
| Algona | Dave Hill | Lynda Osborn | | |
| Auburn | Pete Lewis | Nancy Backus | Bill Peloza | |
| Beaux Arts | Richard Leider | Tom Stowe | | |
| Black Diamond | Rebecca Olness | | Carol Benson Tamie Deady | |
| 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 Odell | Ramiro Valderrama | Don Gerend | |
| SeaTac | Mia Gregerson | Tony Anderson | | |
| Shoreline | Chris Roberts | Chris Eggen | | |
| Skykomish | Henry Sladek | | | |
| Snoqualmie | Matt Larson | Kingston Wall | | |
| Tukwila | Jim Haggerton | Kate Kruller | | |
| Woodinville | Bernie Talmas | Susan Boundy-Sanders | | |
| SCA | | | | Deanna Dawson Monica Whitman Doreen Booth |

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



March 6, 2013
SCA PIC Meeting

Item 5:

Solid Waste Transfer and Waste Management Plan Update

Potential Future Action Item

SCA Staff Contact

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

Recommended Action

To recommend the following policy position to the SCA Board of Directors:

The Sound Cities Association requests that the Metropolitan Solid Waste Advisory Committee (MSWAC) and the King County Solid Waste Division review and recommend any appropriate updates to the 2006 *Solid Waste Transfer and Waste Management Plan*.

Background

The 2006 Solid Waste Transfer and Waste Management Plan was approved by the King County Council in December 2007.

<http://your.kingcounty.gov/solidwaste/about/Planning/documents/Transfer-Waste-Export-Plan.pdf>

The Solid Waste Transfer and Waste Management Plan (Transfer Plan) provides for construction or reconstruction of five transfer facilities to support the capacity, service, and operational needs of the waste system into the future: Shoreline, Bow Lake, Factoria, Northeast, and South. Shoreline and Bow Lake have been built and are in operation and Factoria is scheduled to begin construction in mid-2014. The South Transfer Station is in the environmental review stage and the Northeast Station is in the beginning planning stages.

Over the past several years, tonnage in the King County solid waste system has declined significantly in part due to the economy. It has been 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 approximately 42% of their total capacity.

Performance Audit of the Solid Waste Transfer Station Capital Projects

In September 2011, the King County Auditor's Office conducted a Performance Audit of the Solid Waste Transfer Station Capital projects. That document, *Performance Audit of Solid Waste Transfer Station Capital Projects (2011)* can be found at the following link,

<http://www.kingcounty.gov/operations/auditor/Reports/Dept/DNRP.aspx>. The purposes of the audit were twofold, to assess whether the rate proposal submitted by King County's Solid Waste Division (SWD) of the Department of Natural Resources and Parks would be feasible within a sustainable financial plan, and to evaluate the cost effectiveness of the transfer station capital improvement projects which directly influences disposal rates.

The Performance Audit dated September 7, 2011 has four recommendations. The Performance Audits states that the most important of these is that:

"The Solid Waste Division (SWD) should update transfer system and individual facility plans as they have indicated their intention to do. During this process, SWD should provide county policy-makers and regional partners systematic analysis of the incremental cost impacts of the number and capacities of the transfer stations, the functionalities of the stations, and an assessment of which project financing and delivery method is most likely to result in lower capital costs."

Performance Audit and Factoria Transfer Station

On February 5, 2013, a Factoria Recycling and Transfer Station Oversight Report was issued, <http://www.kingcounty.gov/operations/auditor/Reports/Dept/DNRP.aspx>. In response to the 2011 Performance Audit, SWD agreed to look at the Factoria Transfer Station project. The Factoria Oversight Report found that in response to the performance audit, SWD:

- Reduced the waste forecast for 2030 from 800 to 700 tons per day;
- Reduced the size of the Factoria Recycling and Transfer Station by 23%; and
- Lowered the construction cost estimate by 14%.

According the report, there are additional opportunities to improve the cost effectiveness of the Factoria Transfer Station, including costs related to solar panels, administration building amenities, and LEED certification.

