



# **SCA Public Issues Committee**

## **AGENDA**

**November 13, 2013 – 7:00 PM**  
**Kirkland City Hall, Peter Kirk Room**

## Pre - PIC Workshop 6:00 PM King County Metro System Wide Cuts

SCA will be joined by Kevin Desmond, King County Metro General Manager and Victor Obeso, King County Metro General Manager of Service Development.

- 1. Welcome and Roll Call** – Woodinville Mayor Bernie Talmas – Vice Chair
  - 2. Public Comment** – Woodinville Mayor Bernie Talmas
  - 3. Approval of minutes – October 9, 2013 meeting**  
Page 4
  - 4. Chair’s Report** – Woodinville Mayor Bernie Talmas 5 minutes
  - 5. Executive Director’s Report** – Deanna Dawson, SCA 8 minutes
  - 6. 2014 SCA Committee and Board Recommendations** – PIC Nominating Committee  
ACTION ITEM  
Tukwila Mayor Haggerton, Chair of the PIC Nominating Committee  
Page 14  
(5 minute update, 10 minute discussion) 15 minutes
  - 7. Solid Waste Transfer Station Plan Review** – Regional Policy Committee  
POTENTIAL FUTURE ACTION ITEM  
Deanna Dawson, SCA  
Page 16  
(5 minute update, 15 minute discussion) 20 minutes
  - 8. International Diplomacy Funds Account** – City of Snoqualmie  
POTENTIAL FUTURE ACTION ITEM  
Councilmember Kingston Wall, Snoqualmie  
Page 40  
(5 minute update, 10 minute discussion) 15 minutes

## **9. Guiding Principles to inform King County Metro Cuts – Regional Transit Committee**

## POTENTIAL FUTURE ACTION ITEM

15 minutes

Monica Whitman, SCA

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(5 minute update, 10 minute discussion)

## **10. T2040 Balancing the Financial Strategy – PSRC Transportation Policy Board/Executive Board**

## POTENTIAL FUTURE ACTION ITEM

10 minutes

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Monica Whitman, SCA

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(3 minute update, 7 minute discussion)

## **11. Informational Items**

- a) [King County E-911 Recommendations Committee](#)  
Page 72
  - b) [King County Disaster Framework for Public/Private Partnership – EMAC](#)  
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  - c) [2013 2014 Local Ballot Measures](#)  
Page 129
  - d) [Flood Control District 3-cent Levy Rate Increase Proposal](#)  
Page 135

## 12. Upcoming Events

- a) Next SCA Public Issues Committee Meeting – Wednesday, December 11, 2013 7 PM – Renton City Hall
  - b) Next SCA Woman’s Leadership Breakfast – Thursday, November 21, 2013 7:30AM – location TBD
  - c) SCA Annual Meeting & Networking Dinner – Wednesday, November 20, 2013 5:30 PM – Renton Pavilion Event Center
  - d) SCA North & Snoqualmie Valley Regional Caucus Meeting – Wednesday, December 4, 2013 6:30 PM – location TBD
  - e) SCA South & South Valley Regional Caucus Meeting – Wednesday, December 18, 2013 6:30 PM – Kent Senior Center

### **13. For the Good of the Order**

## **14. Adjourn**

## Did You Know?

The International City/County Management Association (ICMA) [developed a free tool](#) for local governments to assess their efforts in civic engagement on their website – [www.icma.org/en/results/management\\_strategies/leading\\_practices/civic\\_engagement](http://www.icma.org/en/results/management_strategies/leading_practices/civic_engagement). This tool is designed to help examine your organization and its efforts in civic engagement. It is also helpful in identifying key principles of an effective engagement program.

# **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**

**October 9, 2013 – 7:00 PM**  
**Renton City Hall Council Chambers**  
**1055 S. Grady Way - Renton, WA 98057**

#### **1. Welcome and Roll Call**

Mia Gregerson, Chair, called the meeting to order at 7:02 p.m. 24 cities had representation ([Attachment A](#)). Guests present included: Pat McLaughlin, King County Solid Waste Division; Michael Huddleston, King County Council; Diane Carlson, King County Executive's Office.

#### **2. Public Comment**

Chair Gregerson asked if any member of the public had any public comment. Seeing none, Chair Gregerson closed the public comment portion of the meeting.

#### **3. Approval of the September 11, 2013 Minutes**

Councilmember Ross Loudenback, North Bend, moved, seconded by Councilmember John Stilin, Redmond, to approve the September 11, 2013 meeting minutes.

There was no discussion. The motion passed unanimously.

#### **4. Chair's Report**

Chair Gregerson spoke about the Affordable Care Act (ACA). King County Public Health has been selected by the Washington Health Benefit Exchange to provide in-person assistance as part of Washington Healthplanfinder. Chair Gregerson encouraged cities to sign up for presentations from Public Health staff. Chair Gregerson also encouraged members to post links to local events on city websites; those can be found at <http://www.kingcounty.gov/healthservices/health/personal/coverage/calendar.aspx>.

#### **5. Executive Director's Report**

Deanna Dawson, SCA Executive Director, spoke about SCA's Leadership meeting with Executive Constantine earlier in the day. She concurred with Gregerson's recommendation, and noted that SCA will be linking to the County's health care site on the SCA website. Cities are encouraged to post events taking place in their cities on their own websites, and SCA's site.

Dawson also referenced the earlier study session on the update to the King County Strategic Plan. Share your city's input on the King County Strategic Plan to help shape the future of King County [www.kingcounty.gov/exec/PSB/CountyStratPlan/StrategicPlanUpdate](http://www.kingcounty.gov/exec/PSB/CountyStratPlan/StrategicPlanUpdate). A link will be posted on the SCA website.

Dawson provided a brief update regarding the government shutdown. The County is currently examining positions that are paid or partially paid for using federal funds.

Dawson reported that Executive Constantine spoke to SCA Leadership about rabies vaccinations. There is an interest in collecting information from veterinarians across the county regarding rabies vaccination status. This would allow the county to better track animal registration status, saving the county and cities money.

Dawson reported on the recent Senate hearings on transportation. There was a large turnout from elected officials throughout King County at the Bellevue hearing. Members of the Senate have noted that they have heard a great deal from elected officials, and are also interested in hearing from other segments of the population. At one recent hearing, it was noted that citizens had to wait for hours to testify after all the elected officials. Senators had encouraged elected officials to consolidate testimony in order to give everyone an opportunity to participate. To that end, at the SCA leadership meeting earlier in the day, the Board leadership had asked PIC Chair Gregerson to testify on behalf of the SCA Board at the October 14<sup>th</sup> hearing in Seattle. Any member cities could also give talking points to Gregerson. Members are encouraged to attend the hearing, but may wish to consolidate testimony pursuant to the request from Senators. Gregerson will be testifying on a panel with Executive Constantine and the City of Seattle to demonstrate the collaboration and shared commitment to transportation from the three entities.

Dawson highlighted the success of SCA's first Women's Leadership Breakfast. AT&T will be sponsoring the next Leadership Breakfast scheduled for Thursday, October 17 at 7:30 AM. The breakfast will be held at the Puget Sound Skills Center in Burien.

## **6. Product Stewardship Policy**

Doreen Booth, SCA Policy Analyst, reported that as a result of the discussion that took place regarding product stewardship at the September PIC meeting and concerns raised by several cities afterwards, additional information was provided on existing product stewardship policies. Booth summarized the policies included in her staff report, calling attention to a number of alternative positions that the PIC may wish to consider.

Following the presentation, Mayor David Baker, Kenmore, moved, seconded by Councilmember Layne Barnes, Maple Valley, to recommend to the SCA Board of Directors the following public policy position:

*The Sound Cities Association supports product stewardship approaches that enhance our existing reuse, recycling and waste management systems by requiring product manufacturers to be responsible for their products that contain toxic and hazardous materials.*

Members discussed the existing AWC and King County policies as well as the intent of SCA's position. There was discussion regarding the use of the word 'required' in the position. While some members suggested that the language could be softened, other members felt that the position was not controversial and softening the language may make the position ineffective.

Mayor Dave Hill, Algona, specifically noted concerns regarding the County or State requiring out of state manufacturers to take actions. Mayor Jim Berger noted that his Council discussed the proposed policy, and did not support the position based on the information they had from the last meeting. While the proposed policy sounds good in theory, Carnation was concerned that it did not adequately address the role of personal responsibility on the part of consumers. Tonight's presentation contained new information that his Council had not seen. But based on his Council's discussion, if the vote were taken tonight, Carnation could not vote in favor.

Councilmember Toby Nixon, Kirkland, reported that while Kirkland is generally supportive of the position, their support of the high level position should not be interpreted as blanket support of any product stewardship bills before the legislature in Olympia.

In an attempt to gain broader support for the motion, Councilmember John Stilin, Redmond, moved, seconded by Mayor David Baker, Kenmore, to amend the position to state: *The Sound Cities Association will consider supporting product stewardship approaches that enhance our existing reuse, recycling and waste management systems by requiring product manufacturers to be responsible for their products that contain toxic and hazardous materials.*

Members had a robust discussion on the proposed language change and the ramifications of the proposed language. After discussion, members agreed that the language change would effectively render the position meaningless, as the PIC could always "consider" support for a product stewardship approach. The motion thus failed, with no members in support.

Following additional discussion, the original motion was called for a vote. The motion passed. Lake Forest Park abstained. Deputy Mayor Catherine Stanford, Lake Forest Park, noted that their council had not yet weighed in on the position. Algona and Carnation voted no.

ED Dawson sought direction from the PIC to guide staff on how they would like to proceed should individual bills, ordinances, or policies on product stewardship be brought forward with a request for SCA support. Would the PIC like to weigh in on each individual bill, etc. that would come forward in the future? There was a discussion about the implications of this, with a member noting that at last month's meeting, it was noted that part of the reason for adopting a broad position in support of product stewardship would be to avoid the need to bring back each and every position to PIC. Members agreed that having a broad policy position would help to guide PIC in the future, but that not every bill that had the phrase "product stewardship" in the title would be something that member cities would support. Dawson suggested that staff would err on the side of bringing items back to the PIC if there was a question as to whether the approach or bill would fall within the policy adopted by the PIC. PIC members agreed that this was appropriate.

## **7. Solid Waste Transfer Plan Review Update**

ED Dawson reported that the draft Solid Waste Transfer Plan review has been completed. Pat McLaughlin, Division Director for the King County Solid Waste Division, provided copies. This document is now available online,

[http://your.kingcounty.gov/solidwaste/about/Planning/documents/TWMP-Transfer-System-Plan-Review-DRAFT.pdf.](http://your.kingcounty.gov/solidwaste/about/Planning/documents/TWMP-Transfer-System-Plan-Review-DRAFT.pdf)

Dawson summarized the Solid Waste Division (SWD) proposal; proceeding with their base plan to build three new stations: South County, Factoria, and Northeast with the caveat that there will be a “wait and see” approach on proceeding with the Northeast station. The SWD will also examine if they can mitigate impacts to Kirkland residents by making Houghton a “self-haul only” station.

Dawson noted that the timing for PIC discussion is difficult as members are just seeing the draft plan for the first time tonight. The SWD and King County Council have requested feedback. Dawson noted that the final report is due at the end of November.

Councilmember Toby Nixon, Kirkland, reported that Kirkland opposed to further delay of the closure of Houghton station. Kirkland would like to see siting move forward for a Northeast station. If deemed unnecessary at a later date, the property could be sold in future years.

Vice Chair Bernie Talmas raised concerns about moving forward with the siting of a Northeast station at this time. The siting process could create land use and development issues for Woodinville.

Dawson stated that it is possible that the siting of a Northeast and/or South County station could be considered a divisive position, and thus one that the PIC would not take a position on.

Mayor Pete Lewis, Auburn, stated that the Regional Policy Committee (RPC) was briefed on this item earlier in the day. Lewis asked specifically at the RPC for a cost plan for the various scenarios. Lewis requested that the PIC discuss this issue, but not take a position at this time.

Councilmember Layne Barnes, Maple Valley, suggested that the committee provide support for the Factoria station moving forward, since it appears to be non-controversial. Nixon questioned whether the current proposal for Factoria was right sized if it was unknown whether Bellevue and the point cities would be a part of the system after the expiration of the current ILA. Dawson clarified that Bellevue and the point communities had made it clear that they will not be signing onto the ILA. The tonnage estimates and other assumptions in the report were premised on those cities not being a part of the system post-2028.

Dawson read an email ([Attachment B](#)) aloud reinforcing Bellevue's position. Dawson also noted concerns raised by the City of Federal Way ([Attachment C](#)). Federal Way is supportive of a South County station.

Mayor Dave Hill, Algona, reiterated his concerns about siting a station in Algona including wear and tear on the roads and losing 54% of Algona's available retail property. Vice Chair Talmas noted that there would be challenges siting a station in NE King County, including but not limited to siting in Woodinville. He was supportive of the suggestion to express support

for proceeding with Factoria. He expressed the view that the station at Factoria should be sufficient to take on the NE region of the county as well.

Vice Chair Talmas recommended deferring action until members have had an opportunity to consult with their councils. A number of PIC representatives concurred regarding the timing of this item. Members requested additional time to take this information back to their councils and staff.

Members expressed strong concerns about the timing of the report, and expressed strong concerns about being rushed to give input without sufficient time for cities to do their due diligence.

In response to member questions, Dawson also provided a brief update on the status of the ILA. To date, the King County Council has not approved the ILA. SCA leadership had met with Executive Constantine that morning, and he indicated that he was urging the council to adopt. Hill noted that cities were told there were risks if they didn't sign. Cities have now been waiting for 7 months for the ILA to be finalized. Hill expressed concerns about the fact that while cities were told their rates would increase if an extended ILA were not signed, cities that had not signed on did not appear to have different rates. Dawson noted that there are ongoing discussions regarding a differential rate, and this is an issue that has not yet been resolved.

Members expressed strong concerns about the fact that the ILA had not yet been signed by the County.

Chair Gregerson encouraged cities to share any additional information/comments with SCA staff.

## **8. Informational Items**

Chair Gregerson noted there are two informational items this month: 2014 proposed King County budget and the King County Youth Action Plan.

Chair Gregerson asked members if they were interested in convening a committee to review the King County budget. There was discussion on this item, and agreement that it was too late in the process to form a budget committee for 2014. Members agreed that the time to weigh in would be early in the process, in the form of giving input on cities' priorities. Members agreed that getting involved in the strategic plan update was another good way for SCA member cities to give input on cities priorities. This could in turn help inform future budget discussions. Members agreed that if there is interest in participating in the budget process next year, it should occur in early in the process, well before the Executive releases his budget to Council.

## **9. Upcoming Events**

- a) Next SCA Women's Leadership Breakfast – Thursday, October 17, 2013 7:30 AM – Puget Sound Skills Center, Yormark Room, 18010 – 8<sup>th</sup> Ave. S, Burien

- b) Next SCA Public Issues Committee meeting – Wednesday, November 13, 2013 7:00 PM - Kirkland City Hall, Peter Kirk Room, 123 Fifth Avenue, Kirkland
- c) SCA Pre-PIC Workshop – King County Metro Potential Cuts - Wednesday, November 13, 2013 6:00 PM - Kirkland City Hall, Peter Kirk Room, 123 Fifth Avenue, Kirkland
- d) SCA Annual Meeting & Networking Dinner – Wednesday, November 20, 2013 5:30 PM – Renton Pavilion Event Center, 233 Burnett Avenue South, Renton

#### **10. For the Good of the Order**

Layne Barnes invited attendees to the [Annual Greater Maple Valley Emergency Preparedness Fair](#) on Saturday, October 12, 2013.

Andy Rheaume announced that he will be participating in a stakeholder group that is making recommendations on implementing legislation for a permanent stormwater funding program. He encouraged members to provide him with feedback on this issue.

David Baker reported that the Public Safety Answering Points (PSAP) Recommendations Committee met for the first time on October 9, 2013. This committee is scheduled to move quickly through the PSAP consolidation issue. Baker will bring more information back to the PIC as available.

Suzette Cooke inquired as to how many cities have biennial budgets and asked for feedback on establishing parameters for mid-biennium budget amendments. Feedback can be sent to [scooke@kentwa.gov](mailto:scooke@kentwa.gov).

#### **11. Adjourn**

The meeting was adjourned at 8:34 p.m.

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

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

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

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**Subject:** Bellevue Comments on the Solid Waste Transfer Station Plan Review

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**From:** Bennett, Alison  
**Sent:** Friday, October 04, 2013 3:12 PM  
**To:** [Kevin.Kiernan@kingcounty.gov](mailto:Kevin.Kiernan@kingcounty.gov); [pat.mclaughlin@kingcounty.gov](mailto:pat.mclaughlin@kingcounty.gov)'  
**Cc:** Diane Carlson ([diane.carlson@kingcounty.gov](mailto:diane.carlson@kingcounty.gov)); Huddleston, Michael ([Michael.Huddleston@kingcounty.gov](mailto:Michael.Huddleston@kingcounty.gov)); 'mike.reed@kingcounty.gov'; Mountsier, Beth ([Beth.Mountsier@kingcounty.gov](mailto:Beth.Mountsier@kingcounty.gov)); [Grover.Cleveland@kingcounty.gov](mailto:Grover.Cleveland@kingcounty.gov); Nichols, Joyce; Miyake, Brad ([BMiyake@bellevuewa.gov](mailto:BMiyake@bellevuewa.gov))  
**Subject:** Bellevue Comments on the Solid Waste Transfer Station Plan Review

Pat and Kevin,

The Bellevue City Council met on September 23, 2013 to discuss the Solid Waste Transfer Station Plan Review. As you prepare to finalize your recommendations, I wanted to reiterate the Bellevue City Council's position that (1) King County continue with its current plan to rebuild Factoria Transfer Station using only its current site (and adjacent lower properties purchased specifically for that purpose) and (2) King County honor its 2006 agreement with the City of Bellevue not to build any portion of the transfer station on the upper Eastgate Way property abutting Eastgate Way.

Bellevue has worked extensively and cooperatively with Solid Waste Division staff to ensure King County has the permits it needs to rebuild Factoria under the current plan. Building a transfer station on the upper Eastgate Way property is incompatible with the Council adopted Eastgate I-90 Corridor Plan, which specifically envisions commercial office development on the site. The County has invested \$21 million in the rebuilding of Factoria on its current site and changing course at this late date would risk losing this significant investment. The County would also lose the opportunity to sell the Eastgate Way property for redevelopment and use revenues to offset system costs. Finally, regional equity would not be served by using the Eastgate Way site to overburden Bellevue with an even larger transfer station than planned.

We look forward to reviewing your draft recommendations on the transfer station system and continuing to work with you through this process. Please call me if you have any questions.

Thank you.

Alison Bennett  
425-452-2808



CITY HALL  
 33325 8th Avenue South  
 Federal Way, WA 98003-6325  
 (253) 835-7000  
[www.cityoffederalway.com](http://www.cityoffederalway.com)

October 2, 2013

King County Executive Dow Constantine  
 King County Chinook Building  
 401 5<sup>th</sup> Avenue, Suite 800  
 Seattle, WA 98104

**Subject: *City of Federal Way Support for a New Transfer Station in South King County***

Dear Executive Constantine,

On behalf of our City Council, I wanted you to know that we appreciate the County's efforts related to the 2013 Transfer & Waste Management Plan Review to focus on key aspects of the *2006 Solid Waste Transfer and Waste Management Plan*. This Review is warranted in light of ensuing changes in solid waste generation and the economy, and is fostering input from many affected parties. In keeping with this process, the City of Federal Way is emphasizing our position in support of building a new transfer station to serve south King County.

- Algona Transfer Station is the second busiest station in the system.
- Without a nearby transfer station for contracted collection companies to use, Federal Way ratepayers will bear higher costs due to longer queues to dump loads, additional labor, and more collection trucks to make up for capacity lost as a result of the longer distance to a transfer site.
- Traffic and capacity issues at the next closest transfer station (Bow Lake, which already is the busiest station) will worsen, with cumulative impacts adversely impacting area ratepayers.
- The lack of transfer capacity in south King County also raises significant service equity issues, since south King County ratepayers would essentially pay for transfer system improvements in other parts of the county while being burdened with inferior service levels.
- Eliminating this transfer capacity would also increase the potential for illegal dumping and associated environmental risks.
- The City of Federal Way does not support the concept of eliminating commercial transfer capacity in south King County. Converting the Algona Transfer Station to a 'self-haul only' site would mean reduced commercial transfer capacity.

Regarding the alternatives under consideration in the 2013 Transfer & Waste Management Plan Review, we underscore the need for all options to be carefully-scaled to provide appropriate long-term capacity. The City supports the **Base or "Current Plan"** as well as those Alternatives that include the new South County transfer facility.

Earlier this year, the County pushed for widespread adoption of the Amended and Restated Solid Waste Interlocal Agreement. Now it appears the County is planning to reduce essential services for an entire region of the County, going the opposite direction promoted by the Amended and Restated ILA, and contradicting Section J of its Preamble. To underscore the seriousness of Federal Way's position in support of adequate transfer capacity for south King County and regional service equity, the City Council stands prepared to rescind acceptance of the Amended and Restated Solid Waste Interlocal Agreement.

Federal Way has been engaged in this overall planning process for nearly a decade. The City will continue to provide input via the Regional Policy Committee, the Sound Cities Association, and the Metropolitan Solid Waste Management Advisory Committee. Please contact me at 253.835.2402 or Cary Roe, Director of Parks, Public Works, and Emergency Management at 253.835.2710 if you wish to discuss this issue further.

Sincerely,



Skip Priest, Mayor

cc: Pete von Reichbauer, Councilmember, 516 Third Ave, Room 1200, Seattle WA 98104  
Pat McLaughlin, Director, King County Solid Waste Division, King Street Center, 201 S Jackson Street, Suite 701,  
Seattle, WA 98104  
Kevin Kiernan, Assistant Division Director, King County Solid Waste Division, King Street Center, 201 S Jackson Street,  
Suite 701, Seattle, WA 98104  
City Council Members  
Pat Richardson, City Attorney  
Cary M. Roe, P. E., Director of Parks, Public Works, and Emergency Management

Item 6:

2014 SCA Committee and Board Recommendations

**Action Item**

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**Staff Contacts**

Deanna Dawson, Executive Director, office 206-433-7170, [deanna@soundcities.org](mailto:deanna@soundcities.org)

**SCA PIC Nominating Committee Representatives**

Chair Jim Haggerton, Mayor of Tukwila; Leanne Guier, Mayor of Pacific; Hank Margeson, Redmond City Councilmember; Ross Loudenback, North Bend City Councilmember.

Mayor Haggerton, Chair of the PIC Nominating Committee, will be presenting a list of recommended 2014 appointments to SCA regional boards and committees. This item is being brought to PIC for action. Following action by the Public Issues Committee, recommendations will be forwarded to the SCA Board for final approval at their next meeting.

**Background**

Pursuant to SCA Bylaw 4.17.7(g), Regional Committee Appointments shall be recommended to the Board by December 1st each year. A nominating committee of the Public Issues Committee (PIC) consisting of one representative of each SCA Regional Caucus (South, North, South Valley, and Snoqualmie Valley) is appointed annually by the Chair of the PIC, and makes recommendations to the PIC on appointments. The PIC in turn makes recommendations to the SCA Board of Directors on board and committee appointments.

For 2014, there are open seats on 20 regional boards and committees. Per SCA Bylaws, appointees to major regional committees shall be selected from among elected officials otherwise qualified to serve in such positions, in accordance with the terms of the enabling documents creating such boards and committees. Appointees shall represent the positions of all the member cities. Equitable geographic distribution shall be considered in recommending appointments to the Board of Directors. Cities within King County who are not members of the Association may make recommendations to the nominating committee and be appointed to regional committees.

Starting in 2014, no member shall serve more than six (6) consecutive years on a regional board or committee appointed by SCA. This limitation shall not apply to alternates to regional boards and committees. Once a member has served six (6) consecutive years on a regional board or committee, s/he shall be ineligible to serve on said committee for a minimum of one (1) year.

The PIC nominating committee is scheduled to meet on November 8, 2013 to develop a list of recommended appointments. The PIC will act on the recommendations at the November 13, 2013 meeting, and the Board is expected to vote on appointments at the November 20, 2013 meeting.

Item 7:

Transfer Station Plan Review

**Potential Action Item**

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**Staff Contacts**

Deanna Dawson, Executive Director, office 206-433-7170, [deanna@soundcities.org](mailto:deanna@soundcities.org).

**SCA Regional Policy Committee Representatives**

Auburn Mayor Pete Lewis (SCA Caucus Chair and RPC Vice Chair); Federal Way Councilmember Dini Duclos (SCA Caucus Vice Chair); Woodinville Mayor Bernie Talmas; Shoreline Councilmember Will Hall; Kent Councilmember Dennis Higgins (alternate); Bellevue Councilmember John Stokes (alternate).

The Solid Waste Division (SWD) issued a draft Transfer Plan Review of the 2006 Solid Waste Transfer Station Plan on October 9, 2013. A final report to the King County Council is currently due on November 27, 2013. At the November 13 PIC meeting, PIC members will have the opportunity to share feedback on the draft report, and to consider taking a formal SCA policy position with regards to the report.

**Background**

The draft Transfer Plan Review was issued on October 9, 2013. The draft report and background information can be found at <http://your.kingcounty.gov/solidwaste/about/plan-review.asp>.

The Solid Waste Division's recommendation is summarized as follows:

*Based on analysis of the alternatives and preliminary stakeholder feedback, the Division recommends proceeding with a variation of the Base Alternative which would include deferring the opening date of the new Northeast transfer station so that the Division can assess the timing and potential phasing of the new station. This recommendation would proceed with construction of the new Factoria station as currently designed, while studying whether additional space and services could be added to the new Factoria station that could affect a new Northeast station. With flexibility in the timing and scope of a new Northeast facility, the division would also evaluate options to further mitigate impacts on the Houghton neighborhood. Mitigation could include closing Houghton to commercial traffic between opening the new Factoria and final closure of Houghton. The project to site a new facility in south King County to replace the Algona Transfer Station would continue as scheduled. This variation on the Base Alternative recognizes the value of a regional system that provides equivalent services to all system ratepayers.*

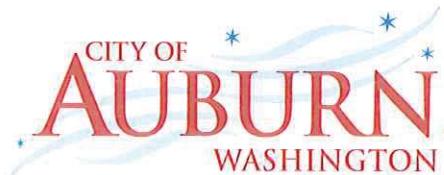
To date, SCA has received comment letters from the cities of Auburn, Federal Way, Kirkland, SeaTac, and Tukwila, and a joint letter from Kenmore, Redmond, Shoreline, and Woodinville. Those comment letters are attached ([Attachment A](#)).

While the formal comment period for the report ended on November 1, 2013, the Solid Waste Division will accept additional feedback until the due date for transmittal of their report to the King County Council, November 27, 2013.

As of November 5, 2013, King County Councilmember Jane Hague has asked Council staff to draft legislation to allow the Council to consider extending the November 27, 2013 deadline in order to allow for more feedback and analysis of the draft report.

**Attachment**

- A. [City Comment Letters](#)



Peter B. Lewis, Mayor

25 West Main Street \* Auburn WA 98001-4998 \* [www.auburnwa.gov](http://www.auburnwa.gov) \* 253-931-3000

October 23, 2013

Pat McLaughlin, Division Director  
King County Solid Waste Division  
201 S. Jackson Street, Suite 701  
Seattle, Washington 98104

**RE: Draft Transfer System Plan Review Report  
King County Solid Waste System**

Dear Pat McLaughlin:

Please let this letter serve as the City of Auburn's comments for the public comment period on the above referenced draft report. It should be noted that these will not be the City's only comments and that additional comments will be made during the King County Council legislative process.

The City of Auburn has been consistently concerned about the need for additional transfer stations in the solid waste system. We continue to be opposed to building a transfer station in the City of Auburn.

Sincerely,

A handwritten signature in black ink, appearing to read "Pete Lewis".

Pete Lewis,  
Mayor

cc: Shelley Coleman, Finance Director



CITY HALL  
 33325 8th Avenue South  
 Federal Way, WA 98003-6325  
 (253) 835-7000  
[www.cityoffederalway.com](http://www.cityoffederalway.com)

October 2, 2013

King County Executive Dow Constantine  
 King County Chinook Building  
 401 5<sup>th</sup> Avenue, Suite 800  
 Seattle, WA 98104

**Subject: *City of Federal Way Support for a New Transfer Station in South King County***

Dear Executive Constantine,

On behalf of our City Council, I wanted you to know that we appreciate the County's efforts related to the 2013 Transfer & Waste Management Plan Review to focus on key aspects of the *2006 Solid Waste Transfer and Waste Management Plan*. This Review is warranted in light of ensuing changes in solid waste generation and the economy, and is fostering input from many affected parties. In keeping with this process, the City of Federal Way is emphasizing our position in support of building a new transfer station to serve south King County.

- Algona Transfer Station is the second busiest station in the system.
- Without a nearby transfer station for contracted collection companies to use, Federal Way ratepayers will bear higher costs due to longer queues to dump loads, additional labor, and more collection trucks to make up for capacity lost as a result of the longer distance to a transfer site.
- Traffic and capacity issues at the next closest transfer station (Bow Lake, which already is the busiest station) will worsen, with cumulative impacts adversely impacting area ratepayers.
- The lack of transfer capacity in south King County also raises significant service equity issues, since south King County ratepayers would essentially pay for transfer system improvements in other parts of the county while being burdened with inferior service levels.
- Eliminating this transfer capacity would also increase the potential for illegal dumping and associated environmental risks.
- The City of Federal Way does not support the concept of eliminating commercial transfer capacity in south King County. Converting the Algona Transfer Station to a 'self-haul only' site would mean reduced commercial transfer capacity.

Regarding the alternatives under consideration in the 2013 Transfer & Waste Management Plan Review, we underscore the need for all options to be carefully-scaled to provide appropriate long-term capacity. The City supports the **Base or "Current Plan"** as well as those Alternatives that include the new South County transfer facility.