Performance Audit and Additional Time for Consideration of Transfer Station Decisions

While the Performance Audit of the Factoria Transfer Station resulted in changes to that transfer station's sizing and construction plans, a system-wide look at the transfer station system is still warranted. The Performance Audit states on page 12 that there may be additional time for consideration of transfer station decisions:

"Since 2007, with the adoption of the Solid Waste Transfer and Waste Management Plan, SWD has taken actions to extend the useful life of the landfill. Cedar Hills is now estimated to be available to accept waste into year 2025, which means that King County now has 14 more years before the waste export plan starts to go into effect. This extension of the useful life of the landfill has been an economic benefit to SWD, partner local governments, and the rate payers by delaying the need to export waste from King County to a distant site. According to the latest timeline for the remaining transfer station projects, design and permitting for the Northeast and South stations will not take place until 2014-15, and construction will not take place until

2016-17. This time may afford the County and its partners the opportunity to revisit some of the decisions regarding the two transfer stations that have not been sited; and there may be a further possibility for review of Factoria, depending on when the permitting process is completed.”

It is clear based on the *Factoria Recycling and Transfer Station Project Oversight Report* that the SWD is reconsidering individual transfer station plans. It is also appropriate for the SWD and its partners to revisit and recommend updates to the *Solid Waste Transfer and Waste Management Plan*.



March 6, 2013
SCA PIC Meeting

Item 6:

Impacts of Regional Tolling

Potential Future Action Item

SCA Staff Contact

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

Recommended Action

This item was brought forward by the City of Kenmore. Woodinville Mayor Bernie Talmas will be presenting on a joint letter from North End Cities to Governor Inslee and Committee Chairs of the House and Senate Transportation Committee regarding mitigation for SR 520 tolling and potential I-90 tolling.

The purpose of this presentation is to help determine if the PIC would like to take a future policy position regarding mitigation for communities affected by tolling. This item is scheduled as a 5 minute presentation with 15 minutes for feedback. This discussion/potential future action item is not intended to be in support or opposition of regional tolling. The intent is to support communities negatively impacted by tolling.

(Potential policy language) To recommend the following policy position to the SCA Board of Directors: That the Sound Cities Association support mitigation from the State of Washington to address impacts from the current regional tolling of SR 520; as well as, the potential regional tolling of I-90.

Background

WSDOT is currently considering a toll on the I-90 Bridge. In addition to the impacts already occurring from 520 tolling, a number of SCA member cities could be negatively affected by the potential tolling of I-90. Attached is a letter from five North End Cities requesting that any negative impacts from an I-90 Toll be mitigated through State funding of improvements along affected corridors in the five North End Cities.

Attachment

- a) [Letter from North End Cities Regarding Tolling Mitigation](#)

February 27, 2013

To: Governor Jay Inslee
Senator Curtis King, Transportation Committee Co-Chair
Senator Tracey Eide, Senate Transportation Committee Co-Chair
Representative Judy Clibborn, House Transportation Committee Chair

Re: Regional Tolling Impacts

As the State of Washington considers tolling on the I-90 Bridge across Lake Washington, we, the Mayors of Bothell, Kenmore, Kirkland, Lake Forest Park, and Woodinville, on behalf of our cities, respectfully request mitigation resources to address impacts from regional tolling.

Since tolling has been implemented on the SR 520 Bridge, our north end communities have experienced increased traffic volumes and congestion on SR 522 and other state and local highways and roads. Yet our cities have received little to no mitigation funding as a result of the SR 520 tolling impacts.

We believe it is important to highlight that there are four east-west corridors connecting the communities surrounding Lake Washington: SR 522, SR 520, I-90 and I-405. The impacts on all four of these corridors must be considered when evaluating and mitigating regional tolling.

Tolling of the I-90 Lake Washington Bridge will very likely result in additional traffic on SR 522 and other roads and transportation systems here at the north end of the Lake. We are concerned that the cumulative impacts of regional tolling on our north/south and east/west corridors will continue to go unaddressed.