Earlier this year, the County pushed for widespread adoption of the Amended and Restated Solid Waste Interlocal Agreement. Now it appears the County is planning to reduce essential services for an entire region of the County, going the opposite direction promoted by the Amended and Restated ILA, and contradicting Section J of its Preamble. To underscore the seriousness of Federal Way's position in support of adequate transfer capacity for south King County and regional service equity, the City Council stands prepared to rescind acceptance of the Amended and Restated Solid Waste Interlocal Agreement.

Federal Way has been engaged in this overall planning process for nearly a decade. The City will continue to provide input via the Regional Policy Committee, the Sound Cities Association, and the Metropolitan Solid Waste Management Advisory Committee. Please contact me at 253.835.2402 or Cary Roe, Director of Parks, Public Works, and Emergency Management at 253.835.2710 if you wish to discuss this issue further.

Sincerely,



Skip Priest, Mayor

cc: Pete von Reichbauer, Councilmember, 516 Third Ave, Room 1200, Seattle WA 98104  
Pat McLaughlin, Director, King County Solid Waste Division, King Street Center, 201 S Jackson Street, Suite 701,  
Seattle, WA 98104  
Kevin Kiernan, Assistant Division Director, King County Solid Waste Division, King Street Center, 201 S Jackson Street,  
Suite 701, Seattle, WA 98104  
City Council Members  
Pat Richardson, City Attorney  
Cary M. Roe, P. E., Director of Parks, Public Works, and Emergency Management

**From:** [Yates, Diane](#)  
**To:** [John MacGillivray](#)  
**Subject:** RE: Draft Transfer Plan Review Report - KIRKLAND COMMENTS  
**Date:** Wednesday, October 16, 2013 9:11:15 AM

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Thanks John.

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**From:** John MacGillivray [mailto:[JMacGillivray@kirklandwa.gov](mailto:JMacGillivray@kirklandwa.gov)]  
**Sent:** Tuesday, October 15, 2013 3:27 PM  
**To:** Yates, Diane  
**Cc:** Pam Bissonnette; Kurt Triplett; Rob Jammerman  
**Subject:** RE: Draft Transfer Plan Review Report - KIRKLAND COMMENTS

Diane,

We would like to thank the King County Solid Waste Division for the opportunity to participate in the review of the Solid Waste Transfer and Export Plan and recognize the Division for conducting such a thorough analysis within a compressed timeline.

We agree with the Base Alternative recommendation. While this alternative has the highest capital cost, it clearly provides the most value to our ratepayers and elegantly balances equity amongst all members of the solid waste system in terms of lower collection costs, current and future system capacity, expanded and enhanced recycling services; environmental impacts; and self-haul for residents and businesses. We also agree with the report's basic assumption that any limitations on self-haul would not apply to customers with a division charge account, such as small businesses and contractors. Finally, we concur with the report's basic assumption that Bellevue and the point cities will leave the solid waste system after 2028; however, we still contend that cities that have not extended their interlocal agreements should be provided with a firm deadline (end of 2014) to do so or be precluded from returning to the system and that any city or cities not signing an extended ILA should be charged a rate differential to pay off its share of the bonded construction debt by 2028.

However, we strongly disagree with the proposed deferment of the closure of the Houghton Transfer Station beyond 2021. We request that the Division provide more information in the report's recommendation on the specific services and space that could be added to Factoria along with a justification for its request for additional time to conduct the study. The original 2006 Transfer Plan schedule for the closure of Houghton was 2015 which was unexpectedly delayed until 2018 and then recently pushed back to 2021. On September 17, 2013, the Kirkland City Council unanimously voted to approve Resolution R-5001 (attached) which asks King County to complete the improvements to the transfer system by 2021 and close Houghton. While we appreciate the Division's interest in studying whether additional space and services could be added to the new Factoria Transfer Station, any exercise undertaken to study space and additional services at Factoria could be conducted concurrent with the design and siting process for the Northeast Transfer Station which would result in the closure of the Houghton no later than 2021.

We also believe that closing the Houghton Transfer Station to commercial traffic after the opening of the new Factoria Station would result in a rate inequity to cities in northeast King County. Hauling distances would temporarily increase as commercial waste would have to be diverted to Factoria and haulers would pass on the increased hauling costs to the city rate

ayers through their individual contracts. Additionally, the partial closure of Houghton to commercial traffic without a firm date for full closure suggests that the station could remain open indefinitely to residential self-haul customers, potentially until Bellevue leaves the system in 2028.

The County needs to demonstrate that it can keep its promises made in our MOU and the adopted Transfer Plan to the City of Kirkland and its residents in exchange for allowing repairs and infrastructure improvements to the Houghton Transfer Station in 2009 and 2010. King County has not made the case in the materials provided to date that Houghton needs to remain open, for either commercial or self-haul beyond the already significantly extended date of 2021. We therefore request that King County begin a siting study starting in 2014 of either a new NE Transfer Station Site, or an expanded Factoria, such that the closure of Houghton can proceed as planned.

Best regards,

**John MacGillivray**  
Solid Waste Programs Lead  
City of Kirkland | Public Works  
(425) 587-3804  
[jmacgillivray@kirklandwa.gov](mailto:jmacgillivray@kirklandwa.gov)

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**From:** Yates, Diane [mailto:[Diane.Yates@kingcounty.gov](mailto:Diane.Yates@kingcounty.gov)]  
**Sent:** Wednesday, October 09, 2013 2:51 PM  
**Subject:** Draft Transfer Plan Review Report

Hello,

The draft Transfer Plan Review Report is now posted at the link below:

<http://your.kingcounty.gov/solidwaste/about/plan-review.asp>

We recognized at the beginning of the transfer plan review process that the task was tall and time was short. We want you to know that we appreciate the time commitment you made to participate in this process. We value your input and look forward to continuing to work with you. Your input, along with the efforts of division staff in researching and analyzing all the alternatives, resulted in a draft report that we believe represents the best options for the region.

**The comment period is now open. Please submit comments on the draft report in writing to me. Comments are due no later than October 23<sup>rd</sup>.** All written comments will be considered and a final report will be released on November 27<sup>th</sup>.

Sincerely,

*Diane Yates*

Intergovernmental and Legislative Liaison  
Director's Office  
King County Solid Waste Division  
201 So. Jackson St., Ste. 701  
Seattle, WA 98104

**206-477-5212**



October 29, 2013

Executive Dow Constantine  
 King County Chinook Building  
 401 5th Ave. Suite 800  
 Seattle, WA 98104

**RE: CITY OF KIRKLAND SUPPLEMENTARY COMMENTS  
 ON TRANSFER STATION PLAN REVIEW RECOMMENDATION**

Dear Executive Constantine:

Thank you for the extended opportunity to provide comments on the recommendations made in the County's recent review of the Solid Waste Transfer and Export Plan. On September 17, 2013, the Kirkland City Council unanimously adopted a position statement concerning the Transfer Plan Review (attached). On October 16, 2013, Kirkland staff submitted comments on the Transfer Plan recommendation to the Solid Waste Division via email (attached). At the October 18, 2013 Metropolitan Solid Waste Advisory Committee (MSWAC) meeting, Kirkland staff verbally reiterated our comments to the County and the MSWAC membership.

We generally support the recommendation in the draft transfer plan of proceeding with the Base Alternative but downsized as necessary to accommodate the withdrawal of the City of Bellevue and similar communities that did not extend their contracts. However, the language below from the draft transfer plan creates a serious cause of concern.

**TRANSFER PLAN REVIEW RECOMMENDATION:**

*"Based on analysis of the alternatives and preliminary stakeholder feedback, the Division recommends proceeding with a variation of the Base Alternative which would include deferring the opening date of the new Northeast transfer station so that the Division can assess the timing and potential phasing of the new station [emphasis added]. This recommendation would proceed with construction of the new Factoria station as currently designed, while studying whether additional space and services could be added to the new Factoria station that could affect a new Northeast station. With flexibility in the timing and scope of a new Northeast facility, the division would also evaluate options to further mitigate impacts on the Houghton neighborhood [emphasis added]. Mitigation could include closing Houghton to commercial traffic between opening the new Factoria and final closure of Houghton [no date provided]. The project to site a new facility in the south county to replace the Algona Transfer Station would continue as scheduled. This variation on the Base Alternative recognizes the value of a regional system that provides equivalent services to all system ratepayers."*

I would like to strongly reiterate the Kirkland City Council's position that the Houghton Transfer Station should be closed as promised by 2021 in observance of King County's firm commitment to Kirkland in its 2005 Memorandum of Understanding and in the 2006 adopted Transfer System Plan. Please accept our supplementary comments below:

Letter to Executive Constantine

October 29, 2013

Page 2

- We urge the County to begin the siting process for the NE Transfer Station in 2014 in earnest to ensure that construction is completed by 2021 and the Houghton Transfer Station closed.
- By the County's own admission, construction of the new Factoria Transfer Station as currently designed will not handle all the tonnage and services for northeast King County even when Bellevue leaves the system. A new NE transfer station, or an expanded Factoria Transfer Station, will be required in any case.
- By the County's own admission, it will take at least 3 years to do a siting study with or without including an expansion of the Factoria Transfer Station. It will then take 2 years for design and permits, and 2 years to build for a total of 7 years. If initiated in 2014 there is enough time for completion of the process in time to close Houghton on schedule by 2021. Delays for further studies can only delay the closure of the Houghton Transfer Station.
- The County should have adequate resources to complete the siting process of the Northeast Transfer Station concurrent with any study of the Factoria Transfer Station. During the siting process the size and services of the new facility would be determined.
- By the County's own admission, the expansion of Factoria in lieu of a new NE site will not require redesign and reconstruction of the Factoria facility as currently designed. The process undertaken to identify and/or purchase parcels in NE King County to site a new NE Transfer Station as compared to an expansion of Factoria are not mutually exclusive.

The City of Kirkland has been an accommodating host to a King County transfer station for well over 50 years and our residents and businesses have enjoyed its financial and convenience benefits, but also have shouldered the burdens associated with high volumes of traffic, noise and odors in a residential neighborhood. While Kirkland remains firmly committed to fulfilling its regional obligation to host critical public facilities, the Houghton Transfer Station has outlived its useful life, no longer meets any critical service criteria in the Transfer Plan, and our patient residents affected by the facility have been promised its closure by 2021. Mitigation at the Houghton Transfer Station is not what was promised. Closure is. Please remove any language in the Transfer Plan Review recommendation that would defer a siting study of a new NE Transfer Station thereby risking delay of the closure of the Houghton Transfer Station beyond 2021, and take actions in accord with this direction.

Sincerely,



Joan McBride, Mayor  
City of Kirkland

Letter to Executive Constantine

October 29, 2013

Page 3

Attachments (2)

Cc: Kirkland City Council  
Kurt Triplett, Kirkland City Manager  
Marilynne Beard, Kirkland Deputy City Manager  
Pam Bissonnette, Kirkland Interim Public Works Director  
John MacGillivray, Kirkland Solid Waste Programs Lead  
Kevin Kiernan, Assistant King County Solid Waste Division Director  
Jane Hague, King County Councilmember  
Rod Dembowski, King County Councilmember

**From:** Yates, Diane  
**To:** John MacGillivray  
**Subject:** RE: Draft Transfer Plan Review Report - KIRKLAND COMMENTS  
**Date:** Wednesday, October 16, 2013 9:11:15 AM

---

Thanks John.

**From:** John MacGillivray [mailto:[JMacGillivray@kirklandwa.gov](mailto:JMacGillivray@kirklandwa.gov)]  
**Sent:** Tuesday, October 15, 2013 3:27 PM  
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**Subject:** RE: Draft Transfer Plan Review Report - KIRKLAND COMMENTS

Diane,

We would like to thank the King County Solid Waste Division for the opportunity to participate in the review of the Solid Waste Transfer and Export Plan and recognize the Division for conducting such a thorough analysis within a compressed timeline.

We agree with the Base Alternative recommendation. While this alternative has the highest capital cost, it clearly provides the most value to our ratepayers and elegantly balances equity amongst all members of the solid waste system in terms of lower collection costs, current and future system capacity, expanded and enhanced recycling services; environmental impacts; and self-haul for residents and businesses. We also agree with the report's basic assumption that any limitations on self-haul would not apply to customers with a division charge account, such as small businesses and contractors. Finally, we concur with the report's basic assumption that Bellevue and the point cities will leave the solid waste system after 2028; however, we still contend that cities that have not extended their interlocal agreements should be provided with a firm deadline (end of 2014) to do so or be precluded from returning to the system and that any city or cities not signing an extended ILA should be charged a rate differential to pay off its share of the bonded construction debt by 2028.

However, we strongly disagree with the proposed deferment of the closure of the Houghton Transfer Station beyond 2021. We request that the Division provide more information in the report's recommendation on the specific services and space that could be added to Factoria along with a justification for its request for additional time to conduct the study. The original 2006 Transfer Plan schedule for the closure of Houghton was 2015 which was unexpectedly delayed until 2018 and then recently pushed back to 2021. On September 17, 2013, the Kirkland City Council unanimously voted to approve Resolution R-5001 (attached) which asks King County to complete the improvements to the transfer system by 2021 and close Houghton. While we appreciate the Division's interest in studying whether additional space and services could be added to the new Factoria Transfer Station, any exercise undertaken to study space and additional services at Factoria could be conducted concurrent with the design and siting process for the Northeast Transfer Station which would result in the closure of the Houghton no later than 2021.

We also believe that closing the Houghton Transfer Station to commercial traffic after the opening of the new Factoria Station would result in a rate inequity to cities in northeast King County. Hauling distances would temporarily increase as commercial waste would have to be diverted to Factoria and haulers would pass on the increased hauling costs to the city rate

payers through their individual contracts. Additionally, the partial closure of Houghton to commercial traffic without a firm date for full closure suggests that the station could remain open indefinitely to residential self-haul customers, potentially until Bellevue leaves the system in 2028.

The County needs to demonstrate that it can keep its promises made in our MOU and the adopted Transfer Plan to the City of Kirkland and its residents in exchange for allowing repairs and infrastructure improvements to the Houghton Transfer Station in 2009 and 2010. King County has not made the case in the materials provided to date that Houghton needs to remain open, for either commercial or self-haul beyond the already significantly extended date of 2021. We therefore request that King County begin a siting study starting in 2014 of either a new NE Transfer Station Site, or an expanded Factoria, such that the closure of Houghton can proceed as planned.

Best regards,

**John MacGillivray**  
Solid Waste Programs Lead  
City of Kirkland | Public Works  
(425) 587-3804  
[jmacgillivray@kirklandwa.gov](mailto:jmacgillivray@kirklandwa.gov)

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**From:** Yates, Diane [mailto:[Diane.Yates@kingcounty.gov](mailto:Diane.Yates@kingcounty.gov)]  
**Sent:** Wednesday, October 09, 2013 2:51 PM  
**Subject:** Draft Transfer Plan Review Report

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We recognized at the beginning of the transfer plan review process that the task was tall and time was short. We want you to know that we appreciate the time commitment you made to participate in this process. We value your input and look forward to continuing to work with you. Your input, along with the efforts of division staff in researching and analyzing all the alternatives, resulted in a draft report that we believe represents the best options for the region.

**The comment period is now open. Please submit comments on the draft report in writing to me. Comments are due no later than October 23<sup>rd</sup>. All written comments will be considered and a final report will be released on November 27<sup>th</sup>.**

Sincerely,

*Diane Yates*

Intergovernmental and Legislative Liaison  
Director's Office  
King County Solid Waste Division  
201 So. Jackson St., Ste. 701  
Seattle, WA 98104  
**206-477-5212**

**RESOLUTION R-5001**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING A POSITION STATEMENT ON THE CLOSURE OF THE HOUGHTON TRANSFER STATION, THE CONSIDERATION OF LIMITING SELF HAULING AT TRANSFER STATIONS AND THE ESTABLISHMENT OF DIFFERENT CUSTOMER CLASSES TO AVOID DISPROPORTIONATE FINANCIAL IMPACTS ON THOSE WHO SIGNED THE AMENDED AND RESTATED INTERLOCAL AGREEMENT THROUGH 2040.

WHEREAS, King County Solid Waste Division (KCSWD) has owned and operated the Houghton Transfer Station in the City of Kirkland for many years; and

WHEREAS, it has been the goal of the City to close this facility for many years because it does not meet the majority of criteria necessary for a safe and modern transfer station and is the only transfer station located entirely within a residential neighborhood with only local access; and

WHEREAS, with the assistance of the Metropolitan Solid Waste Advisory Committee (MSWAC), KCSWD has been formulating a Solid Waste Transfer and Waste Export Plan that results in the closure of the Houghton Transfer Station as well as considering alternative plans for handling solid waste in King County; and

WHEREAS, concurrently with this effort, the County was negotiating with a number of cities the Amended and Restated Interlocal Agreement (Amended ILA) that would extend the duration of the Amended ILA and by which the Cities using KCSWD facilities would continue to be part of the KCSWD system; and

WHEREAS, failure of some of the cities to agree to the Amended ILA will have disproportionate financial impacts on the cities that did sign if no differential solid waste rate is established; and

WHEREAS, the Kirkland City Council approved the Amended ILA on February 19, 2013, based in part on assurances by the KCSWD that the Houghton Transfer Station would be closed and that a differential solid waste rate would be established; and

WHEREAS, the Council wishes to present a Position Statement to KCSWD as to its preferences in these matters,

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

**Section 1.** The City Council adopts the attached Position Statement, which is incorporated by reference, recommending 1) to provide the County sufficient time to site, design, construct, and commission facilities to serve them, Bellevue and the other cities who have elected not to extend their contracts for solid waste disposal with

R-5001  
Position Statement

**CITY OF KIRKLAND**

**KING COUNTY SOLID WASTE TRANSFER AND WASTE EXPORT PLAN POSITION STATEMENT**

**Regarding Houghton Transfer Station, Self-Hauling and Financial Impacts**

September 17, 2013

The current adopted Solid Waste Transfer System Plan of 2006 is the preferred plan, having been arrived at by significant and long regional negotiation. That Plan has been called into question by the City of Bellevue and four satellite cities when, unlike other cities in the King County Solid Waste (KCSW) service area, they elected not to extend their contracts with King County for solid waste disposal beyond 2028. By not extending the contract, Bellevue and the satellite cities are signaling they will be leaving the system by 2028.

The King County Solid Waste Division (KCSWD) is now not planning to include Bellevue and the other cities' tonnage, which comprises about 10% of the entire system and 50% of the tonnage processed by the Factoria Transfer Station in Bellevue. Yet the KCSWD has not proposed differential solid waste rates to account for the financial impact of these cities leaving the system as the KCSWD continues to state hope that Bellevue and the other cities will change positions and remain within the KCSW system. This has resulted in adverse impacts and uncertainty to those cities that elected to extend their contracts to 2040, and in particular to the City of Kirkland, the host of the Houghton Transfer Station. The closure of Houghton has been predicated on the construction of Factoria and a new northeast transfer station. There needs to be sufficient time to site, design, construct and commission operation of a transfer station. This may take 10-15 years even though solid waste transfer stations are essential public facilities under the Growth Management Act (GMA). Therefore, the issue of whether Bellevue and the other cities will change their positions must be resolved.

- 1. Position Statement Regarding Planning Assumptions and Timing:** To provide the County sufficient time to site, design, construct, and commission facilities to serve them, Bellevue and the other cities who have elected not to extend their contracts for solid waste disposal with King County should be provided until the end of 2014 to extend their ILAs, beyond which they will be precluded from returning to the system. In the meantime, planning for cities remaining within the system will proceed without tonnages of those leaving the system and on the assumption that Bellevue and the other cities will not be remaining in the system after 2028.
- 2. Position Statement Regarding the Houghton Transfer Station:** Construct the new Factoria Transfer Station as currently designed as soon as possible. Initiate a siting process in 2014 for an expanded Factoria on the Eastgate property or a new northeast transfer

R-5001  
Position Statement

station capable of handling the combined solid waste of the cities remaining in the County system at that time that cannot be handled by the new Factoria transfer station. Complete the expansion by 2021 and close Houghton Transfer Station.

3. **Self-Haul Position Statement:** To limit cost and subsidy of self-haul services, both capital and operating, the KCSWD's Transfer Plan review should consider alternatives for limiting self-haul at existing transfer stations and in the design of new transfer stations while exploring disposal options for small business users who are not commercial haulers. Those using self-haul services that do not belong to the KCSWD system should be surcharged to recover the full cost of self-haul services.
4. **Rate Differential Position Statement:** Different customer classes should be established by King County to ensure system users do not pay a disproportionate share of the cost of improvements to system assets as a result of the decision by Bellevue and other cities not to sign an Amended and Restated Interlocal Agreement through 2040. The rate differential should be established to account for the full pay-off costs incurred for development of KCSWD system assets prior to the end of the mid-2028 Solid Waste Interlocal Agreement (SWIA) term. These rate differentials should reflect actual costs necessary for paying off construction bonds issued on behalf of the KCSWD with costs apportioned to the solid waste tonnage originating in those cities that elected to end their SWIA in mid-2028. The KCSWD should put verification measures in place that ensure any rate differential applies only to solid waste originating in cities that elected to end their ILA's in mid-2028, regardless if solid waste is self-hauled or delivered by a commercial carrier. The costs of any verification measures should be included in the overall rate differential applied to those cities that elect to end their SWIA in mid-2028.

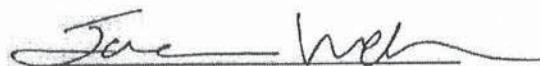
R-5001

King County should be provided a date certain in the near term beyond which they will be precluded from returning to the system; 2) a new transfer station should be constructed and the Houghton Transfer Station closed; 3) that King County Solid Waste Division's Transfer Plan review should consider alternatives for limiting self-haul at existing and new transfer stations, while exploring disposal options for small business users who are not commercial haulers; and 4) different customer classes should be established by King County to ensure that system users who extended contracts with King County do not pay a disproportionate share of the cost of improvements to system assets as a result of other Cities' decisions not to extend their contracts for solid waste disposal with King County.

Section 2. The City Council authorizes the City Manager or designee to present the attached Position Statement to KCSWD at its Final Transfer Plan Review Workshop on September 27, 2013, as well as for subsequent King County Council deliberations.

Passed by majority vote of the Kirkland City Council in open meeting this 17th day of September, 2013.

Signed in authentication thereof this 17th day of September, 2013.



MAYOR

Attest:



Kathi Anderson  
City Clerk



4800 South 188<sup>th</sup> Street  
SeaTac, WA 98188-8605

City Hall: 206.973.4800  
Fax: 206.973.4809  
TDD: 206.973.4808

October 23, 2013

*Via Email*

Ms. Diane Yates  
Intergovernmental Liaison  
King County Solid Waste Division  
201 S. Jackson St. Suite 701  
Seattle, WA 98104

**Subject:** **City of SeaTac Comments**  
**October 9, 2013 Draft Transfer Plan Review**

Dear Ms. Yates,

The City of SeaTac wishes to express its appreciation for the efforts of the King County staff in quickly responding to the call to review the 2006 Solid Waste Transfer and Waste Management Plan. We do recognize, however, the review and comment period is challenging for cities to respond. Therefore, we respectfully request extending the comment period.

While the Bow Lake Transfer Station is technically located in the City of Tukwila, just beyond our city boundary, we in SeaTac are acutely aware of its tight entrance. The left turn pocket off of Orillia Rd. S. is less than 100 feet long. Traffic operations undoubtedly would reach unacceptable levels if Bow Lake were to serve the entire south county.

The City is in full support of the Base Alternative as recommended in the Transfer Plan Review. It avoids over burdening Bow Lake and provides lower operating costs for ratepayers. We also support the Review's recommended measures to reduce future expenditures and identify potential cost savings for each new facility.

Thank you for considering SeaTac's comments on the draft Review. If you have any questions, please contact Public Works Director Tom Gut at (206) 973-4741.

Sincerely,

A handwritten signature in black ink, appearing to read "Anderson".

Tony Anderson  
Mayor

Mayor  
Tony Anderson

Deputy Mayor  
Mia Gregerson

Councilmembers  
Barry Ladenburg  
Rick Forschler  
Terry Anderson  
Dave Bush  
Pam Fernald

City Manager  
Todd Cutts

Assistant City Manager  
Gwen Voelpel

City Attorney  
Mary Mirante Bartolo

City Clerk  
Kristina Gregg

TA:lk

C: KCC Julia Patterson  
KC SW Division Director Pat McLaughlin  
Mayors of Burien, Des Moines, Federal Way, Normandy Park, Tukwila  
SeaTac City Councilmembers  
City Manager Todd Cutts  
Public Works Director Tom Gut



# City of Tukwila

6200 Southcenter Boulevard • Tukwila, Washington 98188

Jim Haggerton, Mayor

October 22, 2013

Mr. Pat McLaughlin  
Director, Solid Waste Division  
201 South Jackson Street, Suite 701  
Seattle, WA 98104

**RE: 2013 Draft Transfer Plan Review**

Dear Mr. McLaughlin,

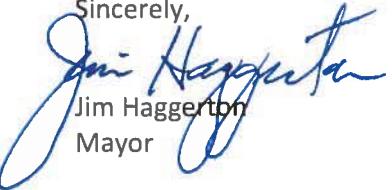
The City of Tukwila appreciates King County's efforts in facilitating the comprehensive review of the 2006 Solid Waste Transfer and Waste Management Plan (Transfer Plan). We compliment the County's Solid Waste Division Staff for conducting the review process in a collaborative, professional and transparent manner.

The City has reviewed the October 9, 2013 draft Transfer Plan Review Report. The following comments/recommendations are submitted for consideration:

- The short public comment period creates challenges for stakeholders to brief elected officials and obtain feedback prior to the October 23, 2013 public comment expiration date. Extending the public comment period for a week would be helpful.
- Tukwila fully supports the Solid Waste Division's recommendation to proceed with a variation of the Base Alternative that includes siting and construction of a South County Transfer Station. We are extremely concerned with the consequences of any alternative that eliminates a new South County Transfer Station. As highlighted in the review, any system configuration that does not include a new South County facility would create operational problems at the Bow Lake Transfer Station, increase collection costs for South King County residents and businesses, and would not accommodate the heavy population growth that is forecasted in the South County area.

Thank you for considering City of Tukwila's input regarding this important matter. Please call me at 206-433-1805 if you have any questions.

Sincerely,

  
Jim Haggerton  
Mayor

cc: Tukwila City Council Members  
Bob Giberson, Public Works Director  
Diane Yates, King County Solid Waste Division, 201 S Jackson St, Suite 701, Seattle, WA 98104

October 21, 2013



"Citizens, business and local government;  
a community commitment to our future."

Mr. Pat McLaughlin, Solid Waste Division Director  
King County Solid Waste Division  
201 S. Jackson Street, Ste. 701  
Seattle, WA 98104

Dear Mr. McLaughlin:

RE: Revised King County Solid Waste Transfer Plan

The City of Woodinville makes the following comments regarding the Revised King County Solid Waste Transfer Plan.

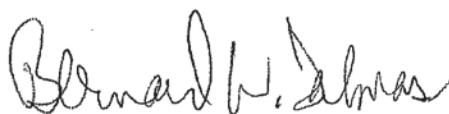
1. The impacts of constructing and operating a new Northeast Transfer Station are significantly understated and essentially ignored in the report. It is obvious, even to a casual observer, that enlarging and/or modernizing an existing Transfer Station has significantly fewer impacts than building a new facility in a completely different community.
2. The ability to use existing transfer stations (particularly an expanded Factoria Station) to accommodate future waste flows has not been adequately considered. It is entirely likely that expansion or modernization of existing facilities could accommodate future growth in the Northeast Region. It is also possible that transporting waste to these facilities will be financially and environmentally more beneficial than building a new Northeast Transfer facility.
3. A new Northeast Transfer facility should not be pursued until it can be objectively demonstrated there is a need for the facility and there are no reasonable alternatives. As mentioned above, this evaluation should consider the cost of transporting waste to existing facilities that have been expanded/modernized. Affected communities should determine whether they are willing to accept the additional transportation costs or the additional costs and impacts of a new Northeast Transfer facility.
4. If a new Northeast Transfer facility is warranted, it should be located in a community where the majority of waste is generated. This provides a clear link to the need and fairly assigns the burden to those who create it.
5. If a new Northeast Transfer facility is warranted, it should only be located in jurisdictions which offer to host it, otherwise, existing facilities should be expanded or modernized.
6. If a new Northeast Transfer facility is warranted, it should not be located in Woodinville. Woodinville already shoulders a disproportionate burden for the regional waste management infrastructure system. Woodinville has a regional recycling center that accepts waste streams from at least 36 municipal agencies covering six counties. Additionally, immediately on our northern boundary is the Brightwater Regional Wastewater Treatment Facility that serves the greater King County and southern Snohomish County areas. Clearly, from an environmental justice basis, Woodinville has already paid its fair share to the region.

Mr. Pat McLaughlin  
October 21, 2013  
Page Two

While we appreciate the effort to update this study, it commits to a course of action that may be seriously flawed and which could result in the unnecessary expenditure of hundreds of millions of dollars.

Respectfully submitted,

CITY OF WOODINVILLE



Bernard W. Talmas  
Mayor

cc: King County Executive  
King County Council  
Sound Cities Association  
Woodinville City Council  
Woodinville City Manager



November 1, 2013

Christie True, Director  
 King County Department of Natural Resources and Parks (DNR)  
 201 S Jackson Street, Room 700  
 Seattle, WA 98104-3855

RE: Comments on 2006 Solid Waste Transfer and Waste Management Plan Review Draft Report

Dear Christie,

The King County transfer station system must be right sized to provide appropriate solid waste services at affordable rates. The County's Draft Transfer Plan Review Report recommends moving forward with the Adopted 2006 Solid Waste Transfer and Waste Management Plan, called the base plan in the draft report, with a deferral of the siting and construction of a new Northeast Transfer Station. The draft report is vague on when work would begin on siting and construction of the Northeast Transfer Station.

We would recommend adding a requirement that work will not begin on the Northeast Transfer Station until such time that the data supports the need for an additional transfer station to be built and that King County Council approval for an additional transfer station shall be obtained before the County proceeds with work on a new Northeast Transfer Station.

We would also recommend that the County explore additional options for the design of the Factoria transfer station, including (1) handling Household Hazardous Waste off-site at another location and re-programming this space as part of the transfer station, (2) increasing transactional capacity without using the Eastgate property, and (3) exploring adjacent properties other than the Eastgate property, if the data shows that additional capacity is needed. This transfer station must be designed to meet the needs of the system, even if that requires revisiting the design to remedy potential capacity constraints and changes to the schedule for construction of the facility.

If additional capacity is needed during an interim time period before 2028 after older transfer stations are closed, fully utilize the Factoria transfer station for commercial and self-haul garbage, even if recycling needs to be handled off-site or at other transfer stations for this limited time period. Optimizing the use of the Factoria transfer station will provide greater flexibility for the system and may eliminate the need for an additional transfer station in the future.

With the County's emphasis under Executive Constantine on providing cost effective and responsive services in other areas of county government, we would recommend the County conduct an operational review of each of the transfer stations, including the new stations. It is imperative that the County maximize the ability of these stations to accommodate not only the tonnage but the transactional needs of customers prior to building and operating additional facilities.

Given the significantly reduced tonnage and cost-conscious environment that exists today, consider providing some of the specialized recycling and other services at the newer stations that have already been built and can accommodate this demand. If there are time periods with capacity constraints, consider reducing the Regional Direct Fee to encourage haulers to bypass transfer stations and bring garbage directly to Cedar Hills.

Finally, we would recommend the County develop a rate forecast through 2040. During the discussions between the cities and County on extending the ILA, the Solid Waste division developed a rate forecast; this forecast projects a rate of \$155 per ton during the 2029-2032 time period, with capital improvements per the Adopted Plan financed by 20-year bonds.

The revised tonnage forecast of 860,000 tons through 2040 is slightly more than half of the 1.6 million ton forecast that was the basis of the \$155 per ton tipping fee. After 2028, there will be five less cities participating in the County's solid waste system and fewer customers. The capital and operational costs of the system spread over half the tonnage and fewer customers will result in a tipping fee that is considerably higher than the forecasted \$155 per ton. As participants in the solid waste system, rate stabilization is a paramount concern that must be given more serious consideration.

We have been provided with a rare opportunity to review a \$300+ million plan for our future solid waste transfer station system. We thought the review would be more objective and creative, involving a fresh analytical approach to ensure that customers would be provided the best value for their money. Instead, the review consisted primarily of defending the Adopted Plan, without supporting data and analysis, and without any proposals for new service standards, new policies or any meaningful change to the Plan.

The County must do better to take full advantage of this opportunity to right-size the transfer station system to provide appropriate solid waste services at affordable rates.

David Baker

Mayor  
City of Kenmore

John Marchione

Mayor  
City of Redmond

Keith McGlashan

Mayor  
City of Shoreline

Bernard W. Talmas

Mayor  
City of Woodinville

cc: King County Councilmembers

Pat McLaughlin, Director, Solid Waste Division, DNRP

Diane Carlson, Director of Regional Initiatives, King County Executive Office

Michael Huddleston, Municipal Relations Director, King County Council

Ben Thompson, Deputy Auditor, King County Auditor's Office

Bob Thomas, Senior Principal Management Auditor, King County Auditor's Office

**Item 8:**

International Diplomacy Funds Account

**Potential Future Action Item**

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**SCA Staff Contact**

Monica Whitman, Senior Policy Analyst, office 206-433-7169, [monica@soundcities.org](mailto:monica@soundcities.org)

**SCA City Contact:**

City of Snoqualmie, Kingston Wall, SCA PIC Representative

**Potential Future Action:**

To bring the following policy position back for action at the next PIC meeting:

The Sound Cities Association supports legislation that would allow cities to open and maintain a bank account for which it may accept or request nonpublic gifts, grants, and donations from citizens and other private sources for use in defraying the costs of appropriate hosting of foreign dignitaries, including appropriate gift-giving and reciprocal gift-giving, and international trade hosting, international relations and international missions activities.

**Background**

At the October 2013 SCA Board of Directors meeting, the City of Snoqualmie brought forward an item for discussion regarding possible legislation that would better enable cities to engage in diplomacy efforts with their international sister cities.

More than 50 cities in Washington State enjoy over 125 sister city relationships with foreign cities. Started by President Eisenhower in 1956, the sister city program aims to increase citizen diplomacy, build international peace, reduce global conflict, and promote intercontinental collaboration and trade by promoting city-to-city and person-to-person relationships between foreign cities. In addition to sister city relationships, cities across the state host international delegations, dignitaries, and elected officials to reach these same goals through person-to-person relationships.

To date, Washington cities have been restricted in their efforts to host foreign dignitaries, including those visiting from their respective sister cities, because international relations efforts have been lumped under a broad interpretation of Article VIII, Section 7 of the Washington State Constitution that prohibits promotional hosting for business development purposes.

Cities argue that because hosting foreign dignitaries is the business of municipalities engaged in sister city relationships (i.e., they are not eliciting future business with private entities), and because municipalities are engaged in government-to-government relationships (i.e., not government-to-private-entity relationships), municipalities should be allowed a legislative exception to this broad prohibition.

Currently city funds cannot be used for international relations purposes, as listed above, and privately-raised funds currently cannot be used by the city for such purposes. State law provides such an exception to this prohibition for the Governor, Lieutenant Governor and several state offices (e.g., see RCW 43.15.050; RCW 43.290.020; RCW 43.332.020). This exception authorizes an international account for purposes of hosting foreign dignitaries, international trade hosting, international relations and international missions. This RCW may provide a model for creating a similar authority for cities.

The AWC Legislative Committee has looked at proposing legislation that would exempt cities from this prohibition. Such legislation may take the form of giving cities the authority to open and maintain a bank account for which it may accept or request nonpublic gifts, grants, and donations from citizens and other private sources for use in defraying the costs of appropriate hosting of foreign dignitaries, including appropriate gift-giving and reciprocal gift-giving, and international trade hosting, international relations and international missions activities. Such money and the interest accruing thereon shall not constitute public funds, and shall be kept segregated and apart from funds of the respective city.

Several SCA Member cities have expressed an interest in adopting a policy position of support for such legislation.

**Item 9:**

Guiding Principles to inform King County Metro Cuts

**Potential Future Action Item**

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**SCA Staff Contact**

Monica Whitman, Senior Policy Analyst, office 206-433-7169, [monica@soundcities.org](mailto:monica@soundcities.org)

**SCA Regional Transit Committee Members:**

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

**Potential future action:**

To bring the following policy position back for action at the next PIC meeting:

SCA supports the following guiding principles to inform Metro's Transit Service Cut Proposal:

1. Public Process Highlighted by Public Education and Engagement:
  - a. Clear and transparent process.
  - b. Public engagement, including major transit stakeholders, that seeks input on specific impacts resulting from Metro's proposed service cuts and ideas to lessen these impacts, while still reducing service hours in these areas and routes.
  - c. Robust public communications, including but not limited to: (1) explaining the need for service cuts and the methodology used to develop service cuts so that the public can understand why specific cuts are being proposed, (2) reporting on public engagement, including the effect of public input on proposed service cuts and (3) the effective use of technology to inform and involve the public on the service reduction process and proposed service changes and cuts.
  - d. Timing that makes sense given the speed of the decision-making process.
2. Service Cut Proposal and Sequencing/Phasing of Service Cuts:
  - a. Implement the Service Guidelines to the fullest extent practicable.
  - b. Transmit one service cut package to the King County Council for the full amount of service cuts that are necessary, recognizing that service cuts may be

- implemented in 2014 and 2015 (during service changes in September 2014 and February, June and September 2015). The County's development, review and adoption of one service cut package will promote public awareness of the magnitude of upcoming service cuts.
- c. Service Cuts should be done in a manner that is directly tied to changing revenue conditions. The amount of service hours cut should only be the amount necessary to balance revenues and costs.
  - d. Ensure that service cuts throughout the county are done in a fair manner recognizing the Service Guidelines' direction related to geographic and social equity needs throughout the entire county.
  - e. Make service changes by restructuring service within and across jurisdictions, not solely by cutting existing routes. Service changes across large geographies or that cross multiple jurisdictions should provide for an interconnected transit network.

## **Background**

This matter comes forward at the request of the SCA Regional Transit Committee (RTC) caucus.

As SCA members are aware, unless additional funding becomes available, Metro will be faced with the prospect of cutting service by as much as 17%, or more than 600,000 of annual service hours.

The financial challenges facing Metro are due to a variety of factors. Sales tax is the largest single source of Metro's funding. Since 2008 the weak economy has caused an ongoing revenue shortfall for Metro.

Metro and the County have taken a number of actions to preserve as much transit service as possible. Steps have included cutting staff positions, postponing most plans to expand service, canceling replacement bus purchases, digging deeply into reserves, and making some reductions in bus service that had relatively little impact on riders. Metro adopted efficiency measures recommended in a performance audit that are yielding ongoing savings of about \$20 million annually. Metro and its unions negotiated cost-cutting labor agreements.

In August 2011, the Metropolitan King County Council approved a temporary congestion reduction charge to help fund transit service for two years. This is a \$20 charge on vehicles licensed in King County. The Council also directed Metro to discontinue the Ride Free Area in downtown Seattle.

Throughout 2012, Metro used its new strategic plan and service guidelines to make the transit system more productive and effective. SCA was heavily involved in this process. Metro restructured parts of the bus system and also reinvested service hours from low-performing routes to heavily used corridors to reduce crowding on buses and to improve on-time performance. All of these actions made it possible for the County Council to adopt a 2013-2014 budget that preserves Metro's overall level of transit service through much of 2014.

However, after some temporary funding sources (including the \$20 Congestion Reduction Charge) run out, Metro will face an ongoing annual revenue shortfall of \$75 million. As a result, the budget assumes that Metro would cut approximately 600,000 annual hours of service beginning in Fall of 2014.

King County and SCA member cities have been heavily engaged in seeking legislation (including local options) to make up this revenue shortfall. If these efforts are unsuccessful, Metro will be forced to make steep service cuts.

A preliminary list of routes ([Attachment A](#)), that would be at risk if Metro has to reduce the system by 17 percent, was distributed in June 2013. A more refined list is expected to be transmitted on Thursday November 6, 2013. (SCA will distribute this information to members electronically in advance of the November 13, 2013 PIC meeting.)

In addition to the 600,000 annual hours, a WSDOT viaduct mitigation service contract is also set to expire. An additional 45,000 hours in the West Seattle area is scheduled to be reduced in June 2014 ([Attachment B](#)).

Stable and sufficient long-term funding is necessary to enable Metro to maintain service and meet the public transportation needs of the region's growing population. The Washington Governor, Legislature, and other regional leaders are currently considering funding options for transportation needs throughout the state, including transit.

The purpose of SCA adopting the above set of proposed guiding principles is to communicate with King County Metro and cities throughout the region that there is a common understanding of what the process for cuts will be, as well as the anticipated outcomes. King County Metro recently developed a similar set of outreach objectives and principals to that are consistent with the proposed SCA guiding principles.

SCA has been deeply involved in the development of the King County Strategic Plan and Guidelines since its inception. The foundation for the Strategic Plan and Guidelines is built on productivity, social justice, and geographic equity. It is critical that Metro and the region are committed to implementing these guidelines to the fullest extent practicable. Cuts should be fairly distributed throughout King County with considerations for social and geographic equity.

Metro is committed to providing all areas of the county with the same engagement strategy. If these cuts are made, this will be the largest outreach effort in the history of Metro. During this public process, Metro will be soliciting input to more clearly understand the impacts that individuals and communities will face and for ideas to lessen impacts (but not ideas to move impacts to other individuals or communities) while still reducing service hours in these areas and routes. Metro will also be using the public process to explain how the proposed cuts are consistent with the plan and guidelines.

However, the public engagement campaign associated with this unprecedented major service reduction is very different from the campaign for a regular service change. In a regular service change, Metro would engage the public in developing and choosing options for investment of service hours. In this major service change, for reasons of equity, capacity, and the fact that the Service Guidelines clearly describe the method and prioritization for changes, Metro will engage the public with a primary goal of informing people, businesses and organizations of the upcoming changes. Due to the size and nature of the countywide impact, Metro should be out in the public this November-January, with a final package being drafted in February 2014.

### **Next Steps**

The attached graphic ([Attachment C](#)) lays out the timing for public outreach efforts, King County Council decision points, and service changes. Without additional funding, the first round of cuts will begin in September 2014.

### **Attachments**

- A) [Preliminary list of King County Metro routes at risk](#)
- B) [Impacts of Metro's Funding Gap](#)
- C) [Timing for Public Outreach/Cuts](#)

# What will happen if the congestion reduction charge is not approved?

If Metro does not receive additional revenue for the 2012-2013 budget, it must begin cutting service as soon as February 2012. Without more funds, a total of 600,000 hours of transit service would need to be eliminated over the next two years. This is about 17 percent of Metro's entire system, but it would affect up to 80 percent of bus riders. That means as many as four out of five people will have to walk further, wait longer, make an extra transfer, stand in the aisle, or stand on the curb and see fully-loaded buses pass them by. And it will force tens of thousands of people back into cars, worsening congestion for everyone.

**Reduced** – Route reductions may result in less frequent service or loss of service during certain times, such as evenings or weekends.

**Revised** – Routes may be changed to streamline service, reduce duplication, and make the system more efficient

This is the preliminary example of how a 17 percent reduction in Metro service could occur. The changes would be phased between February 2012 and October 2013. The reductions and revisions are based on new guidelines in Metro's Strategic Plan for Public Transportation.

| Routes eliminated                  |        |        | Routes reduced or revised          |                                  |                                  | Routes unchanged |             |
|------------------------------------|--------|--------|------------------------------------|----------------------------------|----------------------------------|------------------|-------------|
| 2<br>(north of downtown)           | 72     | 203    | 1                                  | 70                               | 222                              | 9 EX             | 164         |
|                                    | 73     | 205 EX | 2 EX                               | 71                               | 224                              | 19               | 168         |
| 4                                  | 79     | 210    | 2 (south of downtown)              | 75                               | 230                              | 21 EX            | 183         |
| 7 EX                               | 81     | 211    | 3                                  | 101                              | 232                              | 37               | 190         |
| 14<br>(north of downtown)          | 82     | 213    | 5 EX                               | 106                              | 233                              | 44               | 193         |
| 15 EX<br>(when RapidRide D begins) | 83     | 219    |                                    | 107                              | 234                              | 48 EX            | 212         |
|                                    | 84     | 237    | 5                                  | 111                              | 236                              | 49               | 215         |
|                                    | 85     | 242    | 7                                  | 114                              | 238                              | 60               | 216         |
| 18<br>(when RapidRide D begins)    | 99     | 243    | 8                                  | 118                              | 240                              | 64               | 217         |
|                                    | 110    | 250    | 10                                 | 119                              | 245                              | 65               | 218         |
| 22                                 | 116 EX | 252    | 11                                 | 121                              | 246                              | 74 EX            | 244         |
| 23                                 | 118 EX | 257    | 12                                 | 123                              | 248                              | 76               | 301         |
| 25                                 | 119 EX | 260    | 13                                 | 124                              | 249                              | 77               | 303         |
| 26                                 | 129    | 265    | 14 (south of downtown)             | 125                              | 251                              | 102              | 304         |
| 28                                 | 133    | 268    | 15<br>(when RapidRide D begins)    | 128                              | 253<br>(when RapidRide B begins) | 105              | 306 EX      |
| 34                                 | 134    | 277    |                                    | 131                              |                                  | 113              | 309         |
| 35                                 | 139    | 280    | 16                                 | 132                              | 255                              | 120              | 316         |
| 38                                 | 152    | 308    | 17 EX                              | 140<br>(when RapidRide F begins) | 269                              | 122              | 330         |
| 42                                 | 157    | 901    | 17                                 | 271                              |                                  | 143              | RapidRide A |
| 43                                 | 158    | 908    | 18 EX                              | 148                              | 311                              | 153              |             |
| 45                                 | 159    | 910    | 21                                 | 149                              | 312                              | 154              |             |
| 46                                 | 161    | 912    | 24                                 | 150                              | 331                              |                  |             |
| 51                                 | 162    | 913    | 26 EX                              | 155                              | 342                              |                  |             |
| 53                                 | 167    | 914    | 27                                 | 156                              | 345                              |                  |             |
| 55<br>(when RapidRide C begins)    | 173    | 916    | 28 EX                              | 166                              | 346                              |                  |             |
|                                    | 175    | 918    | 30                                 | 169                              | 347                              |                  |             |
|                                    | 179    | 919    | 31                                 | 177                              | 348                              |                  |             |
| 57                                 | 196    | 925    | 33                                 | 180                              | 355                              |                  |             |
| 66 EX                              | 200    | 927    | 36                                 | 181                              | 358<br>(when RapidRide E begins) |                  |             |
| 67                                 | 201    |        | 39                                 | 182                              |                                  |                  |             |
| 68                                 | 202    |        | 41                                 | 186                              | 372                              |                  |             |
|                                    |        |        | 48                                 | 187                              | 373                              |                  |             |
|                                    |        |        | 54<br>(when RapidRide C begins)    | 192                              | 903                              |                  |             |
|                                    |        |        |                                    | 197                              | 909                              |                  |             |
|                                    |        |        | 54 EX<br>(when RapidRide C begins) | 204                              | 917                              |                  |             |
|                                    |        |        |                                    | 209                              | 930                              |                  |             |
|                                    |        |        |                                    | 214                              | 935                              |                  |             |
|                                    |        |        |                                    | 221                              |                                  |                  |             |

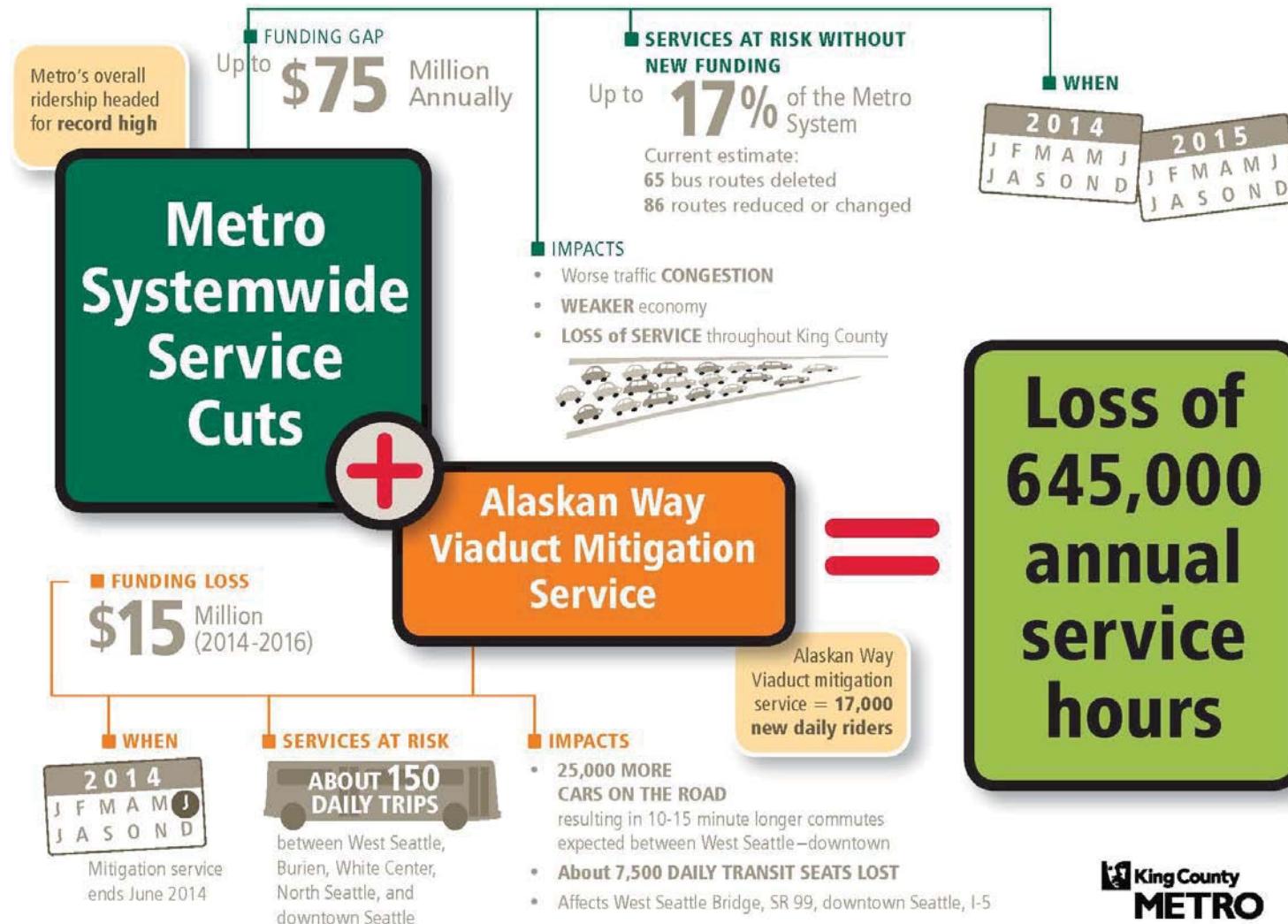


We'll Get You There

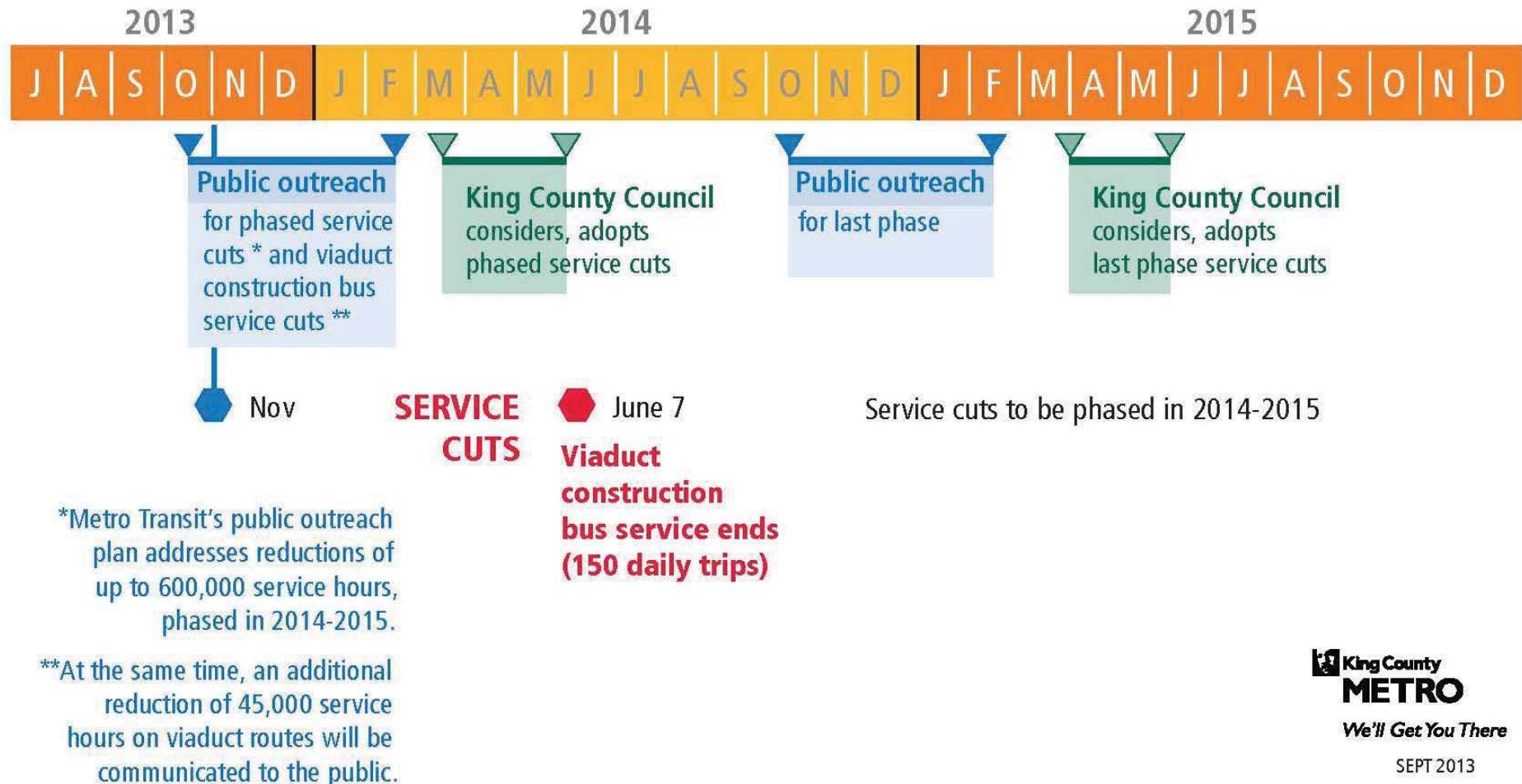
[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

# Impacts of funding gap

## Metro Funding Gap in 2014



# Service reductions process: 2013-2015



**Item 10:**

Balancing the Transportation 2040 Financial Strategy

PSRC Transportation Policy Board

**Potential Future Action Item**

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**SCA Staff Contact**

Monica Whitman, Senior Policy Analyst, office 206-433-7169, [monica@soundcities.org](mailto:monica@soundcities.org)

**PSRC Transportation Policy Board Members**

Renton Councilmember Rich Zwicker (SCA Caucus Chair / alternate); Shoreline Deputy Mayor Chris Eggen (SCA Caucus Vice Chair / alternate); Federal Way Councilmember Jeanne Burbidge; Sammamish Councilmember Don Gerend; Algona Mayor Dave Hill; Kirkland Councilmember Amy Walen (alternate).

**PSRC Executive Board Members**

Algona Mayor Dave Hill (SCA Caucus Chair); Duvall Mayor Will Ibershof; Redmond Mayor John Marchione; Auburn Mayor Pete Lewis (alternate); SeaTac Deputy Mayor Mia Gregerson (alternate); Covington Councilmember Marlla Mhoon (alternate); Sammamish Councilmember Don Gerend (2nd alternate). SCA cities with their own seats: Kent (Mayor Suzette Cooke); Renton (Mayor Denis Law); Kirkland (Mayor Joan McBride); Federal Way Mayor (Skip Priest).

**Potential Future Action:**

To bring the following policy position back for action at the next PIC meeting:

In order to balance the PSRC T2040 financial strategy, SCA supports adopting a hybrid approach rather than basing decisions solely on the PSRC prioritization scorecard. While this scorecard is a valuable source of information, it was not designed for or intended to be used as the sole tool for evaluating projects.

**Background**

PSRC is required by federal transportation planning requirements to adopt a “fiscally constrained” long range transportation plan, and to update said plan every four years. “Fiscally constrained” means that there is a reasonable estimate of existing and future revenues available to cover anticipated investments. Due to the economic downturn, updated project costs, and updated preservation estimates, there is a substantial revenue gap that must be addressed in order to balance the T2040 Financial Strategy.

This item was brought before the SCA Public Issues Committee in September as a discussion item. At that time, PSRC staff was seeking direction from the Transportation Policy Board to proceed with scenario analysis, and had developed three scenarios for consideration.

- Scenario 1: Prioritization – Lowest Quartile Projects
- Scenario 2: Augmented Prioritization Implementation
- Scenario 3: Third Decade Projects

In October, the Transportation Policy Board directed staff to further refine these three scenarios to remove duplication between the initial project lists. Two hybrid scenarios were developed.

| <u>Hybrid Scenario 1</u>   | <u>Hybrid Scenario 2</u>   |
|--|--|
| <ul style="list-style-type: none"><li>• Prioritization: Lowest scoring quartile (25%) of non-WSDOT projects moved to unprogrammed</li><li>• WSDOT projects: WSDOT corridor phasing and “right-sizing”</li><li>• All projects in the third decade (2031-2040) moved to unprogrammed</li></ul> | <ul style="list-style-type: none"><li>• Prioritization: Lowest scoring quartile (25%) of all projects moved to unprogrammed</li><li>• All projects in the third decade (2031-2040) moved to unprogrammed</li></ul> |

For SCA cities, the project list remains the same for both hybrid scenarios:

The first hybrid scenario includes a list of WSDOT projects that have been ‘right sized.’ WSDOT revised their highway project list to reflect recent developments regarding phasing and ‘right sizing’ of projects. Additional considerations included in this first hybrid scenario include: prior commitments, system continuity, HOV system completion, urgency, and cost effectiveness.

The second hybrid scenario shifts to unprogrammed city, county, and WSDOT projects that are in the lowest 25% of prioritization or in the third decade of the plan.

### **City of Seattle Request**

The City of Seattle transmitted the attached letter ([Attachment A](#)) to Bellevue City Councilmember Claudio Balducci, Chair of the Transportation Policy Board, dated October 22, 2013 requesting that an additional scenario be considered. Seattle’s first preference is a Transportation 40% scenario that shifts projects in the lowest scoring 40% of projects to unprogrammed. This scenario only considers prioritization.

The SCA PSRC Transportation Policy Board and PSRC Executive Board held a joint caucus meeting on Monday, November 3 to discuss Seattle’s proposal. The caucus discussed the fact that prioritization is a significant source of new information that can add value; however, the

scorecard report is intended to inform decisions, not be the sole decision making tool. Some of the adopted measures are performing better than others and there is still work to be done. For this reason, the prioritization working group recommended convening an ad-hoc group of staff to further discuss the measures for the 2018 update of the PSRC's long range transportation T2040 plan. The attached project list was also distributed to the caucus ([Attachment B](#)). Seattle's proposal would jeopardize 7 SCA city projects and 11 King County Bike/Pedestrian projects moving them from the 'constrained' into the 'unprogrammed' portion of the plan. For these reasons, the SCA joint PSRC Transportation Policy Board/Executive Board caucus is bringing the proposed position forward to the SCA Public Issues Committee.

## Next steps

- **November 14, 2013** - TPB reviews initial Draft Plan and scenario analysis results.
- **December 5, 2013** – Executive Board (EB) sees results of analysis, initial draft plan.
- **December 12, 2013** – TPB reviews and provides input on Draft Plan.
- **January 9, 2014** – TPB reviews and provides input on Draft Plan.
- **January 23, 2014** – EB action on "Decision Point C" – Release Draft Transportation 2040 Plan and environmental document released for 45 day public review.
- **March 10, 2014** – 45 day public comment period concludes.
- **March 13, 2014** – TPB reviews summary of public comments, prepares for April approval of Transportation 2040 Plan Update
- **April 10, 2014** – TPB makes recommendation to EB.
- **April 24, 2014** – EB action on Draft Plan.
- **April 24-May 14, 2014** – Required SEPA waiting period before General Assembly action.
- **May 2014** – Transportation 2040 Plan Update adoption by General Assembly (date TBD).