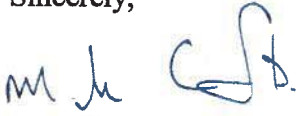
Therefore, we urge the State to review the additional impacts specific to our north end cities that would result from the cumulative consequences of regional tolling: traffic volumes and congestion, air pollution, noise pollution, transit, safety, and parking.

Furthermore, we anticipate mitigation resources from the State of Washington to address impacts from the current regional tolling as well as future regional tolling. Mitigation measures should include pedestrian and vehicle safety improvements, noise improvements, improved transit and transit access, as well as transportation capacity improvements, repairs, replacements, and retrofitting of affected transportation structures and systems.

Thank you for considering our communities as regional tolling policies are being evaluated.

We look forward to thoughtful discussions and evaluations that include our north end cities.

Sincerely,



Mayor Mark Lamb
City of Bothell



Mayor David Baker
City of Kenmore



Mayor Joan McBride
City of Kirkland



Mayor Mary Jane Goss
City of Lake Forest Park



Mayor Bernie Talmas
City of Woodinville

cc: Transportation Secretary Lynn Peterson
Senators and Representatives of the 1st, 32nd, 41st, 45th, 46th, and 48th Districts



March 6, 2013
SCA PIC Meeting

Item 7:

Washington State Special Hotel/Motel (Lodging) Tax
Potential Future Action Item

SCA Staff Contact

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

Recommended Action

This item was brought forward by the City of Federal Way. Councilmember Burbidge will be providing an update on the current status of the Washington State Special Hotel/Motel Tax. The purpose of this update is to help determine if the PIC would like to take a future policy position on this item. This item is scheduled as a 5 minute presentation with 10 minutes for feedback.

(Potential policy language) To recommend the following policy position to the SCA Board of Directors: That the Sound Cities Association support the flexible use of lodging tax revenues by local jurisdictions for the operations and marketing of special events and festivals beyond June 30, 2013.

Background

The use of lodging tax revenues is dictated by State law (RCW 67.28.1816 and 67.28.080), whose sole purpose is to “promote tourism.” Each community that assesses the tax must have a Lodging Tax Advisory Committee that provides the governing legislative body with recommendations on the use of those revenues. In 2007, the State Legislature amended the law to clarify that lodging tax revenues could be used not only for the “marketing” of special events and festivals, but also for the “operations” of such events. Without action by the Legislature that provision will sunset on June 30, 2013, greatly restricting cities’ ability to support tourism with lodging tax funds.

The City of Federal Way supports HB 1253 (and companion bill SB 5262) that would end the sunset clause, and preserve this vital tool for local economies. Summary of Bill:

- Authorizes lodging tax revenues to continue to be used for the operation of special events or festivals.
- The June 30, 2013 expiration date is removed.
- Jurisdictions would no longer be required to provide to the department of commerce an annual report of the use of lodging tax revenues; however, an organization applying to a

local jurisdiction for use of lodging tax revenues would be required to include an estimate regarding benefits resulting from the use of such revenues.

Like many cities, the City of Federal Way relies on the flexibility provided by this amendment to support special events and community festivals that bring significant tourist dollars into the community. Each year, the City invests approximately \$190,000 in lodging tax revenues in advertising, promotion and production of special events, and various programs that promote tourism in Federal Way.

In 2012, the City's investment of \$140,000 for the 2012 US Olympics Dive Trials resulted in a very successful weeklong event that generated \$4.3 million of new spending in King County and \$1.64 million in Federal Way, according to the Seattle Sports Commission.

Other examples of City of Federal Way lodging tax grants and investments that would no longer be eligible if the sunset is allowed to occur:

- NCAA Mens Swimming and Diving events
- Blast-Off Soccer Tournament
- US Senior Softball Association Men's and Women's World Championship
- The Sudden Impact Girls' Fastpitch Tournament

These events, and others like them statewide, would not happen without the flexibility to use local lodging tax funds for more than just marketing.

Many large events require some level of financial support, as the US Olympics Team Dive Trials in Federal Way, did. Without that support, these events would not occur, and the huge economic impact that they provide, would be lost to those communities, and in many cases, to the state.