## Attachments

- A. [Seattle Letter T2040 Scenario Analysis and PSRC Response](#)
- B. [T2040Update\\_MasterProjectList\\_2013](#)

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**From:** Gala, Rob <Rob.Gala@seattle.gov>  
**Sent:** Tuesday, October 22, 2013 2:16 PM  
**To:** CBalducci@bellevuewa.gov  
**Cc:** JWbrown@co.kitsap.wa.us; 'dlaw@rentonwa.gov' (dlaw@rentonwa.gov); 'jmarchione@redmond.gov' (jmarchione@redmond.gov); pmccarthy@co.pierce.wa.us; pcexecutive@co.pierce.wa.us; Lynnp@wsdot.wa.gov; PRoberts@ci.everett.wa.us; dave.somers@co.snohomish.wa.us; rstephanson@ci.everett.wa.us; Marilyn.Strickland@cityoftacoma.org; McGinn, Mike; Clark, Sally; Burgess, Tim; Godden, Jean; Harrell, Bruce; O'Brien, Mike; Rasmussen, Tom; Krawczyk, Tracy; Costa, Dorinda; Willcher, Jude; Hiller, David; LaBorde, Bill; Gilliam, Jesse; Handy, Esther; Bauhs, Bailey; Tang, Vinh; Van Duzer, Nate; Lowe, Marco; cvincent@rentonwa.gov; imunce@cityoftacoma.org; Lewis, Randy (IGI Resources, Inc) (Randy.Lewis@bp.com); 'Pat McClain' (PMcClain@everettwa.gov); cvincent@rentonwa.gov; Scott MacColl (smaccoll@shorelinewa.gov); KBecklund@bellevuewa.gov; JNichols@bellevuewa.gov; Monica Whitman; Charlie Howard (CHoward@psrc.org); rmayhew@psrc.org; 'Rick Olson' (ROlson@psrc.org); Bob Drewel  
**Subject:** City of Seattle T 2040 Update Scenario Analysis and Financial Strategy Comment Letter



**City of Seattle**

Mike McGinn  
Mayor

Sally J. Clark  
Council President

October 22, 2013

Dear Board Chair Balducci:

We want to thank you, PSRC's executive leadership team and staff, and the elected leadership for the extensive work over the last two plus years to develop and refine the T2040 Prioritization Process. We believe that the prioritization process is of critical importance for the region to successfully implement strategies that will lead to the realization of the VISION 2040 goals. The impact of the recent financial crisis makes prioritizing projects that are to be funded even more important given the direct impact on our economic recovery, the physical environment of the Puget Sound, and human health. The work thus far has been commendable, and we intend to stay fully engaged through the process.

Unfortunately the Seattle City Council Budget Committee meetings have prevented us from participating in the most recent T2040 Finance Working Group and Transportation Policy Board (TPB) meeting discussions about the Scenario Analysis and Financial Plan for the T2040 Update. However, as the City of Seattle's representation on the Executive, and Transportation Policy Boards, we do want to provide input on the scenarios analyzed, the financial

strategy and the process for balancing the project list for the constrained plan in anticipation of the T 2040 Update at the October Executive Board meeting.

### **Transportation 2040 Update – Scenario Analysis**

Meeting our obligations to develop a fiscally constrained financial strategy is clearly no easy task. We appreciate the difficulty of adopting a balancing scenario that best serves our regional needs. Of the six scenarios initially developed, Seattle favors those that utilize the established prioritization criteria. While we appreciate the merits of other considerations, such as the timing and status of projects, applying prioritization criteria and moving the lowest scoring projects into the Unprogrammed portion of the Plan seems the most appropriate next step. We share a collective commitment to allocating resources strategically, as opposed to ‘peanut buttering’ our transportation dollars. Applying prioritization is the clearest path to realizing our shared goals as embodied in VISION 2040. Given the considerable work conducted by the Regional Staff Committee, the Transportation Policy Board, and the Executive Board of PSRC to establish appropriate tools for the task of selecting projects to be included in the financial strategy, we respectfully submit the following suggestions as the Boards consider next steps.

Among the six scenarios initially under discussion at the TPB meetings in October, Seattle's first preference is for the original Scenario Five, which was developed at the behest of the Regional Staff Committee. We understand the 'Prioritization 40%' scenario is not one of the two currently included in the materials being presented to the Executive Board at the October Executive Board meeting. Scenario Five, which looked only at prioritization, continues to be our first preference because it respects the commitment the region has made to use prioritization as an essential tool to identify which projects are best aligned with VISION 2040. After years of work, prioritization has successfully performed that important test. Using the higher score threshold allows the region to achieve the necessary funding balance entirely through prioritization. While we appreciate the need to hone down the options for a final decision, there is not an explanation of why Scenario 5 was not chosen provided in the Executive Board agenda and we would ask that this decision be reconsidered.

Seattle Opposes TPB Scenario One. While we commend WSDOT for identifying a large number of projects to move to 'Unprogrammed' status to close the funding gap, the proposed WSDOT project list in TPB Scenario One appears to align better with state, rather than regional, priorities. To date we have not heard a compelling case from WSDOT as to how their selection process and project list are consistent with the prioritization process intent to identify regional projects that best implement VISION 2040. In the absence of such an explanation [see 'Project List Balancing' below], Scenario One fails to honor the prioritization process, allowing 9 of 16 of WSDOT's lowest quartile projects in the scoring to remain on the constrained funding list. After years of work and multiple check-ins with the Executive Board on the prioritization process, not honoring the commitments made and work completed at this point would undermine compromises made in 2010 to approve T2040.

Seattle Supports TPB Scenario Two. Of the two remaining, Scenario Two is best aligned with regional goals and respects the VISION 2040 process. This scenario provides a screening of projects that least support the regional growth strategy and PSRC's triple-bottom line. It also recognizes current fiscal realities by delaying projects scheduled by their sponsors to be implemented at the end of the T2040 time period. Scenario Two provides a balanced approach to addressing T2040's funding gap and is the most appropriate path for the region to realize VISION 2040.

Project List Balancing. The Regional Staff Committee endorsed a PSRC staff proposal to enable a "balancing" process to allow agencies to retain projects in the constrained portion of the plan that are proposed to be moved to the 'Unprogrammed' category under Scenario One or Two. We support this process to ensure transparency and equity in considering changes to these scenarios, as well as meet the intent of T2040. This process must apply to all agencies, including WSDOT, and include a process to assess the justifications to retain projects in the constrained plan and ensure the final package best implements Vision 2040.

## Transportation 2040 Update – Financial Strategy

WSDOT staff recently suggested changes to the current and proposed T2040 financial assumptions for the use of system-wide tolling revenue and offsetting gas tax reductions. Our understanding of the initial request is that revenue assumptions be revised in the T2040 Update to first apply toll revenues to state highway facilities, and then regional priority projects if, and only if, any funds remain. We also understand that WSDOT requested \$1.4 billion in assumed gas-tax reductions be retained in the financial assumptions, in order to offset road-pricing revenues, and that WSDOT be allowed to avoid moving state highway projects into the 'Unprogrammed' portion of T2040.

As originally proposed, both of these suggestions are inconsistent with the financial assumptions that have been under discussion for several months. Before supporting such proposals, we would need to better understand the basis for revisions in the financial plan about assumed gas tax revenue decreases and why this is being done now, so late in the Plan update process. If any changes to the financial assumptions around toll and gas tax revenues are made at this time, they should equitably benefit all agencies in the region. As discussed at the Finance Working Group meeting, we support deferring changes such as these until after the completion of the upcoming regional tolling study.

If WSDOT decides to further pursue major changes to revenue assumptions we would ask that WSDOT Secretary Peterson present the agency's rationale to the Executive Board. We would further suggest that any significant proposed changes be discussed and possibly voted on by the Executive Board before being included in scenario development.

Thank you for considering these concerns and conveying them to the larger group.

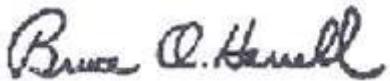
Sincerely,



Mayor Mike McGinn



Councilmember Tim Burgess



Councilmember Bruce A. Harrell



Sally J. Clark, City Council President



Councilmember Jean Godden



Councilmember Mike O'Brien



Councilmember Tom Rasmussen

Cc:     Josh Brown, Puget Sound Regional Council  
Bob Drewel, Puget Sound Regional Council  
Charlie Howard, Puget Sound Regional Council  
Denis Law, City of Renton  
John Marchione, City of Redmond  
Robin Mayhew, Puget Sound Regional Council  
Pat McCarthy, Pierce County Executive  
Ric Olson, Puget Sound Regional Council  
Lynn Peterson, WSDOT  
Paul Roberts, City of Everett  
Dave Somers, Snohomish County  
Ray Stephanson, City of Everett  
Marilyn Strickland, City of Tacoma

**Rob Gala**

City of Seattle | Regional Affairs Manager | Office of Intergovernmental Relations | Desk 206.233.0073 | Cell 206.601.0053 |



October 24, 2013

The Honorable Mike McGinn  
City of Seattle  
P.O. Box 94749  
Seattle, WA 98124-4749

Councilmember Sally J. Clark, Council President  
Councilmember Tim Burgess  
Councilmember Jean Godden  
Councilmember Bruce Harrell  
Councilmember Mike O'Brien  
Councilmember Tom Rasmussen  
Seattle City Council  
P.O. Box 34025  
Seattle, WA 98124-4025

**Re: Transportation 2040 Update - Scenario Analysis and Financial Strategy**

Dear Mayor McGinn and Councilmembers Clark, Burgess, Godden, Harrell, O'Brien and Rasmussen:

Thank you for your thoughtful input regarding the scenario analysis underway to balance the Transportation 2040 Financial Strategy. I think we can all agree that for a "Minor" update, the work that has transpired on behalf of the Regional Staff Committee and Transportation Policy Board has exceeded our expectations. We also can acknowledge success on the initial two years of hard work on Transportation 2040 Prioritization.

First of all, your input is important, and I will ask PSRC staff to distribute your correspondence to members of the Regional Staff Committee and Transportation Policy Board. I also appreciate the input on the scenarios and the proposed balancing step. The concerns you raise will be central to the board's discussions in November and December. In January we plan to release the draft Transportation 2040 plan for public comment. The final plan will then be adopted by our General Assembly in May. That final plan will include a balanced financial strategy that reflects regional agreement.

Thank you again for your comment letter. I look forward to continuing a productive dialog as we finalize the Transportation 2040 plan update.

Sincerely,

A handwritten signature in black ink, appearing to read "Claudia H. Balducci".

Claudia Balducci  
Councilmember, City of Bellevue  
Chair, PSRC Transportation Policy Board

The Honorable Mike McGinn  
The Honorable Sally J. Clark  
October 24, 2013  
Page 2

cc: Commissioner Josh Brown, Kitsap County (Incoming PSRC Executive Director)  
Councilmember Tim Burgess, City of Seattle  
Bob Drewel, Executive Director, PSRC  
Councilmember Jean Godden, City of Seattle  
Mark Gulbranson, PSRC  
Councilmember Bruce A. Harrell, City of Seattle  
Charlie Howard, PSRC  
Mayor Denis Law, City of Renton  
Mayor John Marchione, City of Redmond; Vice President, PSRC  
Robin Mayhew, PSRC  
Executive Pat McCarthy, Pierce County; President, PSRC  
Councilmember Mike O'Brien, City of Seattle  
Rick Olson, PSRC  
Lynn Peterson, Secretary, Washington State Department of Transportation  
Councilmember Tom Rasmussen, City of Seattle  
Councilmember Paul Roberts, City of Everett  
Councilmember Dave Somers, Vice Chair, Snohomish County Council;  
Chair, PSRC Growth Management Policy Board  
Mayor Ray Stephanson, City of Everett  
Mayor Marilyn Strickland, City of Tacoma

| Transportation 2040 Update - Financial Strategy Balancing, T2040 Master List of Regional Capacity Projects |        |   |                               |  |  |   |                |       |                           |                    |                                     |                                      |
|--|--------|---|-------------------------------|--|--|---|----------------|-------|---------------------------|--------------------|-------------------------------------|--------------------------------------|
| Sponsor  | MTP ID | Project Title                                     | Project Type                  | TPB Scenario 1*  | TPB Scenario 2   | NEW - Balancing Scenario 5 - Prioritization 40%   | Prioritization | Score | Estimated Completion Date | Status             | Cost Constrained (in constant \$08) | Cost Unprogrammed (in constant \$08) |
|  |        |   |                               | + Prioritization: Lowest scoring quartile (25%) of non-WSDOT projects moved to unprogrammed + WSDOT projects: WSDOT corridor phasing and "right-sizing" + All projects in the third decade (2031-2040) moved to unprogrammed | + Prioritization: Lowest scoring quartile (25%) of all projects moved to unprogrammed + All projects in the third decade (2031-2040) moved to unprogrammed | Use Prioritization scorecard results: Move lowest scoring projects (bottom 40%) into Unprogrammed |                |       |                           |                    |                                     |                                      |
| <b>TOTAL COST REDUCTION</b>  |        |   |                               | \$4,792,384,225  | \$5,170,970,315  | \$ 3,471,647,588  |                |       |                           |                    |                                     |                                      |
| AUBURN   | 4513   | White River Trail                                 | Bicycle/ Pedestrian           | x  | x  | x   | Yes            | 27    | 2030                      | Candidate          | \$6,000,000                         | \$0                                  |
| Auburn   | 4514   | Williams Trail                                    | Bicycle/ Pedestrian           | x  | x  | x   | Yes            | 25    | 2020                      | Candidate          | \$2,000,000                         | \$0                                  |
| AUBURN   | 4510   | BPA Trail   | Bicycle/ Pedestrian           | x  | x  | x   | Yes            | 27    | 2020                      | Candidate          | \$2,000,000                         | \$0                                  |
| Auburn   | 4511   | Green River Trail                                 | Bicycle/ Pedestrian           |  |  | x   | Yes            | 30    | 2020                      | Candidate          | \$2,000,000                         | \$0                                  |
| AUBURN   | 4504   | Grade Separated Crossing of BNSF Railyard         | Roadway Related - Arterial    |  |  | x   | Yes            | 42    | 2030                      | Candidate          | \$28,290,442                        | \$0                                  |
| BELLEVUE   | 2888   | Lake Washington Blvd Trail                        | Bicycle/ Pedestrian           |  |  | x   | Yes            | 29    | 2029                      | Candidate          | \$1,001,793                         | \$0                                  |
| BELLEVUE   | 4527   | Bel-Red Regional Connectivity - 124th Ave NE      | Roadway Related - Arterial    |  |  | x   | Yes            | 45    | 2019                      | Candidate          | \$36,399,954                        | \$0                                  |
| BOTHELL  | 5446   | Bothell Way NE: Multiway Boulevard Project        | Roadway Related - State Route |  |  | x   | Yes            | 47    | 2017                      | Proposed Candidate | \$26,139,600                        | \$0                                  |
| BOTHELL  | 4262   | Bothell Way NE / Bothell-Everett Hwy Improvements | Roadway Related - State Route |  |  | x   | Yes            | 45    | 2030                      | Candidate          | \$34,300,885                        | \$0                                  |
| BOTHELL  | 4056   | Transit Center and Parking Garage (Bothell)       | Transit & Ferry Related       | x  | x  | x   | Yes            | 43    | 2040                      | Candidate          | \$38,574,989                        | \$0                                  |
| BUCKLEY  | 2809   | Foothills Trail - White River Crossing            | Bicycle/ Pedestrian           |  |  | x   | Yes            | 29    | 2016                      | Candidate          | \$5,931,867                         | \$0                                  |

November 13, 2013

Item 10: PSRC TPB Balancing the T2040 Financial Strategy

| Transportation 2040 Update - Financial Strategy Balancing, T2040 Master List of Regional Capacity Projects |        |  |                               |  |  |   |                |       |                           |           |                                     |                                      |
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| BUCKLEY  | 4286   | SR-165 Realignment, P2                                       | Roadway Related - State Route |  |  | x   | Yes            | 49    | 2015                      | Candidate | \$2,118,133                         | \$0                                  |
| COVINGTON  | 4288   | SR 516 – Jenkins Creek to 185th Place SE                     | Roadway Related - State Route | x  | x  | x   | Yes            | 41    | 2015                      | Candidate | \$14,478,911                        | \$0                                  |
| ENUMCLAW   | 361    | SR 410   | Roadway Related - State Route | x  | x  | x   | Yes            | 20    | 2010                      | Candidate | \$6,684,831                         | \$0                                  |
| FEDERAL WAY  | 3659   | City Center Access Phase 3C-- 32nd Ave S.                    | Roadway Related - Arterial    | x  | x  | x   | Yes            | 33    | 2030                      | Candidate | \$7,410,644                         | \$0                                  |
| FEDERAL WAY  | 2019   | S 348th St   | Roadway Related - Arterial    |  |  | x   | Yes            | 42    | 2030                      | Candidate | \$8,868,150                         | \$0                                  |
| ISSAQAH  | 4113   | 12th Ave NW/SR900/NW Sammamish Rd Widening                   | Roadway Related - State Route | x  | x  | x   | Yes            | 33    | 2015                      | Candidate | \$5,772,202                         | \$0                                  |
| KENT   | 1563   | 212th Street   | Roadway Related - Arterial    | x  | x  | x   | Yes            | 35    | 2016                      | Candidate | \$30,173,646                        | \$0                                  |
| KENT   | 1564   | South 212th Street   | Roadway Related - Arterial    |  |  | x   | Yes            | 44    | 2016                      | Candidate | \$25,863,125                        | \$0                                  |
| KING COUNTY/METRO  | 4600   | East Plateau Trails - Issaquah Highlands to Duthie Hill Park | Bicycle/ Pedestrian           | x  | x  | x   | Yes            | 24    | 2040                      | Candidate | \$18,104,188                        | \$0                                  |
| KING COUNTY/METRO  | 4624   | Tolt Pipeline Trail Bridge - Snoqualmie River                | Bicycle/ Pedestrian           | x  | x  | x   | Yes            | 20    | 2040                      | Candidate | \$3,735,785                         | \$0                                  |

November 13, 2013

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| KING COUNTY/METRO  | 4627   | Lake to Sound Trail Trail 6   | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 25    | 2020                      | Candidate          | \$1,825,190                         | \$0                                  |
| KING COUNTY/METRO  | 4045   | Tolt Pipeline Trail (East Extension)                                  | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 26    | 2016                      | Proposed Candidate | \$1,245,262                         | \$0                                  |
| KING COUNTY/METRO  | 4604   | Foothills (Enumclaw Plateau) Trail - White River Bridge               | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 26    | 2018                      | Candidate          | \$5,747,361                         | \$0                                  |
| KING COUNTY/METRO  | 4044   | Tolt Pipeline Trail (West)  | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 24    | 2020                      | Candidate          | \$3,352,627                         | \$0                                  |
| KING COUNTY/METRO  | 4011   | Eastside ERC Trail, Woodinville Spur (NE 124th Street to Woodinville) | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 24    | 2020                      | Candidate          | \$1,685,970                         | \$0                                  |
| KING COUNTY/METRO  | 4614   | Puget Power (PSE) Trail - East Segment                                | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 20    | 2018                      | Candidate          | \$6,705,255                         | \$0                                  |
| KING COUNTY/METRO  | 4613   | Laughing Jacobs Creek Trail Segment                                   | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 26    | 2018                      | Candidate          | \$1,724,208                         | \$0                                  |
| KING COUNTY/METRO  | 4028   | Snoqualmie Valley Trail - Snoqualmie Mill Segment                     | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 23    | 2016                      | Candidate          | \$5,843,150                         | \$0                                  |
| KING COUNTY/METRO  | 4616   | Snoqualmie Regional Connector   | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 23    | 2018                      | Candidate          | \$2,490,523                         | \$0                                  |
| KING COUNTY/METRO  | 4042   | Snoqualmie Valley Trail (North)                                       | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 21    | 2012                      | Candidate          | \$10,728,407                        | \$0                                  |
| KING COUNTY/METRO  | 2891   | Milton-Edgewood Interurban Trail                                      | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 16    | 2010                      | Candidate          | \$1,053,856                         | \$0                                  |
| KING COUNTY/METRO  | 2672   | Chief Sealth Trail Extension  | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 11    | 2010                      | Candidate          | \$1,440,269                         | \$0                                  |
| KING COUNTY/METRO  | 4620   | Soos Creek Trail Phase 7 (To SR18)                                    | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 27    | 2016                      | Candidate          | \$2,682,102                         | \$0                                  |
| KING COUNTY/METRO  | 2273   | Soos Creek Trail, Phase 5 (192nd to Petro)                            | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 26    | 2016                      | Candidate          | \$3,512,852                         | \$0                                  |

November 13, 2013

Item 10: PSRC TPB Balancing the T2040 Financial Strategy

| Transportation 2040 Update - Financial Strategy Balancing, T2040 Master List of Regional Capacity Projects |        |   |                     |  |  |   |                |       |                           |           |                                     |                                      |
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| KING COUNTY/METRO  | 4602   | Foothills (Enumclaw Plateau) Trail - North                        | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 25    | 2022                      | Candidate | \$14,464,192                        | \$0                                  |
| KING COUNTY/METRO  | 4622   | Soos Creek Trail to Lake Youngs Trail                             | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 19    | 2020                      | Candidate | \$383,157                           | \$0                                  |
| KING COUNTY/METRO  | 4445   | ERC Trail, Mainline, Woodinville                                  | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 19    | 2020                      | Candidate | \$16,198,560                        | \$0                                  |
| KING COUNTY/METRO  | 4621   | Soos Creek Trail Phase 8 (SR18-GRT)                               | Bicycle/ Pedestrian | x  | x  | x   | Yes            | 28    | 2035                      | Candidate | \$2,203,155                         | \$0                                  |
| KING COUNTY/METRO  | 4036   | Green River Trail Bridge  | Bicycle/ Pedestrian |  |  | x   | Yes            | 28    | 2018                      | Candidate | \$2,586,313                         | \$0                                  |
| KING COUNTY/METRO  | 4605   | Green River 2.2 (S. 259th St)                                     | Bicycle/ Pedestrian |  |  | x   | Yes            | 28    | 2018                      | Candidate | \$1,053,683                         | \$0                                  |
| KING COUNTY/METRO  | 4601   | Foothills (Enumclaw Plateau) Trail - Central                      | Bicycle/ Pedestrian |  |  | x   | Yes            | 28    | 2020                      | Candidate | \$15,805,243                        | \$0                                  |
| KING COUNTY/METRO  | 4606   | Green River Trail Phase 5 (Upper)                                 | Bicycle/ Pedestrian |  |  | x   | Yes            | 29    | 2025                      | Candidate | \$27,204,176                        | \$0                                  |
| KING COUNTY/METRO  | 4289   | East Lake Sammamish Trail - Sammamish Segment                     | Bicycle/ Pedestrian |  |  | x   | Yes            | 31    | 2013                      | Candidate | \$24,234,706                        | \$0                                  |
| KING COUNTY/METRO  | 4599   | East Plateau Trail - Klahanie to Soaring Eagle Park               | Bicycle/ Pedestrian |  |  | x   | Yes            | 31    | 2018                      | Candidate | \$8,716,831                         | \$0                                  |
| KING COUNTY/METRO  | 4027   | Issaquah-Snoqualmie Corridor - Preston-Snoqualmie Trail Extension | Bicycle/ Pedestrian |  |  | x   | Yes            | 30    | 2018                      | Candidate | \$9,099,988                         | \$0                                  |
| KING COUNTY/METRO  | 4034   | Green River Trail - Phase 3                                       | Bicycle/ Pedestrian |  |  | x   | Yes            | 31    | 2018                      | Candidate | \$9,099,988                         | \$0                                  |
| KING COUNTY/METRO  | 4619   | Soos Creek Trail Phase 6 (Petro - CRT)                            | Bicycle/ Pedestrian |  |  | x   | Yes            | 30    | 2018                      | Candidate | \$3,710,000                         | \$0                                  |

November 13, 2013

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|  |        |  |                               | + Prioritization: Lowest scoring quartile (25%) of non-WSDOT projects moved to unprogrammed + WSDOT projects: WSDOT corridor phasing and "right-sizing" + All projects in the third decade (2031-2040) moved to unprogrammed | + Prioritization: Lowest scoring quartile (25%) of all projects moved to unprogrammed + All projects in the third decade (2031-2040) moved to unprogrammed | Use Prioritization scorecard results: Move lowest scoring projects (bottom 40%) into Unprogrammed |                |       |                           |           |                                     |                                      |
| <b>TOTAL COST REDUCTION</b>  |        |  |                               |  |  |   |                |       |                           |           |                                     |                                      |
| KING COUNTY/METRO  | 4035   | Green River Trail - Phase 4                | Bicycle/Pedestrian            |  |  | x   | Yes            | 31    | 2020                      | Candidate | \$15,805,243                        | \$0                                  |
| KING COUNTY/METRO  | 4603   | Foothills (Enumclaw Plateau) Trail - South | Bicycle/Pedestrian            |  |  | x   | Yes            | 28    | 2016                      | Candidate | \$3,735,785                         | \$0                                  |
| KING COUNTY/METRO  | 4562   | Novelty Hill Road                          | Roadway Related - Arterial    | x  | x  | x   | Yes            | 31    | 2020                      | Candidate | \$99,394,228                        | \$0                                  |
| KING COUNTY/METRO  | 4556   | Issaquah Hobart Road                       | Roadway Related - Arterial    | x  | x  | x   | Yes            | 35    | 2030                      | Candidate | \$100,017                           | \$0                                  |
| KING COUNTY/METRO  | 4554   | Avondale Road                              | Roadway Related - Arterial    | x  | x  | x   | Yes            | 32    | 2020                      | Candidate | \$42,064,947                        | \$0                                  |
| KIRKLAND   | 2293   | 124th Ave NE Roadway Improvements          | Roadway Related - Arterial    | x  | x  |   | Yes            | 50    | 2040                      | Candidate | \$38,650,046                        | \$0                                  |
| KITSAP COUNTY  | 3647   | Bethel Road/Bethel Ave SE                  | Roadway Related - Arterial    | x  | x  | x   | Yes            | 34    | 2020                      | Approved  | \$6,743,879                         | \$0                                  |
| MARYSVILLE   | 4411   | 156th St. NE Interchange                   | Roadway Related - Arterial    | x  | x  | x   | Yes            | 35    | 2020                      | Candidate | \$25,759,248                        | \$0                                  |
| MARYSVILLE   | 4410   | SR 529 Interchange                         | Roadway Related - State Route | x  | x  | x   | Yes            | 30    | 2017                      | Candidate | \$37,849,792                        | \$0                                  |
| MONROE   | 2829   | Centennial Trail                           | Bicycle/Pedestrian            | x  | x  | x   | Yes            | 12    | 2010                      | Candidate | \$4,299,026                         | \$0                                  |
| MONROE   | 2687   | US Hwy 2 Trail Extension                   | Bicycle/Pedestrian            | x  | x  | x   | Yes            | 6     | 2010                      | Candidate | \$2,521,176                         | \$0                                  |
| MONROE   | 2826   | SR 522 Trail                               | Bicycle/Pedestrian            |  |  | x   | Yes            | 28    | 2015                      | Candidate | \$3,205,495                         | \$0                                  |
| MUKILTEO   | 4010   | Mukilteo Lane Waterfront Access            | Bicycle/Pedestrian            | x  | x  | x   | Yes            | 22    | 2020                      | Candidate | \$6,713,606                         | \$0                                  |
| PACIFIC  | 3359   | Lake Tapps Pkwy/8th St Bike Path           | Bicycle/Pedestrian            | x  | x  | x   | Yes            | 5     | 2010                      | Candidate | \$456,671                           | \$0                                  |
| PIERCE COUNTY  | 5505   | SR 302 Trail                               | Bicycle/Pedestrian            | x  | x  |   | Yes            | 37    | 2040                      | Candidate | \$11,286,976                        | \$0                                  |

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Item 10: PSRC TPB Balancing the T2040 Financial Strategy

| Transportation 2040 Update - Financial Strategy Balancing, T2040 Master List of Regional Capacity Projects |        |   |                            |  |  |   |                |       |                           |           |                                     |                                      |
|--|--------|---|----------------------------|--|--|---|----------------|-------|---------------------------|-----------|-------------------------------------|--------------------------------------|
| Sponsor  | MTP ID | Project Title   | Project Type               | TPB Scenario 1*  | TPB Scenario 2   | NEW - Balancing Scenario 5 - Prioritization 40%   | Prioritization | Score | Estimated Completion Date | Status    | Cost Constrained (in constant \$08) | Cost Unprogrammed (in constant \$08) |
|  |        |   |                            | + Prioritization: Lowest scoring quartile (25%) of non-WSDOT projects moved to unprogrammed + WSDOT projects: WSDOT corridor phasing and "right-sizing" + All projects in the third decade (2031-2040) moved to unprogrammed | + Prioritization: Lowest scoring quartile (25%) of all projects moved to unprogrammed + All projects in the third decade (2031-2040) moved to unprogrammed | Use Prioritization scorecard results: Move lowest scoring projects (bottom 40%) into Unprogrammed |                |       |                           |           |                                     |                                      |
| <b>TOTAL COST REDUCTION</b>  |        |   |                            | \$4,792,384,225  | \$5,170,970,315  | \$ 3,471,647,588  |                |       |                           |           |                                     |                                      |
| PIERCE COUNTY  | 1938   | 176th St E  | Roadway Related - Arterial | x  | x  | x   | Yes            | 32    | 2040                      | Candidate | \$45,595,252                        | \$0                                  |
| PIERCE COUNTY  | 135    | Canyon Rd E   | Roadway Related - Arterial | x  | x  | x   | Yes            | 37    | 2026                      | Candidate | \$69,109,288                        | \$0                                  |
| PIERCE COUNTY  | 880    | WOLLOCHE DR NW  | Roadway Related - Arterial | x  | x  | x   | Yes            | 33    | 2013                      | Candidate | \$11,731,408                        | \$0                                  |
| PIERCE COUNTY  | 134    | Canyon Rd E   | Roadway Related - Arterial | x  | x  | x   | Yes            | 39    | 2040                      | Approved  | \$55,750,000                        | \$0                                  |
| PIERCE COUNTY  | 528    | Canyon Rd E   | Roadway Related - Arterial |  |  | x   | Yes            | 41    | 2020                      | Candidate | \$13,832,379                        | \$0                                  |
| PORT OF SEATTLE  | 5348   | Hanford & Main SIG's Entry Gate Improvements                | Roadway Related - Arterial | x  | x  | x   | Yes            | 30    | 2020                      | Candidate | \$288,675                           | \$0                                  |
| PORT OF SEATTLE  | 5350   | West Marginal Way/Chelan Street/Spokane Street intersection | Roadway Related - Arterial | x  | x  | x   | Yes            | 16    | 2020                      | Candidate | \$561,990                           | \$0                                  |

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|  |        |  |                            | \$4,792,384,225  | \$5,170,970,315  | \$ 3,471,647,588  |                |       |                           |           |                                     |                                      |
| TOTAL COST REDUCTION   |        |  |                            |  |  |   |                |       |                           |           |                                     |                                      |
| PORT OF SEATTLE  | 5347   | Grade separation at Atlantic St. - South End Viaduct local access: Holgate to King stage 3 | Roadway Related - Arterial |  |  | x   | Yes            | 38    | 2013                      | Candidate | \$402,849                           | \$0                                  |
| PORT OF TACOMA   | 4639   | Port of Tacoma Road/Rail/Infrastructure  | Roadway Related - Arterial |  |  | x   | Yes            | 41    | 2020                      | Candidate | \$361,255,135                       | \$0                                  |
| PUYALLUP   | 494    | Shaw Rd  | Roadway Related - Arterial |  |  | x   | Yes            | 38    | 2004                      | Candidate | \$2,948,286                         | \$0                                  |
| PUYALLUP TRIBE   | 3443   | Lister Gulch Bicycle-Pedestrian Improvements   | Bicycle/ Pedestrian        | x  | x  | x   | Yes            | 8     | 2010                      | Candidate | \$58,089                            | \$0                                  |
| REDMOND  | 5518   | Puget Sound Energy Trail Improvements  | Bicycle/ Pedestrian        | x  | x  | x   | Yes            | 27    | 2035                      | Candidate | \$4,975,966                         | \$0                                  |
| SEATTLE  | 5281   | Woodland Park Trail  | Bicycle/ Pedestrian        | x  | x  | x   | Yes            | 16    | 2040                      | Candidate | \$2,003,586                         | \$0                                  |
| SEATTLE  | 5274   | Westcrest Park Trail   | Bicycle/ Pedestrian        | x  | x  | x   | Yes            | 27    | 2040                      | Candidate | \$2,003,586                         | \$0                                  |
| SEATTLE  | 5225   | Puget Park Trail   | Bicycle/ Pedestrian        | x  | x  | x   | Yes            | 24    | 2020                      | Candidate | \$2,003,586                         | \$0                                  |
| SEATTLE  | 5229   | Ravenna Ave NE Corridor Trail Improvements   | Bicycle/ Pedestrian        | x  | x  | x   | Yes            | 30    | 2040                      | Candidate | \$400,717                           | \$0                                  |
| SEATTLE  | 5183   | MLK Jr Way Trail   | Bicycle/ Pedestrian        | x  | x  |   | Yes            | 49    | 2040                      | Candidate | \$5,008,964                         | \$0                                  |

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|--|--------|---|-------------------------------|--|--|---|----------------|-------|---------------------------|-----------|-------------------------------------|--------------------------------------|
| Sponsor  | MTP ID | Project Title   | Project Type                  | TPB Scenario 1*  | TPB Scenario 2   | NEW - Balancing Scenario 5 - Prioritization 40%   | Prioritization | Score | Estimated Completion Date | Status    | Cost Constrained (in constant \$08) | Cost Unprogrammed (in constant \$08) |
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| <b>TOTAL COST REDUCTION</b>  |        |   |                               | \$4,792,384,225  | \$5,170,970,315  | \$ 3,471,647,588  |                |       |                           |           |                                     |                                      |
| SEATTLE  | 4092   | Seattle Priority Bus Corridor 9: Aurora Village to Downtown via SR 99 | Roadway Related - State Route | x  | x  |   | Yes            | 80    | 2040                      | Candidate | \$151,347,176                       | \$0                                  |
| SNOHOMISH  | 3577   | Riverfront Trail, Western Section                                     | Bicycle/ Pedestrian           |  |  | x   | Yes            | 29    | 2020                      | Candidate | \$1,154,700                         | \$0                                  |
| SNOHOMISH COUNTY   | 2842   | Centennial Trail  | Bicycle/ Pedestrian           | x  | x  | x   | Yes            | 25    | 2025                      | Candidate | \$30,359,430                        | \$0                                  |
| SNOHOMISH COUNTY   | 2850   | Centennial Trail  | Bicycle/ Pedestrian           | x  | x  | x   | Yes            | 23    | 2012                      | Candidate | \$19,850,397                        | \$0                                  |
| SNOHOMISH COUNTY   | 584    | Airport Way   | Roadway Related - Arterial    | x  | x  | x   | Yes            | 20    | 2020                      | Candidate | \$10,863,266                        | \$0                                  |
| SNOQUALMIE   | 2676   | Meadowbrook Farm Trail Extension                                      | Bicycle/ Pedestrian           | x  | x  | x   | Yes            | 16    | 2012                      | Candidate | \$737,699                           | \$0                                  |
| SUMNER   | 4460   | Stewart Road (8th Street) Bridge                                      | Roadway Related - Arterial    | x  | x  | x   | Yes            | 37    | 2018                      | Candidate | \$10,063,092                        | \$0                                  |
| Sumner   | 4466   | West bound ramps Highway 410 and 166 <sup>th</sup> Avenue E.          | Roadway Related - State Route |  |  | x   | Yes            | 48    | 2018                      | Candidate | \$1,796,981                         | \$0                                  |
| TUKWILA  | 1300   | Tukwila International Blvd  | Roadway Related - Arterial    | x  | x  | x   | Yes            | 29    | 2018                      | Candidate | \$3,763,770                         | \$0                                  |

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|--|--------|---|-------------------------------|--|--|---|----------------|-------|---------------------------|--------------------|-------------------------------------|--------------------------------------|
| Sponsor  | MTP ID | Project Title   | Project Type                  | TPB Scenario 1*  | TPB Scenario 2   | NEW - Balancing Scenario 5 - Prioritization 40%   | Prioritization | Score | Estimated Completion Date | Status             | Cost Constrained (in constant \$08) | Cost Unprogrammed (in constant \$08) |
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| TOTAL COST REDUCTION   |        |   |                               | \$4,792,384,225  | \$5,170,970,315  | \$ 3,471,647,588  |                |       |                           |                    |                                     |                                      |
| TUKWILA  | 3557   | Tukwila Station Access with 156th St to 16th Ave S Link | Roadway Related - Arterial    | x  | x  | x   | Yes            | 10    | 2020                      | Candidate          | \$31,615,666                        | \$0                                  |
| TUKWILA  | 1299   | E Marginal Way  | Roadway Related - Arterial    | x  | x  | x   | Yes            | 21    | 2020                      | Candidate          | \$2,452,723                         | \$0                                  |
| TUKWILA  | 1303   | Tukwila Urban Center Transit Center                     | Transit & Ferry Related       | x  | x  | x   | Yes            | 38    | 2014                      | Proposed Candidate | \$12,545,899                        | \$0                                  |
| TULALIP TRIBES   | 5429   | I-5 @ 116th Street NE Interchange                       | Roadway Related - State Route | x  | x  | x   | Yes            | 33    | 2015                      | Candidate          | \$31,667,043                        | \$0                                  |
| WOODINVILLE  | 2815   | Woodinville Valley Trail                                | Bicycle/ Pedestrian           |  |  | x   | Yes            | 29    | 2010                      | Candidate          | \$201,989                           | \$0                                  |
| WSDOT  | 4180   | SR 3: SR 305 to SR 104                                  | Roadway Related - State Route | x  | x  | x   | Yes            | 33    | 2040                      | Candidate          | \$56,726,013                        | \$0                                  |
| WSDOT  | 5390   | SR 518  | Roadway Related - State Route | x  | x  | x   | Yes            | 36    | 2020                      | Candidate          | \$87,453,659                        | \$0                                  |
| WSDOT  | 4181   | SR 3: Pioneer Way to Kinman-Big Valley Rd               | Roadway Related - State Route | x  | x  | x   | Yes            | 29    | 2016                      | Candidate          | \$13,311,442                        | \$0                                  |
| WSDOT  | 1828   | SR 3: SR 304 to Loxie Eagens Blvd HOV Widening          | Roadway Related - State Route | x  | x  |   | Yes            | 50    | 2040                      | Candidate          | \$14,883,205                        | \$0                                  |
| WSDOT  | 5422   | US 3  | Roadway Related - State Route | x  | x  |   | Yes            | 50    | 2040                      | Candidate          | \$109,000,000                       | \$0                                  |
| WSDOT  | 4351   | I-405 Corridor: NE 85th - NE 124th                      | Roadway Related - State Route | x  | x  |   | Yes            | 63    | 2040                      | Candidate          | \$31,000,000                        | \$0                                  |

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|--|--------|--|-------------------------------|--|--|---|----------------|-------|---------------------------|--------------------|-------------------------------------|--------------------------------------|
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| <b>TOTAL COST REDUCTION</b>  |        |  |                               | \$4,792,384,225  | \$5,170,970,315  | \$ 3,471,647,588  |                |       |                           |                    |                                     |                                      |
| WSDOT  | 4346   | I-405 Corridor: SR 520 to SR 522 (aux lanes)                                 | Roadway Related - State Route | x  | x  |   | Yes            | 63    | 2040                      | Candidate          | \$25,000,000                        | \$0                                  |
| WSDOT  | 4349   | I-405 Corridor: SR 520 to SR 522 (NE 85th I/C connections and direct access) | Roadway Related - State Route | x  | x  |   | Yes            | 63    | 2040                      | Candidate          | \$20,000,000                        | \$0                                  |
| WSDOT  | 4348   | I-405 Corridor: SR 520 to SR 522 (NE 70th I/C)                               | Roadway Related - State Route | x  | x  |   | Yes            | 63    | 2040                      | Candidate          | \$200,000,000                       | \$0                                  |
| WSDOT  | 4317   | I-405 Corridor: SR 167 to SR 169 Widening (BNRR and Cedar Bridge crossings)  | Roadway Related - State Route | x  | x  |   | Yes            | 61    | 2040                      | Candidate          | \$100,000,000                       | \$0                                  |
| WSDOT  | 4316   | I-405 Corridor: SR 167 to SR 169 Widening (Renton Hill access component)     | Roadway Related - State Route | x  | x  |   | Yes            | 61    | 2040                      | Candidate          | \$29,000,000                        | \$0                                  |
| WSDOT  | 4373   | I-405 Corridor: SR 169 Direct Connection Ramp                                | Roadway Related - State Route | x  | x  |   | Yes            | 61    | 2040                      | Candidate          | \$29,000,000                        | \$0                                  |
| WSDOT  | 4315   | I-405 Corridor: SR 167 to SR 169 Widening                                    | Roadway Related - State Route | x  | x  |   | Yes            | 61    | 2040                      | Candidate          | \$71,000,000                        | \$0                                  |
| WSDOT  | 4314   | I-405 Corridor: SR 167 to SR 169 Widening                                    | Roadway Related - State Route | x  | x  |   | Yes            | 61    | 2040                      | Candidate          | \$157,000,000                       | \$0                                  |
| WSDOT  | 4309   | I-405 Corridor: SR 167 Interchange   | Roadway Related - State Route | x  | x  |   | Yes            | 62    | 2040                      | Candidate          | \$86,000,000                        | \$0                                  |
| WSDOT  | 4307   | I-405 Corridor: SR 167 Interchange (Lind half-diamond component)             | Roadway Related - State Route | x  | x  |   | Yes            | 62    | 2040                      | Candidate          | \$57,000,000                        | \$0                                  |
| WSDOT  | 4308   | I-405 Corridor: SR 167 Interchange (Lind to Talbot frontage roads)           | Roadway Related - State Route | x  | x  |   | Yes            | 62    | 2040                      | Candidate          | \$14,000,000                        | \$0                                  |
| WSDOT  | 1620   | US 2: Monroe Bypass phases 2 & 3   | Roadway Related - State Route | x  |  |   | Yes            | 60    | 2020                      | Candidate          | \$144,000,000                       | \$0                                  |
| WSDOT  | 4421   | I-5/JBLM, Berkeley Drive I/C   | Roadway Related - State Route | x  |  |   | Yes            | 64    | 2020                      | Proposed Candidate | \$82,658,359                        | \$0                                  |
| WSDOT  | 4420   | I-5/JBLM, 41st Division Dr. I/C  | Roadway Related - State Route | x  |  |   | Yes            | 64    | 2020                      | Proposed Candidate | \$18,352,195                        | \$0                                  |

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|--|--------|--|-------------------------------|--|--|---|----------------|-------|---------------------------|----------------------------|-------------------------------------|--------------------------------------|
| Sponsor  | MTP ID | Project Title  | Project Type                  | TPB Scenario 1*  | TPB Scenario 2   | NEW - Balancing Scenario 5 - Prioritization 40%   | Prioritization | Score | Estimated Completion Date | Status                     | Cost Constrained (in constant \$08) | Cost Unprogrammed (in constant \$08) |
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|  |        |  |                               | \$4,792,384,225  | \$5,170,970,315  | \$ 3,471,647,588  |                |       |                           |                            |                                     |                                      |
| TOTAL COST REDUCTION   |        |  |                               |  |  |   |                |       |                           |                            |                                     |                                      |
| WSDOT  | 4425   | I-5 @ SR 512 Interchange (Tier 2)                    | Roadway Related - State Route | x  |  |   | Yes            | 52    | 2020                      | Candidate                  | \$526,841,436                       | \$0                                  |
| WSDOT  | 4217   | SR 18  | Roadway Related - State Route | x  | x  | x   | Yes            | 36    | 2040                      | Approved                   | \$87,000,765                        | \$0                                  |
| WSDOT  | 4216   | SR 18  | Roadway Related - State Route | x  | x  | x   | Yes            | 36    | 2040                      | Approved                   | \$72,779,923                        | \$0                                  |
| WSDOT  | 5437   | I-90   | Roadway Related - State Route | x  | x  | x   | Yes            | 30    | 2040                      | Candidate                  | \$2,000,000                         | \$0                                  |
| WSDOT  | 5439   | I-90   | Roadway Related - State Route | x  | x  | x   | Yes            | 30    | 2040                      | Candidate                  | \$90,000,000                        | \$0                                  |
| WSDOT  | 112    | SR 704 - Cross Base Highway, I-5 to Spanaway Loop Rd | Roadway Related - State Route | x  | x  | x   | Yes            | 47    | 2035                      | ROW Conditionally Approved | \$407,147,721                       | \$0                                  |
| WSDOT  | 4184   | SR 3: SR 16 to SR 304 - HOV Widening                 | Roadway Related - State Route | x  | x  |   | Yes            | 50    | 2040                      | Candidate                  | \$256,759,848                       | \$0                                  |
| WSDOT  | 4183   | SR 3 @ SR 304 I/C - Interchange Reconstruction       | Roadway Related - State Route | x  | x  |   | Yes            | 50    | 2035                      | Candidate                  | \$48,000,000                        | \$0                                  |
| WSDOT  | 4306   | I-405 Corridor: SR 167 Interchange                   | Roadway Related - State Route | x  | x  |   | Yes            | 62    | 2040                      | Candidate                  | \$29,000,000                        | \$0                                  |
| WSDOT  | 4305   | I-405 Corridor: SR 181 I/C                           | Roadway Related - State Route | x  | x  |   | Yes            | 64    | 2040                      | Candidate                  | \$114,000,000                       | \$0                                  |
| WSDOT  | 4304   | I-405 Corridor: Green River Crossing                 | Roadway Related - State Route | x  | x  |   | Yes            | 64    | 2040                      | Candidate                  | \$29,000,000                        | \$0                                  |
| WSDOT  | 4303   | I-405 Corridor: SR 181 to SR 167 Widening            | Roadway Related - State Route | x  | x  |   | Yes            | 64    | 2040                      | Candidate                  | \$86,000,000                        | \$0                                  |

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|--|--------|--|-------------------------------|--|--|---|----------------|-------|---------------------------|----------------------------|-------------------------------------|--------------------------------------|
| Sponsor  | MTP ID | Project Title  | Project Type                  | TPB Scenario 1*  | TPB Scenario 2   | NEW - Balancing Scenario 5 - Prioritization 40%   | Prioritization | Score | Estimated Completion Date | Status                     | Cost Constrained (in constant \$08) | Cost Unprogrammed (in constant \$08) |
|  |        |  |                               | + Prioritization: Lowest scoring quartile (25%) of non-WSDOT projects moved to unprogrammed + WSDOT projects: WSDOT corridor phasing and "right-sizing" + All projects in the third decade (2031-2040) moved to unprogrammed | + Prioritization: Lowest scoring quartile (25%) of all projects moved to unprogrammed + All projects in the third decade (2031-2040) moved to unprogrammed | Use Prioritization scorecard results: Move lowest scoring projects (bottom 40%) into Unprogrammed |                |       |                           |                            |                                     |                                      |
| <b>TOTAL COST REDUCTION</b>  |        |  |                               |  |  |   |                |       |                           |                            |                                     |                                      |
| WSDOT  | 1706   | I-5 @ SR 96 / 128th St SW                                    | Roadway Related - State Route | x  | x  |   | Yes            | 53    | 2035                      | Candidate                  | \$96,664,613                        | \$0                                  |
| WSDOT  | 4176   | US 2: Bickford to Monroe                                     | Roadway Related - State Route | x  | x  |   | Yes            | 51    | 2040                      | Candidate                  | \$340,000,000                       | \$0                                  |
| WSDOT  | 5324   | US 2: Trestle Widening - Stage 2                             | Roadway Related - State Route | x  | x  |   | Yes            | 51    | 2040                      | Candidate                  | \$591,783,589                       | \$0                                  |
| WSDOT  | 4429   | SR 509 Extension (with I-5), Phase 2                         | Roadway Related - State Route | x  | x  |   | Yes            | 55    | 2040                      | Candidate                  | \$120,431,157                       | \$0                                  |
| WSDOT  | 1832   | SR 3: Kinman-Big Valley Rd to SR 104                         | Roadway Related - State Route | slight description clarifcation. No cost or status changes   | x  | x   | Yes            | 33    | 2030                      | Candidate                  | \$27,261,600                        | \$0                                  |
| WSDOT  | 4416   | SR 518/Des Moines Memorial Drive Vicinity - I/C Improvements | Roadway Related - State Route |  | x  | x   | Yes            | 36    | 2020                      | Candidate                  | \$65,835,924                        | \$0                                  |
| WSDOT  | 4257   | SR 522 @ Paradise Lake Road Interchange                      | Roadway Related - State Route |  | x  | x   | Yes            | 39    | 2020                      | Candidate                  | \$85,808,620                        | \$0                                  |
| WSDOT  | 5535   | I-5 @ SR 18/SR 161 (Triangle) - phase 2                      | Roadway Related - State Route |  | x  | x   | Yes            | 39    | 2020                      | ROW Conditionally Approved | \$101,589,516                       | \$0                                  |
| WSDOT  | 497    | SR 162: SR 410 - 96th St E                                   | Roadway Related - State Route |  | x  | x   | Yes            | 38    | 2030                      | Candidate                  | \$106,478,635                       | \$0                                  |
| WSDOT  | 4091   | I-5 @ 272nd Street Interchange                               | Roadway Related - State Route |  | x  | x   | Yes            | 37    | 2030                      | Candidate                  | \$81,440,576                        | \$0                                  |
| WSDOT  | 4414   | I-90 @ SR 18   | Roadway Related - State Route |  | x  | x   | Yes            | 33    | 2020                      | Candidate                  | \$177,535,077                       | \$0                                  |

November 13, 2013

Item 10: PSRC TPB Balancing the T2040 Financial Strategy

| Transportation 2040 Update - Financial Strategy Balancing, T2040 Master List of Regional Capacity Projects |        |   |                               |  |  |   |                |       |                           |           |                                     |                                      |
|--|--------|---|-------------------------------|--|--|---|----------------|-------|---------------------------|-----------|-------------------------------------|--------------------------------------|
| Sponsor  | MTP ID | Project Title   | Project Type                  | TPB Scenario 1*  | TPB Scenario 2   | NEW - Balancing Scenario 5 - Prioritization 40%   | Prioritization | Score | Estimated Completion Date | Status    | Cost Constrained (in constant \$08) | Cost Unprogrammed (in constant \$08) |
|  |        |   |                               | + Prioritization: Lowest scoring quartile (25%) of non-WSDOT projects moved to unprogrammed + WSDOT projects: WSDOT corridor phasing and "right-sizing" + All projects in the third decade (2031-2040) moved to unprogrammed | + Prioritization: Lowest scoring quartile (25%) of all projects moved to unprogrammed + All projects in the third decade (2031-2040) moved to unprogrammed | Use Prioritization scorecard results: Move lowest scoring projects (bottom 40%) into Unprogrammed |                |       |                           |           |                                     |                                      |
| <b>TOTAL COST REDUCTION</b>  |        |   |                               |  |  |   |                |       |                           |           |                                     |                                      |
| WSDOT  | 4409   | SR 202/Tokul Road Roundabout  | Roadway Related - State Route |  | x  | x   | Yes            | 0     | 2014                      | Candidate | \$4,290,005                         | \$0                                  |
| WSDOT  | 1945   | I-5 @ 88th St. N Interchange  | Roadway Related - State Route |  | x  | x   | Yes            | 33    | 2015                      | Candidate | \$50,970,255                        | \$0                                  |
| WSDOT  | 5438   | I-90  | Roadway Related - State Route |  |  | x   | Yes            | 45    | 2020                      | Candidate | \$43,693,355                        | \$0                                  |
| WSDOT  | 5436   | I-90: Eastgate to W. Lake Sammamish Pkwy (Lakemont) - Added Aux. Lane | Roadway Related - State Route |  |  | x   | Yes            | 45    | 2020                      | Candidate | \$50,000,000                        | \$0                                  |
| WSDOT  | 4243   | SR 512  | Roadway Related - State Route |  |  | x   | Yes            | 45    | 2025                      | Candidate | \$30,855,081                        | \$0                                  |
| WSDOT  | 1821   | SR 512/94th Ave WB Ramps to SR 161 - Widening                         | Roadway Related - State Route |  |  | x   | Yes            | 45    | 2025                      | Candidate | \$12,617,554                        | \$0                                  |
| WSDOT  | 4242   | SR 512/Canyon Rd Interchange EB & WB - Mobility                       | Roadway Related - State Route |  |  | x   | Yes            | 45    | 2015                      | Candidate | \$7,312,209                         | \$0                                  |
| WSDOT  | 4241   | SR 512/SR 7 Interchange - Mobility                                    | Roadway Related - State Route |  |  | x   | Yes            | 45    | 2015                      | Candidate | \$6,472,413                         | \$0                                  |
| WSDOT  | 5431   | SR 9: Snohomish River Bridge  | Roadway Related - State Route |  |  | x   | Yes            | 48    | 2030                      | Candidate | \$87,749,353                        | \$0                                  |
| WSDOT  | 5432   | SR 9  | Roadway Related - State Route |  |  | x   | Yes            | 48    | 2030                      | Candidate | \$51,617,266                        | \$0                                  |
| WSDOT  | 5433   | SR 9 / US2 Interchange  | Roadway Related - State Route |  |  | x   | Yes            | 48    | 2030                      | Candidate | \$20,073,381                        | \$0                                  |
| WSDOT  | 4207   | SR 9  | Roadway Related - State Route |  |  | x   | Yes            | 48    | 2030                      | Candidate | \$9,749,928                         | \$0                                  |
| WSDOT  | 4206   | SR 9  | Roadway Related - State Route |  |  | x   | Yes            | 48    | 2030                      | Candidate | \$60,164,665                        | \$0                                  |
| WSDOT  | 4209   | SR 9  | Roadway Related - State Route |  |  | x   | Yes            | 49    | 2015                      | Candidate | \$12,944,827                        | \$0                                  |
| WSDOT  | 4413   | SR 9 @ SR 204 Intersection Improvement                                | Roadway Related - State Route |  |  | x   | Yes            | 49    | 2020                      | Candidate | \$18,246,661                        | \$0                                  |

November 13, 2013

Item 10: PSRC TPB Balancing the T2040 Financial Strategy

| Transportation 2040 Update - Financial Strategy Balancing, T2040 Master List of Regional Capacity Projects |        |                                  |                               |  |   |  |                |       |                           |           |                                     |                                      |
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| <b>TOTAL COST REDUCTION</b>  |        |                                  |                               |  |   |  |                |       |                           |           |                                     |                                      |
| WSDOT  | 4185   | SR 3 @ SR 16 Interchange (Gorst) | Roadway Related - State Route |  |   | x  | Yes            | 43    | 2017                      | Candidate | \$18,368,737                        | \$0                                  |
| WSDOT  | 5442   | SR 512                           | Roadway Related - State Route |  |   | x  | Yes            | 45    | 2030                      | Candidate | \$54,863,699                        | \$0                                  |

**Informational Item 11a:**

King County E-911 PSAP Future Configuration Recommendation Committee

***Information Item***

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**SCA Staff Contact**

Monica Whitman, Senior Policy Analyst, office 206-433-7169, [monica@soundcities.org](mailto:monica@soundcities.org)

**Background Information:**

King County Enhanced 911 (E-911) is facing significant funding challenges in 2015 with the current Public System Answering Points (PSAP) methodology and forecasted expenditures. At the request of the E-911 Program, a committee was formed to provide a recommendation on the future configuration of PSAPs in King County and to develop a transition plan for moving from the current to a future PSAP configuration or other future options.

**Recommendation Committee Members**

| PSAP/Organization                            | Committee Member                               | Alternate  |
|--|--|--|
| Bothell                                      | Kathie Oeser – Senior Management Analyst       | Micki Singer – Manager   |
| Enumclaw                                     | Bob Huebler – Police Captain                   | Jim Zoll – Police Chief  |
| Issaquah                                     | Bob Harrison – City Administrator              | Paul Ayers – Police Chief                                      |
| King County Sheriff's Office                 | John Urquhart – County Sheriff                 | Anne Kirkpatrick – Deputy Chief                                |
| NORCOM                                       | Kurt Triplett – Kirkland City Manager          |  |
| Port of Seattle                              | Colleen Wilson – Police Chief                  | Mark Thomas – Deputy Chief                                     |
| Redmond                                      | Kristi Wilson – Assistant Police Chief         | Erik Scairpon – Police Commander                               |
| City of Seattle (Police and Fire Department) | Rob Gala – Regional Affairs Manager            | Marko Lowe – Director, Office of Intergovernmental Relations   |
| UW Police Department                         | John Vinson – Police Chief                     | Sue Carr – Technical Services Manager, UW Police Dept.         |
| Valley Communications Center                 | Skip Priest – Mayor, Federal Way               | Lora Ueland – Executive Director, Valley Communications Center |
| WA State Patrol – Bellevue                   | Debby Jacobson – Lieutenant                    |  |
| King County Executive (E-911)                | Carolyn Whalen – Executive Services Department |  |
| Sound Cities Association                     | David Baker – Mayor, City of                   |  |

|   |  |   |
|---|--|---|
| (SCA)                                   | Kenmore                                      |   |
| King County Fire Chiefs' Association    | Lee Sotich – Chief, Eastside Fire and Rescue | Wes Collins - Deputy Chief, Eastside Fire and Rescue. |
| King County Department of Public Health | Michael Loehr – Preparedness Section Manager |   |

## Goals/Objectives

The goals of the Recommendation Committee are to:

1. Identify PSAP Configurations or options to be evaluated,
2. Identify criteria that will be used to evaluate PSAP configurations or options,
3. Evaluate PSAP configurations or options,
4. Reach consensus on a recommended PSAP configuration or options and develop a transition plan for moving from the current to a future PSAP configuration or options by May 31, 2014,
5. Based on the recommendations PSAP configuration or options, discuss policy issues and reach consensus on recommended policies,
6. Produce a final recommendations report by August 31, 2014,
7. Choose at least six Executive-Level committees to be given a presentation of the final recommendations report.

## Scheduling and Timing

The Recommendation Committee is supported by a Technical Committee; both committees are scheduled to meet twice per month every other month, and once per month between October 2013 and August 2014. There is still much work to be done and the timeline is accelerated. King County E-911 is hopeful the Recommendations Committee will be able to complete their work by mid-2014.

Please share any feedback from your City with Mayor Baker [dbaker@kenmorewa.gov](mailto:dbaker@kenmorewa.gov) and SCA Senior Policy Analyst Monica Whitman [monica@soundcities.org](mailto:monica@soundcities.org). Kenmore Mayor David Baker is representing cities at large on the King County E-911 PSAP Future Configuration Recommendation Committee.

**Item 11b:**

King County Disaster Framework for Public/Private Partnership  
Emergency Management Advisory Committee (EMAC)  
***Informational Item***

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**SCA Staff Contact**

Doreen Booth, Policy Analyst, [Doreen@soundcities.org](mailto:Doreen@soundcities.org), 206-433-7147

**Emergency Management Advisory Committee (EMAC)**

Councilmember Greg Taylor, Renton; Councilmember Penny Sweet, Kirkland; Emergency Manager Gail Harris, Shoreline; Councilmember John Wright, Lake Forest Park (alternate); Councilmember Leroy Collinwood, Duvall (alternate); Councilmember Bill Thomas, Algona (alternate).