The investment decisions are guided locally by a Lodging Tax Advisory Committee, comprised by an equal representation of local hoteliers and representatives of local tourism "attractions." These are locally-derived funds, for local use, as directed by local decision-making (per statute).



March 6, 2013
SCA PIC Meeting

Item 8:

Update to the Metro Strategic Plan and Guidelines

Discussion Item

SCA Staff Contact

Monica Whitman, Senior Policy Analyst, office 206-433-7169, monica@soundcities.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 was brought forward by the SCA Regional Transit Committee Caucus. Monica Whitman, SCA Staff, will be providing a brief update on recent developments regarding the update to the King County Metro Strategic Plan and Guidelines, specifically the creation of an additional service priority category. The caucus is seeking feedback on 5 possible approaches, to addressing a potential fifth service investment priority, as outlined below.

This item is scheduled as a 3 minute update with 7 minutes for feedback.

Background

The King County Metro Strategic Plan and Guidelines adopting Ord 17143, Section D requires a new category (investment priority) be added to the existing 4 categories identified in the Transit Strategic Plan. (These categories are the order in which new/additional service is added per the methodology of the adopted strategic plan and Guidelines.)

The current categories (investment priorities) are:

- Over-crowding
- On-Time Performance
- Corridors below Target Service Levels
- High Performing Routes.

Following discussions at recent SCA and King County RTC Workshops it has become apparent that the RTC may not be in a position to propose a fifth investment priority category prior to the April 30, 2013 deadline for the update to the Metro Strategic Plan and Guidelines.

Strategic Plan Adopting Ordinance (17143 (Section 8):

By April 30, 2013, and as part of the 2013 transmittal required in Section 6 of this ordinance, the executive shall transmit to the council an ordinance to update the Strategic Plan for Public Transportation 2011-2021 and the King County Metro Service Guidelines recognizing that the strategic plan and guidelines are based upon Metro's current network, which will require future changes to meet the 2010 regional transit task force recommendations. Additionally, by October 31, 2012 the executive shall transmit a preliminary results report produced through the collaborative process identified in Section 8.A. of this ordinance to the regional transit committee. At a minimum, the legislation and update should include refinements to the guidelines' methodology to:

- A. Incorporate input from local jurisdictions as generated through a collaborative process defined by the executive;
- B. Address the factors, methodology and prioritization of service additions in existing and new corridors consistent with Strategy 6.1.1;
- C. More closely align factors used to serve and connect centers in the development of the All-Day and Peak Network and resulting service level designations, including consideration of existing public transit services, with jurisdictions' growth decisions, such as zoning and transit-supportive design requirements, and actions associated with but not limited to permitting, transit operating enhancements, parking controls and pedestrian facilities; and
- D. Create a category of additional service priority, complementary to existing priorities for adding service contained within the King County Metro Service Guidelines, so that priorities include service enhancements to and from, between and within Vision 2040 regionally designated centers, and other centers where plans call for transit-supportive densities and jurisdictions have invested in capital facilities, made operational changes that improve the transit operating environment and access to transit, and implemented programs that incentivize transit use.

Possible Approaches:

- 1. Propose the creation of a category such as partnerships or supportive capital investments and make the fifth priority as part of the required update. One suggestion would be to postpone until a date certain. For example, the first quarter of 2014.
- 2. Amend Ordinance 17143, Section 8, sub-section D to require consideration of creating an additional category of additional service priority as a required element of implementing a long range plan. (This is contingent upon the anticipated update inclusion of a policy requiring a long range plan.)
- 3. Amend Ordinance 17143, Section 8 to delete sub-section D.
- 4. As part of the anticipated legislation and as part of a long range plan scoping/implementation section of the legislation, require the review of additional

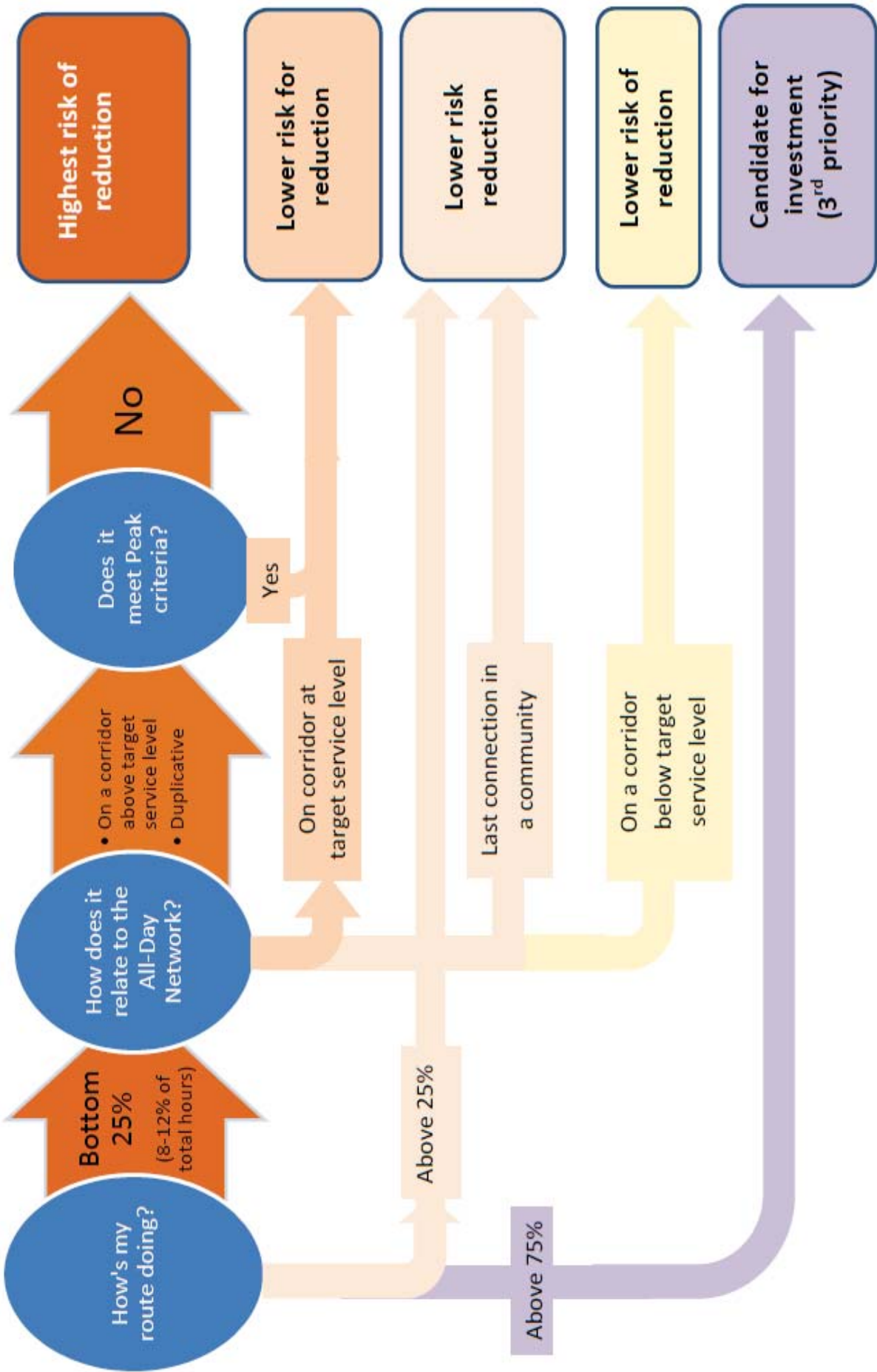
service priorities (adding service) for changes or additions reflecting existing conditions and demand, unmet needs and future operational and capital needs.

5. Are there other approaches that should be considered?

Attachment

- a) [Slide: What does the performance of my route currently mean?](#)

What does the performance of my route mean?



What is the difference between the Strategic Plan, the Service Guidelines, and a Long Range Plan?