**Background of Regional Disaster Planning**

In 1998, elected officials from Seattle, King County, and SCA cities initiated the planning efforts of a regional response plan and mechanism to share resources. That effort established a cooperative and voluntary platform linking private businesses, nonprofit organizations, government agencies, and special purpose districts. In January 2002, the “Regional Disaster Plan for Public and Private Organizations in King County,” was rolled out. By December 2002, 99 cities, fire districts, businesses, schools, water and sewer districts, and nonprofits were official signatory partners. Through the following years the Regional Disaster Planning effort continued to engage regional partners from public, private, nonprofit and tribes, and alterations were made to keep the Plan current. There are currently 145 signatories to the Plan. Thirty-six of the thirty-nine cities in King County have signed the Plan.

**New Plan - The Regional Coordination Framework for Disasters and Planned Events**

Work on transitioning the plan to a new format began in 2012. The new Plan, “The Regional Coordination Framework for Disasters and Planned Events” (RCDF), and accompanying associated Agreement, facilitates a systematic, coordinated, and effective response to multi-agency or multi-jurisdictional disasters or planned events that occur within the geographic boundaries of King County. By leveraging existing plans, the Framework focuses on five key areas of coordination:

- Direction and Coordination
- Information Collection, Analysis, and Dissemination
- Public Information
- Communications
- Resource Management

The Regional Coordination Framework is a voluntary guide to regional response and short term recovery actions. Signatory partners are those organizations from the public, private, tribal, and non-profit sectors in geographic King County that are committed to working together in accordance with this framework and have signed the associated Agreement. There is no preferential treatment or priority given to those partners who are signatory to the Agreement versus those who are not. The benefit of being a signatory partner to the RDCF and the Agreement is to save time during a disaster by having decision making authority for jurisdictions already in place and on file.

### **Next Steps**

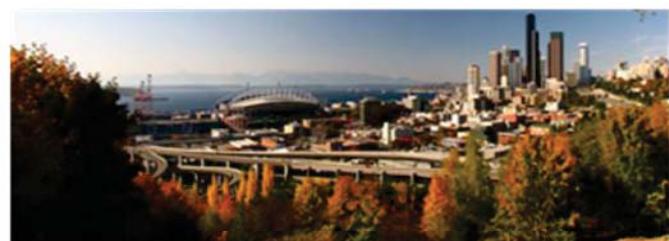
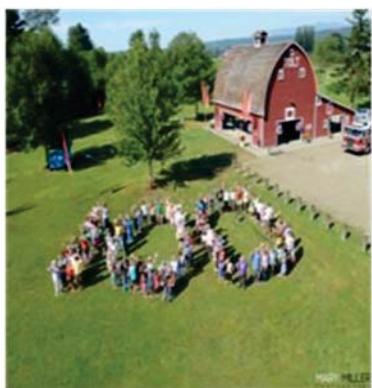
Emergency management partners have been provided the opportunity to review and comment on the new Framework. There will be a formal comment period in November 2013. The goal is to roll out the Framework and Agreement to all partners in January 2014 for approval. Regional Disaster Planning Work Group and EMAC members will be active in informing and promoting the intent and benefits of the Framework and Agreement.

### **Attachments**

- A. [Regional Coordination Framework for Disasters and Planned Events](#)
- B. [Regional Coordination Framework for Disasters and Planned Events Agreement](#)

# Regional Coordination Framework for Disasters and Planned Events

for Public and Private Organizations in King County, Washington



**August 2013**

Emergency Management Partners,

As we arrive at another milestone in our regional planning efforts here in King County, we would like to share a brief look back on the cornerstone efforts of the ‘Regional Disaster Plan’ and its notable history...

It is reality that disasters don’t respect jurisdictional boundaries, let alone economic environments. Our citizens throughout King County expect the public, private, nonprofit and tribal entities to work together in responding to and recovering from a disaster. Geographical King County is 2,134 square miles of diverse terrain with over 1.9 million people, 39 cities, over 120 special purpose districts, two tribal nations, and over 700 elected officials. With our population density, complex system of governance and significant hazards we face, disasters present the need to plan for a coordinated response among governments, non-profits and businesses.

In 1998, elected officials from Seattle, Suburban Cities and King County passed a motion (#10566) to initiate the planning efforts of a ‘regional response plan and mechanism to share resources.’ That effort was pioneering new territory by establishing a cooperative and voluntary platform linking private businesses, nonprofit organizations, government agencies, and special purpose districts. Through collaborative planning and participation, hundreds of entities can behave in a coordinated manner, provide assistance to each other and maintain their authority.

The King County Office of Emergency Management (KCOEM) began the ‘regional planning’ effort in 1999 and formed the Regional Disaster Planning Task Force (now the Regional Disaster Planning Work Group). Any and all partnering disciplines, agencies and organizations were invited to the table and actively participated in taking the ground breaking steps to create the ‘Regional Disaster Plan for Public and Private Organizations in King County.’ Over a two-year period many meetings were held, numerous ideas and concepts discussed and debated, and multitudes of briefings and updates all contributed to a collaborative and transparent regional planning process. Throughout the process the multi-disciplinary groups representing King County Emergency Management Advisory Committee (EMAC) and the King County Regional Policy Committee were briefed and engaged. By early 2001, a Basic Plan and legally vetted ‘Omnibus Legal and Financial Agreement’ were completed, and then... September 11<sup>th</sup> occurred.

All of us found ourselves in a new era. Our view of the world changed significantly post September 11<sup>th</sup> and we collectively recognized the need to be even more collaborative in our emergency management efforts. Even the largest of cities would not be able to do it alone. The cumulative efforts of all those engaged partners had moved the regional plan from a concept to the reality of an actual plan ready for signature and implementation. In January 2002, with EMAC endorsement, the EMAC Chair Barb Graff (City of Bellevue Emergency Management) and Co-Chair Bill Wilkinson (Port of Seattle) initiated the inaugural promulgation of the ‘Regional Disaster Plan for Public and Private Organizations in King County.’ By December 2002, 99 cities, fire districts, businesses, schools, water and sewer districts and nonprofits were official signatory partners. That same year the 9-11 Commission and the National Association of Counties (NACo) formally awarded and recognized KCOEM for the regional collaboration and planning endeavor – the ‘Regional Disaster Plan.’

The original Regional Disaster Plan was designed using the model of the Federal Response Plan, i.e. basic plan followed by a series of “Emergency Support Functions” such as communications and transportation. Through the following years and various Presidential Directives (transitions to the National Response Plan and the National Incident Management System), the Regional Disaster Planning effort continued to engage regional partners from public, private, nonprofit and tribes and alterations were made to keep the Plan current. Additional promulgations occurred with Plan updates and more signatory partners joined. With the last official promulgation and signatory process in March 2008, and with continued interest since then, there are currently 145 signatories.

Over time partners and the region have matured with additional focused planning efforts (mass care, evacuation, regional catastrophic, etc.), putting the Regional Disaster Plan in a good position to evolve. After over a year’s work of transformation, the Plan (along with the associated Agreement, which is the legal and financial document addressing sharing of resources; formerly the ‘Omnibus’) are in a new state. Embodying again true regional coordination, the Plan has transitioned to a new format: ‘Regional Coordination Framework for Disasters and Planned Events.’ In a streamlined form, the new Framework (like the former Plan) facilitates a systematic, coordinated, and effective response to multi-agency or multi-jurisdictional disasters or planned events that occur within the geographic boundaries of King County. By leveraging existing plans, the Framework focuses on five key areas of coordination:

- Direction and Coordination
- Information Collection, Analysis and Dissemination
- Public Information
- Communications
- Resource Management

All emergency management partners will be provided the opportunity to review and comment on this new and fresh Framework through an identified process. The goal is to roll out the Framework and Agreement to all partners in January 2014 for official promulgation and signature. Regional Disaster Planning Work Group and EMAC members will be active in informing and promoting the intent and benefits of the Framework and Agreement.

The efforts put forth by the Work Group have been well coordinated, and the EMAC has been kept apprised and has advised as needed. We look forward to your agency and organization officially joining in supporting this Framework. Through this Framework, together we can assist one another in a more coordinated response, which will ultimately assist in the quicker recovery of our communities and economy.

Sincerely,

Dominic Marzano, Chair  
City of Kent Emergency Management

Gail Harris, Vice Chair  
City of Shoreline Emergency Management

#### ***Emergency Management Advisory Committee (EMAC)***



## Log of Changes

## Introductory Materials

### Promulgation

The Regional Coordination Framework (formerly the Regional Disaster Plan) is intended to embody the true essence of regional collaboration and coordination. From its inception in 1998, by King County Motion #10566, this regional plan "... allows for shared resources and cooperation within existing capabilities and is consistent with emergency management priorities established by the governing body of each jurisdiction, special district, organization or appropriate agency." The value of the Framework that is that the organizational networking and administrative workload can be coordinated in advance of a disaster, thus expediting the response capability from partner to partner and throughout the region.

### Approval and Implementation

The Regional Disaster Planning Work Group (RDPWG) is the inter-jurisdictional and multi-disciplinary group responsible for developing, enhancing, and maintaining the Regional Coordination Framework. The RDPWG consists of representatives from regional partners and serves as a subcommittee to the King County Emergency Management Advisory Committee (EMAC), which in turn serves as an advisory entity to the King County Executive and the King County Office of Emergency Management (OEM). All emergency management partners are included and encouraged to participate throughout the review and vetting process.

Modifications to the Framework and its related documents are shared and distributed to all partners. Ongoing reviews and feedback shall occur routinely. When Framework modifications have been vetted through the RDPWG and initial review conducted by partners, the RDPWG Chair/Co-Chair will present them to EMAC for review and endorsement. In accordance with King County Motion #10566, "Any draft regional plan proposed by the Emergency Management Advisory Committee (EMAC) should be submitted through each jurisdiction, special district, organization, or appropriate agency governing body for review and comment." Therefore, all updated documentation is presented for 'Open Comment' for at least 30 days. Emergency management partners are responsible for reviewing and vetting through their internal channels for any concerns and/or issues. Those concerns and/or issues that arise may be documented and sent to the King County Office of Emergency Management. All comments will be reviewed and addressed by the RDPWG, which will in turn recommend amendments and/or changes to EMAC for consideration and recommendation.

The RDPWG holds open meetings, keeps all partners apprised of work and products, and provides reports to EMAC. According to King County Motion #10566, the RDPWG in coordination with EMAC, will "...report to the regional policy committee periodically on its progress in developing the plan, and bring forward to the regional policy committee significant policy issues arising in the process."

### **Distribution**

EMAC will formally endorse the Framework and associated Agreement, and through their 'letter of endorsement,' begin encouraging adoption by partners (public, private, non-profit) within their respective jurisdiction, agency and/or organization. The King County Office of Emergency Management will be responsible for collecting, gathering and maintaining the emergency contact information for participating partners as well as the signatory sheets for those partners who are signatory to this Framework's associated Agreement.

In recognition of the expanding nature of this Framework and the partnerships it encourages, a comprehensive distribution list cannot be provided within this document. Please visit the King County Office of Emergency Management website for a full and current listing of partners to the Regional Coordination Framework and signatories to the associated Agreement.

<http://www.kingcounty.gov/safety/prepare/EmergencyManagementProfessionals.aspx>

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## I. Purpose, Scope, Situation Overview and Assumptions

### Purpose

The Regional Coordination Framework for Disasters and Planned Events facilitates a systematic, coordinated, and effective response to multi-agency or multi-jurisdictional disasters or planned events that occur within the geographic boundaries of King County, Washington. It provides a framework whereby cooperative relationships can be formed among public, private, tribal and non-profit organizations in order to accomplish this common goal. Through the implementation of this framework, the resources and capabilities of the public, private, tribal and non-profit sectors can be more efficiently utilized to minimize the loss of life and property and to protect the environmental and economic health within King County.

The Regional Coordination Framework is a voluntary guide to regional response and short term recovery actions. Signatory partners are those organizations from the public, private, tribal, and non-profit sectors in geographic King County that are committed to working together in accordance with this framework and have signed the associated Agreement. There is no preferential treatment or priority given to those partners who are signatory to the Agreement versus those who are not. The benefit of being a signatory partner to the RDCF and the Agreement is to save time during a disaster by having decision making authority for jurisdictions already in place and on file.

### Scope

The applies to any disaster or planned event that concurrently challenges multiple jurisdictions or multiple disciplines within King County or affects a single entity to such a degree that it relies upon external assistance. The Framework and the associated Agreement are intended to be utilized in conjunction with other state and local emergency plans, including but not limited to mutual aid agreements such as the Intra-state Mutual Aid System (within Washington State), the Emergency Management Assistance Compact (state to state), other public, non-governmental organization, tribal, or private sector agreements, and the Pacific Northwest Emergency Management Arrangement (States of Alaska, Idaho, Oregon and Washington and the Province of British Columbia).

The Framework addresses strategic response activities and allocation of incoming scarce resources for those disasters or planned events where normal emergency response processes and capabilities become overtaxed, or where there is a need for regional coordination of response operations shared situational awareness and coordinated public information due to the complexity or duration of the disaster(s). The

associated Agreement articulates the financial aspects of voluntarily participating in accordance with the Framework.

Although the focus is on disaster response, the Framework assumes future coordinated efforts to address regional protection, mitigation, preparedness, and recovery issues. Likewise, while relationships with other counties and neighboring jurisdictions are not specifically included in this Framework, they are not precluded from participating as a partner.

The framework describes five key areas of coordination:

- Direction and Coordination
- Information Collection, Analysis and Dissemination
- Public Information
- Communications
- Resource Management

### **Situation Overview**

Disasters and planned events can present unique challenges to the public and private sectors for the efficient and effective use of resources, the protection of lives and property, the protection of the regional economy, and the preservation of the environment or other essential functions. Natural or human-caused hazards may have impacts sufficient to require partners to seek assistance or manage emergency resources and supplies through use of this Framework. Specific information about natural or human-caused hazards may be accessed from emergency management jurisdictions.

### **Planning Assumptions**

- No perfect response is implied by the availability of this framework
- Local, regional, and state resources may not be sufficient to respond to all needs in a timely fashion
- Damages to regional infrastructure may result in unreliable communications and slow delivery or distribution of requested resources
- Impacts to some partners may require assistance from other partners, adjacent counties, the State of Washington, Emergency Management Assistance Compact partners, or the Federal Government and other entities
- Emergencies may require the establishment and/or multi-jurisdictional coordination of emergency actions
- Participation in the Regional Coordination Framework is voluntary

- Acquisition, use, and return of resources as well as the reimbursement for those resources are guided by the associated Agreement
- Regional policy decision-making participants will vary from disaster to disaster
- All partners will comply with federal, state, and local legal obligations
- The King County Office of Emergency Management (KCOEM) will serve as the lead for routine regional emergency management activities. KCOEM will activate the Regional Communications and Emergency Coordination Center (RCECC) in support of disaster response or planned event coordination, during which the RCECC will be the focal point for information sharing and regional resource coordination.
- First responders will continue to be directed by their incident commanders
- Each partner will retain its own internal policies, processes, authorities, and obligations and organize and direct its internal organization continuity

## **II. Concept of Operations**

In the event of a disaster or planned event requiring central coordination at the RCECC, operational authority will remain with partners and local incident commanders. Local procedures will be followed and Emergency Operations Centers or Emergency Coordination Centers (EOCs or ECCs) staffed in accordance with partner plans. Procedures governing internal actions will be maintained by the partner. All necessary decisions affecting response, protective actions, and advisories will be made by those officials under their existing authorities, policies, plans, and procedures. Use of and adherence to the Regional Coordination Framework is voluntary.

The Framework provides a structure for disaster response operations that:

- Uses geographic divisions or zones of the county to:
  - Facilitate coordination of information sharing
  - Assist in the management of resource request processes, prioritization and tracking
- Provides centrally coordinated emergency functions within the region utilizing the King County RCECC
- Provides a mechanism for regional policy decision-making
- Augments existing mutual aid agreements by providing pre-designated legal and financial ground rules for the sharing of resources
- Is consistent with the National Incident Management System (NIMS) and is based on the Incident Command System (ICS)

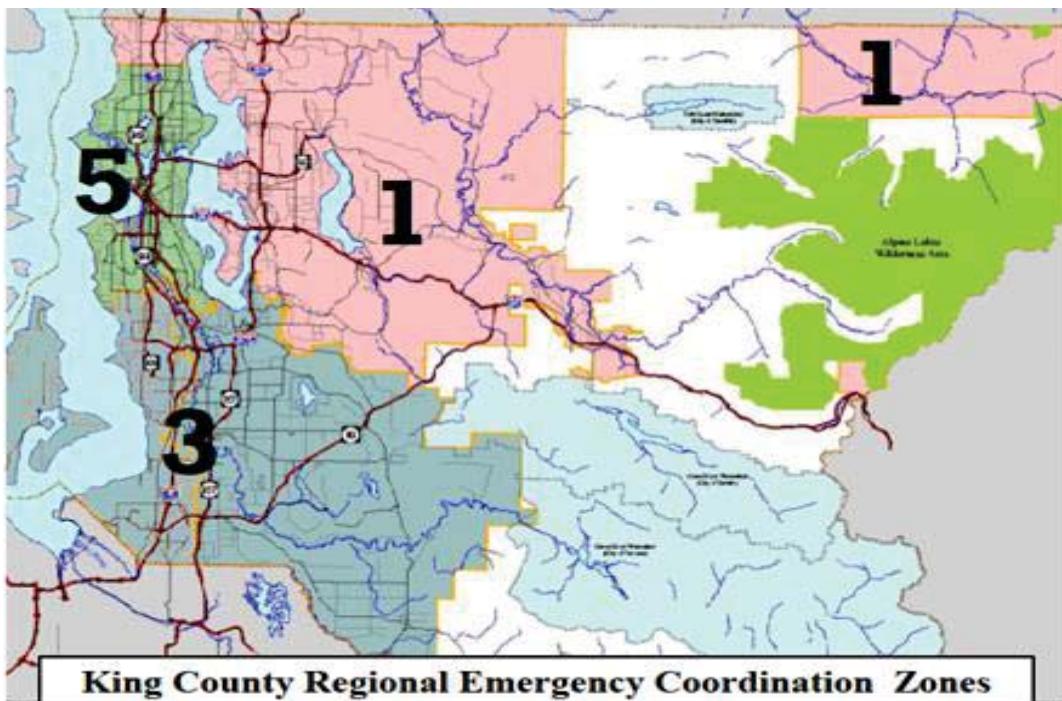


Figure 1: King County Emergency Coordination Zones (2012)

### Geographic Divisions

Predetermined geographic divisions of the County have facilitated efficient preplanning efforts as well as the sharing of information and coordination of priorities, operations, and application of resources during a disaster or planned event. The three Regional Emergency Coordination Zones correlate to the existing King County Fire Zones are (see figure 1):

- Emergency Coordination Zone 1 – North and East King County
- Emergency Coordination Zone 3 – South King County
- Emergency Coordination Zone 5 - the City of Seattle

Each Zone may develop protocols and procedures for carrying out inter- and intra-zone coordination and response functions. During the response to a disaster or planned event, these zone coordination functions may operate through a Zone Coordinator from the King County RCECC or in a decentralized location.

Organizations that provide services throughout geographic King County (“regional service providers”) may not have the resources to coordinate their service delivery and response activities directly with all three Emergency Coordination Zones simultaneously. Instead, these regional service providers may provide a single point of coordination through the King County RCECC. Examples of regional service providers include: public health/medical, banking and finance, energy, transportation, information

and telecommunications, agriculture, emergency services, chemical industry, food, water, etc. Regional service providers may provide a representative directly to the affected zone and/or the King County RCECC.

### **Central Coordination**

Where central coordination of regional emergency actions is needed, the King County RCECC may provide a location from which to coordinate.

In accordance with the National Response Framework, the King County RCECC utilizes a hybrid response organization that embeds subject matter experts into the Incident Command System structure through Emergency Support Functions (ESFs). The ESFs, listed below, represent fifteen broad categories that enable subject matter expertise, like resources, and similar capabilities to be aligned into groups to aid coordination.

|  |  |
|--|--|
| ESF 1 – Transportation                       | ESF 9 – Search & Rescue                        |
| ESF 2 – Communications                       | ESF 10 – Oil & Hazardous Materials             |
| ESF 3 – Public Works & Engineering           | ESF 11 – Agriculture & Natural Resources       |
| ESF 4 – Fire Response                        | ESF 12 – Energy                                |
| ESF 5 – Emergency Management                 | ESF 13 – Public Safety & Security              |
| ESF 6 – Mass Care, Housing, & Human Services | ESF 14 – Recovery                              |
| ESF 7 – Resource Management                  | ESF 15 – External Affairs                      |
| ESF 8 – Public Health and Medical Services   | ESF 20 – Military Support to Civil Authorities |

In its role as an Emergency Coordination Center, the King County RCECC facilitates operational response at the regional level and supports operational response activities that are managed at the local level; the RCECC does not make operational decisions for local jurisdictions or partners unless specifically requested. Rather, the RCECC facilitates regional support activities that have been developed collaboratively amongst the appropriate stakeholders, represented through the ESFs and Zone Coordinators.

When the RCECC has been activated, Zone Coordinators and regional service providers may coordinate their efforts from the King County RCECC, via their respective ESF Coordinator, the EOC/ECC of their local emergency management jurisdiction or most impacted partner. Coordination between regional service providers and partners may be from locations remote to the RCECC by electronic means. Healthcare organizations will coordinate through the Northwest Healthcare Response Network, which will in turn coordinate with emergency management jurisdictions through ESF 8, Public Health.

When the RCECC has not been staffed by ESFs, partners will continue to coordinate with other partners, contractors, or mutual aid partners and will brief their local EOC/ECC or emergency management office (with emergency management jurisdiction as defined in RCW 38.52) and the King County Office of Emergency Management (KCOEM) Duty Officer if appropriate,. Partners should establish a relationship with their local emergency management jurisdiction in advance.

Once the RCECC has been activated, the RCECC will be contacted through the main RCECC email, radio talk group, or phone number. Information and resource requests will be directed to the most appropriate combination of zone coordinator(s), logistics, planning, or operations (ESFs) sections for their actions.

The King County RCECC Regional Communications and Emergency Coordination Center (KC RCECC) facility is located at 3511 NE 2<sup>nd</sup> Street, Renton, Washington, 98056.

### **Transition from regional response to regional long-term recovery**

Response efforts at the RCECC entail the immediate actions needed to protect lives and safety of the population, protect or affect temporary repairs to infrastructure, and protect property or the environment. Long-term recovery includes permanent repair, relocation, or replacement of that infrastructure or property. Long-term recovery may take months or many years depending on the nature of impacts. Long-term recovery and potential federal assistance to tribal nations, the public and private sectors is governed by the Stafford Act and other documents with specific terms including the Code of Federal Regulations and Treaties. A separate document addresses regional long-term recovery.

## **III. Responsibilities**

In accordance with Ordinance 17075, King County Government has the responsibility to foster cooperative planning within regional concepts to its emergency mitigation, preparedness, response, and recovery efforts and to serve as the coordinating entity for cities, county governmental departments and other appropriate agencies during incidents and events of regional significance. In addition, King County shall enter into mutual aid agreements in collaboration with private and public entities in an event too great to be managed without assistance.

When an emergency impacts regional King County, the King County RCECC and local EOCs or ECCs may be staffed to address the consequences of the emergency impacts

to the public, government, and regional partners or to support regional first responders. This section of the framework introduces the concept of a regional coordination process that may be needed to enact emergency powers, suspend or limit civil liberties, coordinate executive decisions, determine strategies for the allocation of scarce resources or transition into long term recovery. The diagram below describes the structure and relationship of regional organizations in response. Also, see Direction and Coordination as well as the Terms and Definitions at the end of this framework.

*All Signatory Partners will:*

- Identify an Emergency Point of Contact
- Work with their authorized emergency agency in their operations or coordination centers as identified under RCW 38.52.070
- Develop, maintain, and utilize internal emergency plans and procedures
- Direct information and resource communications to their local Emergency Operations or Coordination Center, or the RCECC Section as appropriate
- Equip and train a workforce to sustain emergency operations
- Participate in the development of this framework
- Seek and secure mutual aid documentation
- Abide by the caveats of the this Framework's associated Agreement
- Request regional decision-making on policy issues as needed

*The mechanism for regional policy coordination may:*

- Collaborate on the execution of emergency powers, suspension or limitation of civil liberties
- Collaborate to establish strategic priorities for the allocation of limited resources in support of King County strategic goals and regional objectives
- Communicate with partners and the general public directly or to the public through the RCECC Joint Information Center (JIC)

*King County Executive or designee will:*

- Serve as the facilitator of the mechanism for regional policy decision-making
- Serve as the Regional Elected Official and represent King County on regional policy decision-making
- Issue emergency proclamations and implement authorized emergency powers
- Utilize established emergency and continuity plans

*Elected and Appointed Officials will:*

- Establish and work through their authorized Emergency Operations or Coordination Centers
- Utilize their established emergency and continuity plans
- Identify Emergency Points of Contact for the jurisdiction with full authority to commit or request resources, personnel, and make decisions on behalf of the jurisdiction
- Work with and through their designated emergency managers for resource needs that cannot be filled within their jurisdiction, mutual aid agreements, available private sector sources, or within the emergency management zone
- Coordinate with private sector partners through their designated EOC or ECC
- Issue emergency proclamations and implement authorized emergency powers
- Coordinate selection and implementation of emergency powers through the mechanism for regional policy decision-making
- Abide by the caveats of the this Framework's associated Agreement

*RCECC Incident Manager will:*

- Direct RCECC coordination activities
- Recommend formation of and composition of a mechanism for regional policy decision-making
- Keep the those involved with regional policy decision-making informed of policy issues, incident coordination and progress
- Communicate regional policy decisions to the RCECC staff
- Recommend and have drafted a County emergency proclamation as needed
- Work with and direct the Joint Information Center and functional sections of the activated RCECC
- Host Zone Coordinators and regional partners as liaisons to the RCECC
- Establish and adjust regional objectives, identify policy issues, and allocate resources with input from Zone Coordinators and regional service providers
- Facilitate regional situational awareness, Common Operation Picture and information sharing with regional partners and the public
- Facilitate an effective and efficient resource management process

*RCECC Joint Information Center will:*

- Communicate information to the public, and partners, that may affect their lives, safety, health, property, or services
- Implement a Joint Information System to assist in coordinating public information

*Zone Coordinator(s) may:*

- Represent the cities within their designated zone in the RCECC
- Collect and communicate information to the RCECC and the Incident Manager
- Collaborate with the Incident Manager to establish and adjust regional objectives, identify policy issues, and allocate resources
- Direct partner representatives to seek resources within their zone before forwarding requests to the RCECC
- Request regional decision-making on policy issues with notice to the emergency managers
- Maintain situation awareness on needed policy issues and resource requests
- Make limited operational decisions on behalf of their designated zone
- Facilitate information sharing between RCECC and Zone

*RCECC Sections will:*

- Develop situational awareness and support information sharing throughout the region and up to the state.
- Receive, allocate, track resource issues from county departments and regional partners. Any resources that cannot be provided from within the geographic county shall be attained via contract or forwarded onto the state for action.
- Manage and retain documentation in support of the incident.
- Serve as network control for regional radio communications between regional Emergency Operations or Coordination Centers

*Local Authorized EOCs and ECCs will:*

- Work within their organization's and zone's resources and capabilities before requesting resources from the RCECC
- Communicate resource requests to the RCECC Logistics Section and their Zone Coordinator in the RCECC when availability within their zone has been exhausted
- Include private sector, non-governmental sector, and tribal nations in local EOC decisions, information sharing and resource management
- Utilize the appropriate mechanism for resource requests to the RCECC
- Support the functions and protocols established in this framework
- Have or can quickly get the authority to commit available equipment, services, and personnel to the (borrowing) organization
- Participate in decision making conference calls or physical meetings as appropriate and conditions allow

*Emergency Contact Points will:*

- Be in an established line of succession that includes names, addresses, and 24-hour phone numbers for each partner
- Make emergency contact information available to regional partners, King County OEM, and the RCECC when staffed
- Have or can quickly get the authority to commit available equipment, services, and personnel to the (borrowing) organization
- Participate in decision-making conference calls or physical meetings as appropriate and conditions allow

*Resource Lenders will:*

- Make available such resources as will not deter the Lender of the ability to continue efforts toward its own response objectives
- Abide by the conditions described in the this Framework's associated Agreement

*Resource Borrowers will:*

- First seek and exhaust access to resources within their organizational authority
- Seek mutual aid and commercial resources within their emergency management zone
- Request resources through the King County RCECC in accordance with the this Framework's associated Agreement

*State of Washington will:*

- Seek and accept damage reports and situation reports from the King County RCECC
- Accept and process resource requests received from the King County RCECC
- Seek sources of assistance to fill regional King County logistical needs
- Proclaim a state of emergency, if warranted

*Federal government will:*

- Provide response assistance to the State of Washington as available and requested under a state proclamation of emergency
- Direct appropriate federal agencies to lend assistance to the State of Washington where possible
- As appropriate, declare a state of emergency in support of response and recovery from the impacts of an emergency in Washington State and/or to regional tribal nations

## IV. Direction and Coordination

The Regional Coordination Framework does not carry the authority of code. It is a voluntary agreement between partners to the Regional Coordination Framework and the associated Agreement and any annexes that may be crafted for the benefit of the region. King County and each authorized emergency management agency within King County are required to have, maintain, and implement their own emergency plans in accordance with Revised Code of Washington (RCW) 38.52. Similarly, other public entities, private sector, non-governmental organizations (NGOs), and tribal nations may maintain plans that describe how they will direct and manage emergencies within their scope of authority. The National Incident Management System (NIMS), National Response Framework and King County Ordinance 17075 are the basis for the regional direction and coordination function described here.

### **Purpose**

The purpose of this section is to identify a mechanism for regional policy decision-making, a process for policy coordination and strategies for the allocation of limited resources to regional disasters within established criteria and priorities.

### **Situation and Scope**

Tactical direction and control of resources available to onsite/on scene incident commanders remains within the established organizational direction of the incident commander. See this Framework's associated Agreement.

Loaned employees remain the employees of the lending organization while under the direction of the borrowing organization during their assignment.

Where regional policy decision-making is needed, it may enact emergency powers, suspend or limit civil liberties, coordinate executive decisions, determine strategies for the allocation of scarce resources under proclaimed emergencies. Partners may not be bound by all of the regional policy decisions made and those may impact regional partners that are not signatories to the Framework's associated Agreement.

All political subdivisions retain the authority to direct requests for assistance to the Washington State Governor's Office and the State Emergency Management EOC.

### **Establishing Regional Decision-Making**

Regional policy decision-making may be informed by the King County Executive, Local Health Officer, the legal representative(s) of cities and tribal nations as required by the disaster and subject matters experts as necessary. Initial coordination between

## Regional Coordination Framework

impacted regional partners may occur through the initiation of a conference call by the King County RCECC, the request for such coordination by one or more Zone Coordinators, or at the request of one or more partners. Subsequent meetings, whether at the RCECC or by conference call will be scheduled and announced to all authorized emergency management agencies in sufficient time to allow maximum participation.

Coordination meetings and call announcements will include representatives from authorized emergency management agencies under RCW 38.52.070 and tribal nations. The interests of private sector and non-governmental organizations should be represented by their most appropriate authorized emergency management agency.

The King County Executive or designee will facilitate the meetings whether virtual or conducted at the RCECC. Partners and representatives participating in regional policy decision-making may vary from disaster to disaster depending on the experienced impacts to the region. All partner representatives must have the authority to represent their organization for consensus decision-making and commitment or request resources. Verification of personnel will be conducted internally through local EOCs or ECCs.

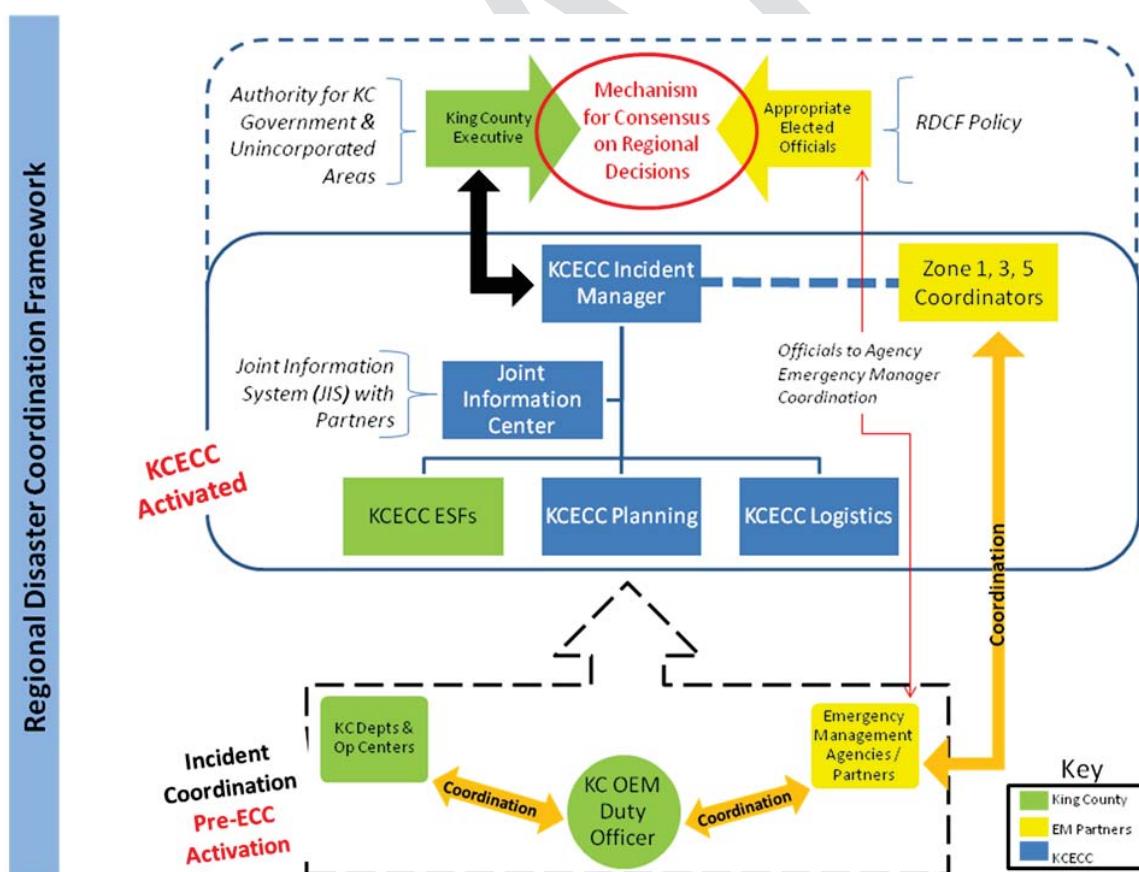


Figure 2: Information and escalation flow for regional policy decisions

## **Establish regional response priorities, policies, and decisions**

Information guiding the decision-making process will be made available to all partners prior to the conference call or physical meeting.

Policy deliberations will occur between the County Executive and whichever cities and tribal nations are needed to participate in regional policy decision-making. When regional decision-making is needed, all attempts will be made to come to consensus on all decisions.

General criteria for policy decisions will include doing the most good possible within each category and may include but is not limited to:

- Preservation of life, safety and preservation of human health
- Caring for vulnerable populations
- Preservation of public infrastructure and property
- Protection of the regional economy
- Protection of the environment
- Preservation of private property

The King County Incident Manager will assign someone to document the announcement of the conference call and/or physical meeting, the participants and attendees, the agenda, decisions, next steps, and known or anticipated future conference calls or meetings times/dates and locations as may apply.

Policy decisions will be communicated through local Emergency Operations and Coordination Centers and disseminated via the Joint Information System.

## **V. Information Collection, Analysis, and Dissemination**

For the purposes of the Regional Coordination Framework, the collection, analysis, and dissemination of information include Situational Awareness and Public Information.

### **Situational Awareness**

Situational awareness is knowing what is going on around the region, understanding what needs to be done in the region, and distributing such information to regional partners.

## **Purpose**

The purpose of this section is to describe the process of how the region establishes and maintains situational awareness during regional incidents and events. This process is critical to effectively create stability, implement response, and undertake recovery within the region. With this process documented, the region will have a major component of its Common Operating Picture (COP) established.

## **Situation and Scope**

Situational awareness is developed by timely and accurate information about the level of impact, resources currently utilized in the response, resources available to support the response, and perceived needs of the jurisdiction, partner and public. Each entity manages the information and needs specific to that entity and its area of responsibility. When entities share their specific situational awareness with each other and partners develop an understanding of each other's impacts and needs, a Common Operating Picture is created. The development and management of situational awareness and a Common Operating Picture are vital to effective and efficient response and proactive planning on a regional level.

## **Responsibilities**

It is expected that all partners (public entities, tribal nations, private sector, and non-governmental organizations) manage their own situational awareness streams. When disasters occur, impacted partners will consolidate damage and situational information with their most appropriate emergency management jurisdiction EOC or ECC. Local EOCs and ECCs will relay all appropriate information to the King County RCECC. The region's situational awareness and Common Operating Picture are dependent on all streams of information.

The County Zone Coordinators will play a pivotal role by incorporating information from their related geographic areas into the region's COP. The King County RCECC will have the responsibility to collate these streams into a shared situational awareness as part of the region's COP.

## **Concept of Operations**

Information collection, analysis, and dissemination are critical elements that must be maintained before, during, and after a disaster. Through coordination and collaboration, KCOEM and regional partners support a regional information management strategy through all phases of emergency management with a particular emphasis on both preparedness and response to ensure a smooth transition into a response driven information management cycle.

Since situational awareness is part of a larger COP, an information management cycle (often referred as a reporting cycle) will be developed to facilitate regional partners providing their information streams. The cycle will identify when information will be collected and distributed.

The 24 hour cycle of the regional planning clock consists of two operational shifts within the RCECC, beginning at 0700 and 1900 respectively. In general, the RCECC will compile information and publish it in a situation report every 12 hours. Additionally, snapshots, brief updates to the more complete situation report, may be generated every 3 hours. Partners are expected to maintain the capability to share and receive information and to actively participate in information sharing within the region.

Recognizing that not every incident will occur on a timetable to easily fit within the 24 hour planning clock established; the King County RCECC may adjust the planning clock as necessary but will always strive to attain a 0700 and 1900 cycle. One benefit of the planning clock is the pre-determined sequence of events that are necessary to best prepare for and inform critical decision making throughout the response coordination. The planning clock recognizes the importance of sequencing events where the collection and analysis of available information is followed by internal briefings, distribution of information to partners and the public, internal and external conference calls, and objective setting for future operational periods. The schedule of these information management steps recognizes the local and national media deadlines for the morning work commute (usually about 0430) and the evening commute deadline (usually about 1500).

Fundamental products of situational awareness such as snapshots, situation reports, etc., are designed to represent the current situation and ultimately project the future status of an incident or event. Essential elements of information will be identified for each disaster or planned event. At a minimum the following essential elements of information will be incorporated within snapshots, situation reports:

- Current situation or situation update
- Availability of regional services
- Local operation and coordination center activation status(es)
- Impact on and response by geographic area (i.e. city or zone) or Emergency Support Function (i.e. transportation, public health, utility, etc)

## **References**

- Zone 1, 3, and 5 Situation Report Templates
- KC RCECC Situation Report and Snapshot Templates
- King County CEMP
- List of Plans-Reference to “Plans Inventory”

## **VI. Public Information**

A cooperative and technically effective use of the media, Internet, social media channels, and community warning systems will provide the best chance of conveying life-safety and public awareness information to large numbers of at-risk people.

### **Purpose**

The purpose of this section is to establish a regional Joint Information System (JIS) that will support emergency response through the effective development, coordination, and dissemination of emergency public information in the event of a wide-spread emergency or disaster within King County. The expected outcomes of this coordinated planning effort are intended to facilitate:

- Coordinating communications between agencies, tribal nations, and organizations with the media and public for accurate and consistent messaging,
- Establishing a central point for information distribution on behalf of partners needing public information assistance as well as facilitating regional information coordination,
- Expanding the utility of electronic notification systems to include online multi-organizational systems to intentionally enhance information sharing amongst partners.
- Establishing and/or utilizing redundant community warning systems to ensure messaging is sent to impacted areas by the most expedient means possible.

### **Situation and Scope**

When multiple regional partners recognize a need to coordinate the distribution of emergency information to the public, a Joint Information System may provide a process for consistent messaging. A Joint Information System may include a wide range of public, private, non-governmental, or tribal partners to include partners from beyond the geographic boundaries of King County.

## **Responsibilities**

All partners are invited to contribute to this communication capability. While there are some agencies, prescribed by law or designated authority, that are responsible to enact specific systems, such as the Emergency Alert System and other jurisdictional or community warning systems (i.e. reverse 911 capabilities), it is with the combined and coordinated use of all our collective communication systems that we can reach the broadest number of people with the most accurate information.

### **Public and Tribal Entities**

E911 Centers in King County, The King County RCECC, Public Health - Seattle & King County, cities, special purpose districts, and Tribal EOC's, National Weather Service, Washington State Emergency Management Division, are all examples of public sector organizations and Tribal Nations with warning and notification capabilities. These organizations use their access to electronic notification systems, websites, web based systems, reverse dialing from 911 database, social media, PIO's, media releases, phone banks, trap lines, and volunteers who hand deliver information to disseminate and receive critical information.

### **Private Sector**

Private partners can aid in warning and notification by coordinating the release of critical information or receiving information through their own internal communication processes and working within the Regional Joint Information System (see below for definition) to disseminate and receive critical information.

### **Non-Governmental Organizations (NGOs)**

Non-government organizational partners also aid in reaching the more vulnerable populations that may not receive warning messages from more traditional means. Ensuring that NGOs support the receipt and dissemination of critical information is critical to meeting the needs of vulnerable community members.

## **Concept of Operations**

This section assumes that regional partners will establish a public information function to provide emergency information and warning to their respective communities and constituent's before, during, and after a disaster or planned event. This emergency information function should include the coordination of information with other affected organizations. For the purposes of the Regional Coordination Framework, we are addressing the need to coordinate for a wide scale disaster with regional impacts.

## Notification and Warning

There are multiple warning systems that currently exist throughout all levels of government that provide alert and warning notification to governmental agencies as well as the public. Details on specific systems can be accessed through the appropriate local emergency management jurisdiction. Non-governmental, private and non-profit partners should be familiar with the various systems available through their respective emergency management jurisdiction. All partner organizations should also be familiar with the various systems utilized by partner emergency management jurisdictions to activate support personnel and Emergency Contact Points identified in accordance with this Framework. All partner organizations are encouraged to use their agency's email, social media sites, and phone systems to pass on appropriate warnings to employees and customers.

## Joint Information Centers/System (JIC/JIS)

Joint Information Centers (JICs) are physical and centralized locations from which public affairs and critical emergency information responsibilities are performed. JICs facilitate operation of a Joint Information System (JIS) – the mechanism used to organize, integrate, and coordinate information to ensure timely, accurate, accessible, and consistent messaging across multiple jurisdictions and organizations.

The King County RCECC will activate a regional JIC/JIS as needed to verify and align various streams of information, and release timely messages to the media, key stakeholders, and the general public. This information is issued in cooperation with affected jurisdictions, agencies, and organizations. Regional partners may be asked to send a representative to assist with JIC/JIS operations, either through direct support within the JIC or via remote access (phone, internet, video conferencing). This does not preclude any jurisdiction, agency, organization, or Tribal Nation from issuing information that pertains to them exclusively; however it is highly recommended that the regional JIC/JIS be informed of those communications.

## References

- King County CEMP ESF 15
- King County Emergency Coordination Center Operations Manual
- King County Public Information Officers (PIO) Procedures Guidelines
- Regional Joint Information Center (JIC) Manual

## VII. Communication

The ability to communicate through a variety of different mediums in order to share timely information and to gain accurate situational awareness is critical during disasters and planned events. During a large scale regional disaster it is paramount to sound decision-making.

### **Purpose**

The purpose of this section is to establish a communication process where regional partners will have the capability to access information “lines” to the King County RCECC, while establishing one central location to collect, prioritize, and disseminate information. These access modalities can generate from several different technologies. Redundant systems are in place for better odds of gaining access during times when many of these communication modes may not be functional.

### **Situation and Scope**

This section of the Framework describes the communications process and systems needed to manage information collection and distribution during a disaster or planned event as the organizational structure expands and contracts within geographic King County.

### **Responsibilities**

It is expected that all partner organizations will endeavor to obtain and maintain a variety of ways to communicate their status and resource needs to their respective emergency management jurisdiction and the King County RCECC during disasters and planned events. The King County Office of Emergency Management will test these internal communication systems on a regular basis to ensure communication connectivity with regional partners. Maintaining communication connectivity is critical to successful response during a disaster. It is expected that regional partners will work with KCOEM to maintain their internal communications systems, test them, and improve upon them as resources allow.

King County RCECC may act as a network control manager for radio frequencies and talk groups used to maintain situation awareness, support decision-making, manage resources, or to continue regional services.

## **Concept of Operations**

To facilitate internal communication for situational awareness, partners have a variety of means at their disposal to give and receive information.

Emergency communications includes tools, processes, interoperability, and redundancy that govern the management of information, warning and notifications, decision-making, and resource management. Survivable infrastructure is an important element of the support needed to ensure continuous communications within and between regional partners. Available tools may include email, regular phone service, cell phones, 800 MHz radios and talk groups, VHF radio frequencies, amateur radio, facsimiles, the internet, social media, reverse 911 programs, or other technology.

King County, in cooperation with other local jurisdictions and organizations, will support regional collaboration and information sharing. The RCECC will serve as the primary information hub for regional communications including a regional Common Operating Picture. Information on operational or policy topics may be posted as available.

## **References**

- King County Communications Plan
- Tactical Interoperable Communications Plan

## **VIII. Administration, Finance, and Logistics**

This section to the Regional Coordination Framework describes the maintenance of the document and the management of resources in response to emergency impacts to geographic King County. The financial management of costs and expenses incurred during an emergency is covered in the associated Agreement to this Framework.

### **Resource Management**

Mutual Aid is considered the pre-agreed sharing of resources between entities to support response activities. During a disaster or planned event, requests for mutual aid within the zone should be the first call for help. During a disaster or when requests for mutual aid cannot be granted, any threatened participating organization can request resources from other participating organizations. This document facilitates the sharing of resources amongst regional partners willing and able to share resources.

The Resources section of the Regional Coordination Framework Agreement addresses resource lending and borrowing protocols. When a disaster is large or complex enough to initiate an emergency proclamation from the city, county or state level; various emergency powers may be enacted to aid and support resource management. Only jurisdictional cities, counties and tribal nations can sign an emergency proclamation. If further support is needed, the chief elected official or their successor/designee of the affected partner will proclaim an emergency, and then contact their designated Zone Coordinator or other Point of Contact and/or the King County RCECC to request further assistance.

When assistance is requested, the requesting partner must specify as the request one of the following:

- A request or supply of resources under the auspices of this Framework's associated Agreement, or
- A request or supply of resources under the auspices of Intra-State Mutual Aid or Emergency Management Assistance Compact, or
- A request or supply of resources under the auspices of another form of mutual aid or other assistance.

Resource management involves knowing what resources are available to the region or county (inventory), identifying them based on what they are and what they can do (type and kind) and developing procedures and protocols for their use (request, dispatch, demobilization/recall).

### **Purpose**

The purpose of this section is to describe a resource management process which regional partners within King County will follow in a disaster.

### **Situation and Scope**

This section of the Framework describes the processes for management of regional finance and logistics during and after a disaster impacting regional partners to the Regional Coordination Framework and associated Agreement. This Framework expands on those principals described under Intra-State Mutual Aid RCW 38.56 for sharing resources.

## **Responsibilities**

Regional partners will endeavor to obtain the ability identify, inventory, request, deploy, track and recall the critical resources needed to respond to, and recover from, any disaster.

Logistical and resource coordination will be through the three King County Emergency Coordination Zones and the King County Regional Communications and Emergency Coordination Center (RCECC).

The staff of the activated RCECC will coordinate and support regional resource management activities in collaboration with the region's Resource Management Workgroup through all phases of emergency management. Since resource management is critical to a successful resolution during a disaster, it is important that each regional partner commits to establish a process to describe, inventory, request, deploy and track resources within their jurisdictions and to work in a cooperative effort with the King County RCECC.

Equipment, supplies, and personnel needed by partner organizations should be sought first from within their own agency/jurisdictions/organization, other local sources, mutual aid agreements, then within the King County Fire/Emergency Management zone, and then from King County RCECC. Resource needs beyond the capacity of the local level and King County will be forwarded to the State of Washington or through the State to the Federal Government.

Regional Coordination Framework partners will follow the legal and financial guidelines established in the associated Agreement.

In situations where important resources are scarce, the regional decision-making mechanism may be utilized to recommend strategies for resource management. The King County Executive, or designee, still retains the authority for King County government resource priorities and distribution. Each jurisdiction and agency retains authority over their resources. See Direction and Coordination.

## **Concept of Operations**

When activated for disasters or planned events, the RCECC will be the focal point for resource management for all regional partners within King County, King County government and unincorporated areas.

KC RCECC, in cooperation with other local jurisdictions, will

- Provide technology to assist with the primary tasks associated with resource management
- Manage a process to describe, inventory, request and track resources
- Activate these systems before and during a disaster/event
- Dispatch resources before and during a disaster/event
- Deactivate/demobilize or recall resources during or after a disaster/event

The KC RCECC will accept resource requests utilizing information provided on accepted forms. The resource requests will be accepted by: phone, email, radio, facsimile, hardcopy or any verifiable electronic method. Confirmation of receipt with the requestor will be made as soon as possible.

Requests for resources should be stated in terms of need (i.e. type and kind, mission requirements, etc.) and the particular resource if known. Should clarification of the request be required, follow-up may be conducted by a RCECC Logistics Section staff member, appropriate Zone Coordinator, or appropriate ESF representative.

The KC RCECC will update the resource request status, ensuring full disclosure of where the request is within the process. All requested resources will be tracked through completion of assignment as many resources will be in high demand amongst the many regional partners within King County. Effective and efficient response coordination is aided by expeditious reassignment of resources from partner to partner rather than having a high demand resource is completely demobilized from the disaster and returned to its parent organization prior to reassignment to another requesting partner.

The borrowing organization will maintain status and resource information for effective and efficient resource use. Resources committed to a disaster will remain available to that incident site until they are released by the on-scene command structure or re-called by their own organization.

When resources are no longer needed, they will be released and demobilized by the on-scene Incident Commander/Manager, the organization that made the initial request, or the RCECC Incident Manager. The requestor must ensure that the resource is in the agreed upon condition prior to returning to the lending agency or vendor. In addition, the requestor must communicate the resource status to the KC RCECC for tracking.

## **References**

- Memorandum of Understanding for Coordinated Policy and Decision Making During an Emergency
- Resource Typing System Governance Document
- King County CEMP ESF 7 Resource Support
- KC RCECC Resource Request Process
- Revised Code of Washington 38.56

## **IX. Document Development and Maintenance**

### **Planning Limitations**

This Framework and associated Agreement forge new territory as a cooperative agreement among public and private organizations, and as such, may not have completely anticipated the issues in public/private cooperation and resource sharing. During simulations, exercises, or real disaster, interactions may occur that illustrate shortcomings in the design that would require modifications or clarifications in this Framework.

In a situation where the King County RCECC cannot perform the duties outlined in this document, those duties could be assumed by the Washington State EOC.

Regional partners to this Framework will make every reasonable effort to prepare for their responsibilities identified within this document in the event of a disaster. However, all resources and systems are vulnerable to natural, technological and human caused disasters and may be overwhelmed. Regional partners can only attempt to respond based on the situation, information and resources available at the time.

There is no guarantee implied by this Framework that a perfect response to a disaster or planned event will be practical or possible. Regional partners, including their officials and employees, shall not be liable for any claim based upon the exercise of, or failure to exercise or perform a public duty or a discretionary function or duty while carrying out the provisions of this Framework.

### **Training and Exercises**

#### **Training**

Training is a vital component to helping all regional partners understand the purpose and scope of the document. Collaboratively, regional partners are responsible for training their organizations to the purpose, scope and operations of the Framework. The

King County Office of Emergency Management is responsible for assisting potential partners with training their community or organization. The training effort can be accomplished through presentations to public, private and nonprofit organizations on the benefits of working within the auspices of the Regional Coordination Framework.

## **Exercises**

Exercises are conducted to determine if the Framework is operationally sound. Exercises of the Regional Coordination Framework may be conducted collectively as a county region, by zone or by individual partner. Evaluations of exercises will identify strengths and weaknesses encountered during the exercise and may identify necessary changes to the document and components. In conjunction, training may also be identified to facilitate in overall effectiveness of the Framework and its support documents.

## **Ongoing Document Development and Maintenance**

This framework has been developed and will be regularly updated by the Regional Disaster Planning Work Group. The Work Group consists of representatives from regional partners and serves as a subcommittee to the King County Emergency Management Advisory Committee (EMAC), which in turn serves as an advisory entity to the King County Executive and the King County Office of Emergency Management (OEM).

The King County OEM will ensure continuity of the Regional Disaster Planning Work Group, which will coordinate updates to this document. King County OEM will maintain and publish the Framework and supporting materials on the King County OEM web site at <http://www.kingcounty.gov/prepare>.

Suggested changes will be considered yearly and can be mailed to: King County Office of Emergency Management, 3511 NE 2<sup>nd</sup> Street, Renton WA 98056. Faxes will be received at (206) 205-4056. Telephone messages can be left at OEM's general number: (206) 296-3830. The King County OEM Plans Manager is the staff person specifically tasked with the maintenance of the Regional Coordination Framework, its associated Agreement and any annexes to the Framework.

Modifications to this Regional Coordination Framework and its associated Agreement will be developed by the Regional Disaster Planning Work Group and then submitted to the Emergency Management Advisory Committee for review and comment. Further vetting with regional partners beyond the membership of EMAC will also be conducted.

## X. Terms and Definitions

Definitions listed here are either taken directly from the Agreement (2013) or from their usage in this annex.

**'Agreement'** – refers to identical agreements executed in counterparts which bind the executing signatory partners to its terms and conditions to provide and receive Emergency Assistance. The terms and conditions of the Agreement are all identical and the execution of the Agreement binds a signatory partner to all other signatory partners who have executed identical Agreements in counterparts. To be effective for purposes of receiving Emergency Assistance, this Agreement and the Regional Coordination Framework must be fully executed and received by the King County Office of Emergency Management.

**'Borrower'** – refers to a signatory partner who has adopted, signed and subscribes to the associated Agreement, and has made a request for emergency assistance and has received commitment(s) to deliver emergency assistance pursuant to the terms of the Agreement.

**'Disaster'** – refers to but is not limited to, a human-caused or natural event or circumstance within the area of operation of any participating partner causing or threatening loss of life, damage to the environment, injury to person or property, human suffering or financial loss, such as: fire, explosion, flood, severe weather, drought, earthquake, volcanic activity, spills or releases of hazardous materials, contamination, utility or transportation emergencies, disease, infestation, civil disturbance, riots, act of terrorism or sabotage; said event being or is likely to be beyond the capacity of the affected signatory partner, in terms of personnel, equipment and facilities, thereby requiring emergency assistance.

**'Emergency Contact Points'** – refers to the persons, in a line of succession, listed on the Emergency Contact Information Form to be submitted to the Zone Coordinator and the King County Office of Emergency Management by each partner. The list includes names, addresses, and 24-hour phone numbers of the Emergency Contact Points of each partner. The people listed as Emergency Contact Points will have (or can quickly get) the authority of the partner to commit available equipment, services, and personnel for the organization. Note: The phone number of a dispatch office staffed 24 hours a day that is capable of contacting the Emergency Contact Point(s) is acceptable.

**'Emergency Operations or Coordination Center (EOC/ECC)'** – refers to a location from which coordination of emergency response and recovery functions can be hosted.

**'Framework'** – ‘Regional Coordination Framework for Public and Private Organizations in King County’ (“Framework”) means an all-hazards architecture for collaboration and coordination among jurisdictional, organizational and business entities during emergencies in King County.

**'Lender'** – refers to a signatory partner who has signed the Agreement and has agreed to deliver Emergency Assistance to another signatory partner pursuant to the terms and conditions of the Agreement.

**'Long-term Recovery'** – (FEMA description) refers to the phase of recovery that may continue for months or years and addresses complete redevelopment and revitalization of the impacted area.

**'National Incident Management System'** (NIMS) – (FEMA description) refers to the systematic, proactive approach to guide departments and agencies at all levels of government, nongovernmental organizations, and the private sector to work seamlessly to prevent, protect against, respond to, recover from, and mitigate the effects of incidents, regardless of cause, size, location, or complexity, in order to reduce the loss of life and property and harm to the environment.

**'RCECC'** – refers to the King County Regional Communications and Emergency Coordination Center; the location from which information and resource management is conducted in support of disasters or planned events.

**'Region'** – refers to geographic King County and its adjacent jurisdictions.

**'Regional Partners'** – refers to all public, private, non-governmental, or tribal organizations that may or may not be signatory/subscribing organizations to the Regional Coordination Framework, the associated Agreement and its annexes.

**'Regional Policy Decision-Making'** – refers to the mechanism established to enact emergency powers, suspend or limit civil liberties, coordinate executive decisions, and/or determine strategies for the allocation of scarce resources under proclaimed emergencies.

**'Regional Service Providers'** – refers to those organizations, both public and private, that provide services to the region. These may include but are not limited to: adult and juvenile detention facilities, water and sewer utilities, power companies, transit, food distribution, or other services.

**'Response'** - (FEMA description) refers those capabilities necessary to save lives, protect property and the environment, and meet basic human needs after a disaster has occurred.

**'Short Term Recovery'** – (FEMA description) refers to the phase of recovery which addresses the health and safety needs beyond rescue, the assessment of the scope of damages and needs, the restoration of basic infrastructure and the mobilization of recovery organizations and resources including restarting and/or restoring essential services for recovery decision-making.

**'Signatory Partners'** – refers to those organizations signatory to the associated Agreement of the current Regional Coordination Framework.

**'Zone(s)'** – refers to those geographic areas conforming to the fire response zones in King County and designated Zone 1 (north and northeast county), Zone 3 (south and southeast county to include Vashon Island), and Zone 5 (the City of Seattle).

**'Zone Coordination Function'** – refers to those activities that may include pre-planning, training, or information collection and resource status activities within a particular Zone.

**'Zone Coordinators'** – refers to those individuals who may perform the Zone Coordination Function.

## XI. Authorities and References

### **RCW 38.52.070 (summary)**

Incorporated jurisdictions in King County are mandated by RCW 38.52.070 to perform emergency management functions within their jurisdictional boundaries. Although special purpose jurisdictions and private businesses are not mandated under RCW 38.52, this framework allows such entities to participate in this regional response plan.

### **RCW 38.56 Intrastate Mutual Aid System (summary)**

Code that describes the sharing of resources between political subdivisions of Washington State, documents like mutual aid agreements, and others governing the terms under which resource may be borrowed, loaned, and reimbursement protocols.

### **King County Ordinance 17075, May 2, 2011**

The King County Office of Emergency Management is tasked with regional coordination in disaster preparedness, response, recovery and mitigation by King County ordinance 17075.

*Excerpts:* “The mission of the office of emergency management shall be to provide for the effective direction, control, and coordination of county government emergency services functional units, to coordinate with other governments and the private, non-governmental sector, in compliance with a state-approved comprehensive emergency management plan, and to serve as the coordinating entity for cities, county governmental departments, and other appropriate agencies during incidents and events of regional significance.

And,

“Foster cooperative planning at all levels to enable a uniform and rational approach to the coordination of multi-agency and multi-jurisdictional actions for all regional mitigation, preparedness, response, and recovery efforts.”

### **The Washington Mutual Aid Compact (WAMAC)**

The Washington Mutual Aid Compact (WAMAC) is the operational implementation of the Intrastate Mutual Aid System and provides for resource sharing between governments in response to a disaster which overwhelms local and mutual aid resources. The elements of this Regional Coordination Framework are designed to work in conjunction with the operational elements of WAMAC.

## Mutual Aid Agreements

Any participating organization may enter into separate emergency assistance or mutual aid agreements with any other entity. No such separate agreement shall terminate any responsibility under the Regional Coordination Framework or associated Agreement.

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## **AGREEMENT**

### **Regional Coordination Framework for Disasters and Planned Events**

**for Public and Private Organizations  
in King County, Washington**

**August 2013**

## Updating Process of former “Omnibus Legal and Financial Agreement”

As the development of the ‘Regional Disaster Plan’ began in 1999, there was also a need to create a ‘mechanism to share resources.’ The Plan focused on establishing a cooperative and voluntary platform linking private businesses, nonprofit organizations, government agencies, and special purpose districts. A legal document was needed to address emergency assistance covering the legal and financial obligations of partners sharing personnel, equipment materials and/or support during a disaster.

Back in 1999 to 2001, legal advisors from King County Prosecuting Attorney’s Office and several other public and private entities worked together to frame the appropriate legal and liability language forming the ‘Omnibus Legal and Financial Agreement.’ The Agreement withstood the legal review and approval of many public, private and nonprofit organizations that thereafter signed onto the Plan and Omnibus.

As the Plan transitioned and evolved into the ‘Framework,’ the time was also appropriate to revisit the Omnibus. Over the twelve year tenure of the Omnibus, mutual aid methodology and practices had evolved at the regional, State and Federal levels; as well as alterations in the Federal Emergency Management Agency (FEMA) public assistance arena.

In 2012 a subcommittee of the Regional Disaster Planning Work Group began the process to revisit the Omnibus language. The subcommittee existed of legal advisors from King County, City of Auburn and City of Seattle and emergency managers from King County, Seattle, Bellevue, Zone 1, Zone 3 and Washington State. Through several meetings leveraging the guidance and expertise of the legal and mutual aid subject matter experts involved, the subcommittee finalized the current draft of the ‘*AGREEMENT for Organizations Participating in the Regional Coordination Framework for Disasters and Planned Event for Public and Private Organizations in King County, Washington*.’ A large percentage of the original language has stayed the same with a few language and terminology updates. The key areas of adjustment include:

| New Changes  |
|--|
| Document re-titled to ‘Agreement’ – simpler title; Replaced ‘Omnibus Legal and Financial Agreement’  |
| Replaced ‘Plan’ wording throughout document with ‘Framework’   |
| Replaced ‘Omnibus’ wording throughout document with ‘Agreement’  |
| Adjusted language in ‘Article I – Applicability’ to say “...located in King County.”; Replaced “...in and bordering geographic King County.” |
| Updated verbiage in ‘Article II – Definitions’ on ‘Basic Plan’ and ‘Package’ since it is now a ‘Framework’                                   |
| Cleaned-up language in ‘Article II – Definitions’ on ‘Emergency’   |
| Cleaned-up language in ‘Article II – Definitions’ on ‘Emergency Contact Points’  |
| Updated respective sections with correct King County Office of Emergency Management address; Former ‘7300 Perimeter Road’ address            |
| Updated verbiage in ‘Article IV – Role of Emergency Contact Point for Subscribing Organizations’   |

## Regional Coordination Framework AGREEMENT

|   |
|---|
| Renaming to and cleaned-up language in ‘Article IV – Payment and Billing’; Formerly titled ‘Article IV – Payment for Services and Assistance’   |
| Cleaned-up language in ‘Article VII – Requests for Emergency Services’  |
| Removed section ‘IX – General Nature of Emergency Assistance’; Repetitive of existing language  |
| Renaming to ‘Article IX – Responding of Equipment’; Formerly ‘Article X – Loans of Equipment’   |
| Renaming to ‘Article X – Provision of Materials and Supplies’; Formerly ‘Article XI – Exchange of Materials and Supplies’   |
| Renaming to ‘Article XI – Provision of Personnel’; Formerly ‘Article XII – Loans of Personnel’  |
| Renaming to and cleaned-up language ‘Article XII – Record Keeping’; Formerly ‘Article XIII – Record keeping’  |
| Renaming to and cleaned-up language ‘Article XIII – Indemnification, Limitation of Liability, and Dispute Resolution’; Formerly ‘Article XIV – Indemnification and Limitation of Liability’ |
| Articles following have been renumbered and renamed appropriately...  |

## AGREEMENT

*for Organizations Participating in the Regional Coordination Framework  
for Disasters and Planned Event  
for Public and Private Organizations in King County, Washington*

This OMNIBUS AGREEMENT (“Agreement”) is entered into by the public and private organizations who become signatories hereto (“Subscribing Organizations”) to facilitate the provision of Emergency Assistance to each other during times of emergency.

**WHEREAS**, the Subscribing Organizations have expressed a mutual interest in the establishment of an Agreement to facilitate and encourage Emergency Assistance among participants; and

**WHEREAS**, the Subscribing Organizations do not intend for this Agreement to replace or infringe on the authority granted by any federal, state, or local governments, statutes, ordinances, or regulations; and

**WHEREAS**, in the event of an emergency, a Subscribing Organization may need Emergency Assistance in the form of supplemental personnel, equipment, materials or other support; and

**WHEREAS**, each Subscribing Organization may own and maintain equipment, stocks materials, and employs trained personnel for a variety of services and is willing, under certain conditions, to provide its supplies, equipment and services to other Subscribing Organizations in the event of an emergency; and

**WHEREAS**, the proximity of the Subscribing Organizations to each other enables them to provide Emergency Assistance to each other in emergency situations.

**NOW THEREFORE**, in consideration of the mutual covenants and agreements hereinafter set forth, each Subscribing Organization agrees as follows:

### Article I - APPLICABILITY.

A private or public organization located in King County, Washington, may become a Subscribing Organization by signing this Agreement and becoming bound thereby. This Agreement may be executed in multiple counterparts.

**Article II - DEFINITIONS.**

- A. ‘Assistance Costs’ means any direct material costs, equipment costs, equipment rental fees, fuel, and the labor costs that are incurred by the Responder in providing any asset, service, or assistance requested.
- B. ‘Emergency’ means an event or set of circumstances that qualifies as an emergency under any applicable statute, ordinance, or regulation.
- C. ‘Emergency Assistance’ means employees, services, equipment, materials, or supplies provided by a Responder in response to a request from a Requester.
- D. ‘Emergency Contact Points’ means persons designated by each Subscribing Organization who will have (or can quickly get) the authority to commit available equipment, services, and personnel for their organization.
- E. ‘King County Emergency Management Advisory Committee (“EMAC”)’ is the Committee established in King County Code 2.36.055.
- F. ‘Regional Coordination Framework for Disasters and Planned Events for Public and Private Organizations in King County’ (“Framework”) means an all hazards architecture for collaboration and coordination among jurisdictional, organizational and business entities during emergencies in King County.
- G. ‘Requester’ means a Subscribing Organization that has made a request for Emergency Assistance.
- H. ‘Responder’ means a Subscribing Organization providing or intending to provide Emergency Assistance to a Requester.
- I. ‘Subscribing Organization’ means any public or private organization in King County, WA, that enters into this Agreement by signature of a person authorized to sign.
- J. ‘Termination Date’ is the date upon which this agreement terminates pursuant to Article V.

**Article III - PARTICIPATION.**

**Regional Coordination Framework AGREEMENT**

Participation in this Agreement, and the provision of personnel or resources, is purely voluntary and at the sole discretion of the requested Responder. Subscribing Organizations that execute the Agreement are expected to:

- A. Identify and furnish to all other Subscribing Organizations a list of the Organization's current Emergency Contact Points together with all contact information; and .
- B. Participate in scheduled meetings to coordinate operational and implementation issues to the maximum extent possible.

**Article IV - ROLE OF EMERGENCY CONTACT POINT FOR SUBSCRIBING ORGANIZATIONS**

Subscribing Organizations agree that their Emergency Contact Points or their designees can serve as representatives of the Subscribing Organizations in any meeting to work out the language or implementation issues of this Agreement.

The Emergency Contact Points of a Subscribing Organization shall:

- A. Act as a single point of contact for information about the availability of resources when other Subscribing Organizations seek assistance.
- B. Maintain a manual containing the Framework, including a master copy of this Agreement (as amended) and a list of Subscribing Organizations who have executed this Agreement.
- C. Each Subscribing Organization will submit its Emergency Contact Information Form to the King County Office of Emergency Management ("KCOEM"). KCOEM will maintain a list showing the succession in all the Subscribing Organizations. This list will include names, addresses, and 24-hour phone numbers of the Emergency contact points (2-3 deep) of each Subscribing Organization. Note: the phone number of a dispatch office staffed 24 hours a day that is capable of contacting the Emergency contact point(s) is acceptable.

**Article V - TERM AND TERMINATION.**

- A. This Agreement is effective upon execution by a Subscribing Organization.
- B. A Subscribing Organization may terminate its participation in this Agreement by providing written termination notification to the EMAC, care of the KCOEM, 3211 NE 2<sup>nd</sup> Street, Renton WA 98056, or by Fax

## Regional Coordination Framework AGREEMENT

at 206-205-4056. Notice of termination becomes effective upon receipt by EMAC which shall, in turn, notify all Subscribing Organizations. Any terminating Subscribing Organization shall remain liable for all obligations incurred during its period of participation, until the obligation is satisfied.

**Article VI - PAYMENT AND BILLING.**

- a. Requester shall pay to Responder all valid and invoiced Assistance Costs within 60 days of receipt of Responder's invoice, for the Emergency Assistance services provided by Responder. Invoices shall include, as applicable, specific details regarding labor costs, including but not limited to the base rate, fringe benefits rate, overhead, and the basis for each element; equipment usage detail and, material cost breakdown.
- b. In the event Responder provides supplies or parts, Responder shall have the option to accept payment of cash or in kind for the supplies or parts provided.
- c. Reimbursement for use of equipment requested under the terms of this Agreement, such as construction equipment, road barricades, vehicles, and tools, shall be at the rate mutually agreed between Requester and Responder. The rate may reflect the rate approved and adopted by the Responder, a rate set forth in an industry standard publication, or other rate.

**Article VII - INDEPENDENT CONTRACTOR.**

Responder shall be and operate as an independent contractor of Requester in the performance of any Emergency Assistance. Employees of Responder shall at all times while performing Emergency Assistance continue to be employees of Responder and shall not be deemed employees of Requester for any purpose. Wages, hours, and other terms and conditions of employment of Responder shall remain applicable to all of its employees who perform Emergency Assistance. Responder shall be solely responsible for payment of its employees' wages, any required payroll taxes and any benefits or other compensation. Requester shall not be responsible for paying any wages, benefits, taxes, or other compensation directly to the Responder's employees. The costs associated with requested personnel are subject to the reimbursement process outlined in Article XI. In no event shall Responder or its officers, employees, agents, or representatives be authorized (or represent that they are authorized) to make any representation, enter into any agreement, waive any right or incur any obligation in the name of, on behalf of or as agent for Requester under or by virtue of this Agreement.

**Article VIII - REQUESTS FOR EMERGENCY ASSISTANCE.**

## Regional Coordination Framework AGREEMENT

Requests for Emergency Assistance shall be made by a person authorized by the Requester to make such requests and approved by a person authorized by Responder to approve such requests. If this request is verbal, it must be confirmed in writing within thirty days after the date of the request.

**Article IX - RESPONDING OF EQUIPMENT.**

Provision of equipment and tools loans is subject to the following conditions:

1. At the option of Responder, equipment may be provided with an operator. See Article XI for terms and conditions applicable to use personnel.
2. Provided equipment shall be returned to Responder upon release by Requester, or immediately upon Requester's receipt of an oral or written notice from Responder for the return of the equipment. When notified to return equipment to Responder, Requester shall make every effort to return the equipment to Responder's possession within 24 hours following notification. Equipment shall be returned in the same condition as when it was provided to Requester.
3. Requester shall, at its own expense, supply all fuel, lubrication and maintenance for Responder's equipment. Requester will take proper precaution in its operation, storage and maintenance of Responder's equipment. Equipment shall be used only by properly trained and supervised operators. Responder shall endeavor to provide equipment in good working order. All equipment is provided "as is", with no representations or warranties as to its condition, fitness for a particular purpose, or merchantability.
4. Responder's cost related to the transportation, handling, and loading/unloading of equipment shall be chargeable to Requester. Responder shall submit copies of invoices from outside sources who perform such services and shall provide accounting of time and hourly costs for Responder's employees who perform such services.
5. Without prejudice to Responder's right to indemnification under Article XIII herein, in the event equipment is lost or damaged from the point the Requestor has the beneficial use of the equipment, or while in the custody and use of Requester, or until the Requestor no longer has the beneficial use of the equipment, Requester shall reimburse Responder for the reasonable cost of repairing or replacing said damaged equipment. If the equipment cannot be repaired within a time period required by Responder, then Requester shall reimburse Responder for

## Regional Coordination Framework AGREEMENT

the cost of replacing such equipment with equipment which is of equal condition and capability. Any determinations of what constitutes "equal condition and capability" shall be at the discretion of Responder. If Responder must lease or rent a piece of equipment while Responder's equipment is being repaired or replaced, Requester shall reimburse Responder for such costs. Requester shall have the right of subrogation for all claims against persons other than parties to this Agreement that may be responsible in whole or in part for damage to the equipment. Requester shall not be liable for damage caused by the sole negligence of Responder's operator(s).

## **Article X - PROVISION OF MATERIALS AND SUPPLIES.**

Requester shall reimburse Responder in kind or at Responder's actual replacement cost, plus handling charges, for use of partially consumed or non-returnable materials and supplies, as mutually agreed between Requester and Responder. Other reusable materials and supplies which are returned to Responder in clean, damage-free condition shall not be charged to the Requester and no rental fee will be charged. Responder shall determine whether materials and supplies returned are "clean and damage-free" and shall treat as partially consumed or non-returnable materials and supplies if found to be damaged.

## **Article XI - PROVISION OF PERSONNEL.**

Responder may, at its option, make such employees as are willing to participate available to Requester at Requester's expense equal to Responder's full cost, including employee's salary or hourly wages, call back or overtime costs, benefits and overhead, and consistent with Responder's personnel union contracts, if any, or other conditions of employment. Costs to feed and house Responder's personnel, if necessary, shall be chargeable to and paid by Requester. Requester is responsible for assuring such arrangements as may be necessary for the safety, housing, meals, and transportation to and from job sites/housing sites (if necessary) for Responder's personnel. Responder shall bill all costs to Requester, who is responsible for paying all billed costs. Responder may require that its personnel providing Emergency Assistance shall be under the control of their regular leaders, but the organizational units will come under the operational control of the command structure of Requester. Responder's employees may decline to perform any assigned tasks if said employees judge such task to be unsafe. A request for Responder's personnel to direct the activities of others during a particular response operation does not relieve Requester of any responsibility or create any liability on the part of Responder for decisions and/or consequences of the response operation. Responder's personnel may refuse to direct the activities of others. Responder's personnel holding a license, certificate, or other permit evidencing qualification in a professional, mechanical, or other skill, issued by the state of Washington or a political subdivision

## Regional Coordination Framework AGREEMENT

thereof, is deemed to be licensed, certified, or permitted in any Subscribing Organization's jurisdiction for the duration of the emergency, subject to any limitations and conditions the chief executive officer of the applicable Subscribing Organization's jurisdiction may prescribe in writing. When notified to return personnel to Responder, Requester shall make every effort to return the personnel to Responder promptly after notification.

**Article XII - RECORD KEEPING.**

Time sheets and/or daily logs showing hours worked and equipment and materials used or provided by Responder will be recorded on a shift-by-shift basis by the Responder and will be submitted to Requester as needed. If no personnel are provided, Responder will submit shipping records for materials and equipment, and Requester is responsible for any required documentation of use of material and equipment for state or federal reimbursement. Under all circumstances, Requester remains responsible for ensuring that the amount and quality of all documentation is adequate to enable reimbursement.

**Article XIII – INDEMNIFICATION, LIMITATION OF LIABILITY, AND DISPUTE RESOLUTION.**

A. INDEMNIFICATION. Except as provided in section B., to the fullest extent permitted by applicable law, Requester releases and shall indemnify, hold harmless and defend each Responder, its officers, employees and agents from and against any and all costs, including costs of defense, claims, judgments or awards of damages asserted or arising directly or indirectly from, on account of, or in connection with providing, or declining to provide, or not being asked to provide, Emergency Assistance to Requester, whether arising before, during or after performance of the Emergency Assistance and whether suffered by any of the Subscribing Organizations or any other person or entity.

Requester agrees that its obligation under this section extends to any claim, demand and/or cause of action brought by or on behalf of any of its employees, or agents. For this purpose, Requester, by mutual negotiation, hereby waives, as respects any indemnitee only, any immunity that would otherwise be available against such claims under the Industrial Insurance provisions of Title 51 RCW of the State of Washington and similar laws of other states.

B. ACTIVITIES IN BAD FAITH OR BEYOND SCOPE. Any Subscribing Organization shall not be required under this Agreement to indemnify, hold harmless and defend any other Subscribing Organization from any claim, loss, harm, liability, damage, cost or expense caused by or resulting from the

## Regional Coordination Framework AGREEMENT

activities of any Subscribing Organization's officers, employees, or agents acting in bad faith or performing activities beyond the scope of their duties.

C. **LIABILITY FOR PARTICIPATION.** In the event of any liability, claim, demand, action or proceeding, of whatever kind or nature arising out of rendering of Emergency Assistance through this Agreement, Requester agrees to indemnify, hold harmless, and defend, to the fullest extent of the law, each Subscribing Organization, whose only involvement in the transaction or occurrence which is the subject of such claim, action, demand, or other proceeding, is the execution and approval of this Agreement.

D. **DELAY/FAILURE TO RESPOND.** No Subscribing Organization shall be liable to another Subscribing Organization for, or be considered to be in breach of or default under this Agreement on account of any delay in or failure to perform any obligation under this Agreement, except to make payment as specified in this Agreement.

E. **MEDIATION AND ARBITRATION.** If a dispute arises under the terms of this Agreement, the Subscribing Organizations involved in the dispute shall first attempt to resolve the matter by direct negotiation. If the dispute cannot be settled through direct discussions, the parties agree to first endeavor to settle the dispute in an amicable manner by mediation. Thereafter, any unresolved controversy or claim arising out of or relating to this Contract, or breach thereof, may be settled by arbitration, and judgment upon the award rendered by the arbitrator may be entered in any court having jurisdiction thereof.

F. **SUBSCRIBING ORGANIZATION LITIGATION PROCEDURES.** Each Subscribing Organization seeking to be released, indemnified, held harmless or defended under this Article with respect to any claim shall promptly notify Requester of such claim and shall not settle such claim without the prior consent of Requester. Such Subscribing Organization shall have the right to participate in the defense of said claim to the extent of its own interest. Subscribing Organization's personnel shall cooperate and participate in legal proceedings if so requested by Requester, and/or required by a court of competent jurisdiction.

## Article XIV - SUBROGATION.

A. **REQUESTER'S WAIVER.** Requester expressly waives any rights of subrogation against Responder, which it may have on account of, or in connection with, Responder providing Emergency Assistance to Requester under this Agreement.

**Regional Coordination Framework AGREEMENT**

B. RESPONDER'S RESERVATION AND WAIVER. Responder expressly reserves its right to subrogation against Requester to the extent Responder incurs any self-insured, self-insured retention or deductible loss. Responder expressly waives its rights to subrogation for all insured losses only to the extent Responder's insurance policies, then in force, permit such waiver.

**Article XV - WORKER'S COMPENSATION AND EMPLOYEE CLAIMS.**

Responder's employees, officers or agents, made available to Requester, shall remain the general employees of Responder while engaged in carrying out duties, functions or activities pursuant to this Agreement, and each Subscribing Organization shall remain fully responsible as employer for all taxes, assessments, fees, premiums, wages, withholdings, workers' compensation and other direct and indirect compensation, benefits, and related obligations with respect to its own employees. Likewise, each Subscribing Organization shall provide worker's compensation in compliance with statutory requirements of the state of residency.

**Article XVI - MODIFICATIONS.**

Modifications to this Agreement must be in writing and will become effective upon approval by a two-thirds affirmative vote of the Subscribing Organizations. Modifications must be signed by an authorized representative of each Subscribing Organization. EMAC will be the coordinating body for facilitating modifications of this Agreement.

**Article XVII- NON-EXCLUSIVENESS AND PRIOR AGREEMENTS.**

This Agreement shall not supersede any existing mutual aid agreement or agreements between two or more governmental agencies, and as to assistance requested by a party to such mutual aid agreement within the scope of the mutual aid agreement, such assistance shall be governed by the terms of the mutual aid agreement and not by this Agreement. This Agreement shall, however, apply to all requests for assistance beyond the scope of any mutual aid agreement or agreements in place prior to the event.

**Article XVIII - GOVERNMENTAL AUTHORITY.**

This Agreement is subject to laws, rules, regulations, orders, and other requirements, now or hereafter in effect, of all governmental authorities having jurisdiction over the emergencies covered by this Agreement or the Subscribing

## Regional Coordination Framework AGREEMENT

Organization. Provided that a governmental authority may alter its obligations under this Agreement only as to future obligations, not obligations already incurred.

**Article XIX - NO DEDICATION OF FACILITIES.**

No undertaking by one Subscribing Organization to the other Subscribing Organizations under any provision of this Agreement shall constitute a dedication of the facilities or assets of such Subscribing Organization, or any portion thereof, to the public or to the other Subscribing Organization. Nothing in this Agreement shall be construed to give a Subscribing Organization any right of ownership, possession, use or control of the facilities or assets of the other Subscribing Organization.

**Article XX - NO PARTNERSHIP.**

This Agreement shall not be interpreted or construed to create an association, joint venture or partnership among the Subscribing Organizations or to impose any partnership obligation or liability upon any Subscribing Organization. Further, no Subscribing Organization shall have any undertaking for or on behalf of, or to act as or be an agent or representative of, or to otherwise bind any other Subscribing Organization.

**Article XXI - NO THIRD PARTY BENEFICIARY.**

Nothing in this Agreement shall be construed to create any rights in or duties to any third party, nor any liability to or standard of care with reference to any third party. This Agreement shall not confer any right, or remedy upon any person other than the Subscribing Organizations. This Agreement shall not release or discharge any obligation or liability of any third party to any Subscribing Organizations.

**Article XXII - ENTIRE AGREEMENT.**

This Agreement constitutes the entire agreement and supersedes any and all prior agreements of the Parties, with respect to the subject matters hereof.

**Article XXIII- SUCCESSORS AND ASSIGNS.**

This Agreement is not transferable or assignable, in whole or in part, and any Subscribing Organization may terminate its participation in this Agreement subject to Article V.

**Article XXIV - GOVERNING LAW.**

This Agreement shall be interpreted, construed, and enforced in accordance with the laws of Washington State.

**Article XXV - VENUE.**

Any action which may arise out of this Agreement shall be brought in Washington State and King County. Provided, that any action against a participating County may be brought in accordance with RCW 36.01.050.

**Article XXVI - TORT CLAIMS.**

It is not the intention of this Agreement to remove from any of the Subscribing Organizations any protection provided by any applicable Tort Claims Act. However, between Requester and Responder, Requester retains full liability to Responder for any claims brought against Responder as described in other provisions of this agreement.

**Article XXVII - WAIVER OF RIGHTS.**

Any waiver at any time by any Subscribing Organization of its rights with respect to a default under this Agreement, or with respect to any other matter arising in connection with this Agreement, shall not constitute or be deemed a waiver with respect to any subsequent default or other matter arising in connection with this Agreement. Any delay short of the statutory period of limitations, in asserting or enforcing any right, shall not constitute or be deemed a waiver.

**Article XXVIII - INVALID PROVISION.**

The invalidity or unenforceability of any provisions hereof, and this Agreement shall be construed in all respects as if such invalid or unenforceable provisions were omitted.

**Article XXIX - NOTICES.**

Any notice, demand, information, report, or item otherwise required, authorized, or provided for in this Agreement shall be conveyed and facilitated by EMAC, care of the KCOEM, 3211 NE 2<sup>nd</sup> Street, Renton WA 98056, Phone: 206-296-3830, Fax: 206-205-4056. Such notices, given in writing, and shall be deemed properly given if (i) delivered personally, (ii) transmitted and received by telephone facsimile device

Regional Coordination Framework AGREEMENT

and confirmed by telephone, (iii) transmitted by electronic mail, or (iv) sent by United States Mail, postage prepaid, to the EMAC.

**[ADD SIGNATURE BLOCKS]**

DRAFT

**Informational Item 11c:**

Future Levies and Ballot Measures in King County

**Information Item**

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**SCA Staff Contact**

Monica Whitman, SCA Senior Policy Analyst, office 206-433-7169, [monica@soundcities.org](mailto:monica@soundcities.org)

**SCA Regional Policy Committee Representatives**

Auburn Mayor Pete Lewis (SCA Caucus Chair and RPC Vice Chair); Federal Way Councilmember Dini Duclos (SCA Caucus Vice Chair); Woodinville Mayor Bernie Talmas; Shoreline Councilmember Will Hall; Kent Councilmember Dennis Higgins (alternate); Bellevue Councilmember John Stokes (alternate).

**Background Information:**

The purpose of this informational item is to provide information for SCA member cities on recent and upcoming ballot measures. At the October meeting of the Regional Policy Committee, King County legislative staff prepared a summary of the anticipated 'major' ballot measures for levy renewals and new property tax levies in King County over the next four years. Member cities were recently polled to determine levy and/or bond measures are anticipated for cities, school districts, or fire districts.

| <b>Measures in King County on the November 5, 2013 Ballot</b> |   |
|---|---|
| <b>Jurisdiction</b>   | <b>Measure</b>  |
| King County   | Medic One Levy (renewal)<br><b>PASSING as of 11/6/2013</b>                          |
| Covington   | Transportation Benefit District 2/10 1% sales tax<br><b>FAILING as of 11/6/2013</b> |
| Tahoma School District  | \$195 Million General Obligation Bond<br><b>PASSING as of 11/6/2013</b>             |
| Fire District No. 27  | Maintenance and Operations Levy<br><b>PASSING as of 11/6/2013</b>                   |
| Fire District No. 28  | Property Tax Increase<br><b>FAILING as of 11/6/2013</b>                             |
| Fire District No. 44  | Maintenance and Operations Levy<br><b>PASSING as of 11/6/2013</b>                   |
| Si View Park District   | 1 year Maintenance and Operations Levy<br><b>PASSING as of 11/6/2013</b>            |

| <b>Potential Future Ballot Measures as reported by SCA Cities</b> |   |
|---|---|
| <b>Year</b>   | <b>Measure</b>  |
| 2014  | Northshore School District - 177 million bond (February)                            |
| 2014  | Lake Washington School District 2 Levies 1 Bond (February)                          |
| 2014  | Kent School District – renewal of operating levies (February)                       |
| 2014  | Tahoma School District – Maintenance & Operations Level Renewal (April)             |
| 2014  | Highline School District Capital Bond (Nov 2014 at the earliest)                    |
| 2015  | Highline School District Operations Levy  |
| TBD   | City of Maple Valley Bond Issue for Parks & Recreation (within 2 years)             |
| TBD   | Kent School District – Capital measure (within 2 years)                             |
| TBD   | Kent Fire Department Regional Fire Authority – Fire Benefit Charge (within 2 years) |

| <b>Potential Future Ballot Measures as reported by King County</b> |                     |   |
|--|---------------------|---|
| <b>Year</b>  | <b>Jurisdiction</b> | <b>Measure</b>  |
| 2014   | King County         | Radio Replacement (for police, fire & other responders) |
| 2014   | King County         | Possible Transportation/Transit Levy                    |
| 2014   | Seattle             | Parks Legacy Plan (renewal – in development)            |
| 2014   | Seattle             | Pike Place Market (expires 2014 – renewal?)             |
| 2015   | Seattle             | Bridging the Gap Transportation Levy (renewal?)         |
| 2016   | Seattle             | Low-income housing (renewal)                            |
| 2017   | King County         | Veterans and Human Services Levy (renewal)              |

Also attached is the King County Tax Assessor summary of 'Active Voter Approved Property Tax Measures' ([Attachment A](#)) – current as of January 1, 2013.

### **Next Steps**

SCA staff is committed to continuing to update this document as more information becomes available. Please share this information with your city and provide additional feedback to Monica Whitman at [monica@soundcities.org](mailto:monica@soundcities.org).

### **Attachment**

- A. [King County Tax Assessor summary of 'Active Voter Approved Property Tax Measures'](#)

## ACTIVE VOTER-APPROVED PROPERTY TAX MEASURES FOR CAPITAL PURPOSES

| Taxing District                  | Type               | Passed: | Purpose:                           | Years | Rate    | Amount        | From: | Through: |
|----------------------------------|--------------------|---------|------------------------------------|-------|---------|---------------|-------|----------|
| <b>King County</b>               | Temporary lid lift | 11/6/12 | Automated Fingerprint ID (AFIS)    | 5     | 0.05920 |               | 2013  | 2017     |
|                                  | Temporary lid lift | 8/7/12  | Children/Family Justice Center     | 9     | 0.07000 |               | 2013  | 2021     |
|                                  | Temporary lid lift | 8/21/07 | Open Space/Regional Trails/Parks   | 6     | 0.10000 |               | 2008  | 2013     |
|                                  | Temporary lid lift | 8/16/11 | Regional Health/Human Svrs (Vets)  | 6     | 0.05000 |               | 2012  | 2017     |
|                                  | Bonds              | 9/19/00 | Harborview Medical Center Imp.     | 20    |         | \$193,130,000 | 2001  | 2020     |
|                                  | Bonds              | 9/14/04 | Library Improvements               | 20    |         | \$172,000,000 | 2005  | 2024     |
| <b>Rural Library District</b>    | Bonds              | 9/17/96 | Capital Facility                   | 20    |         | \$7,000,000   | 1998  | 2017     |
| <b>Redmond Lib. Cap. Fac.</b>    | Bonds              | 11/5/96 | Capital Facility                   | 20    |         | \$8,100,000   | 1998  | 2017     |
| <b>Issaquah Lib. Cap. Fac.</b>   | Bonds              | 11/6/01 | Adult Day Center                   | 20    |         | \$3,895,000   | 2002  | 2021     |
| <b>Si View Metropolitan Park</b> | Excess Levy        | 11/6/12 | M&O Levy                           | 1     |         | \$527,719     | 2013  | 2013     |
|                                  | Bonds              | 8/17/10 | Community Ctr/Parks/Trails         | 20    |         | \$6,700,000   | 2011  | 2030     |
| <b>CITIES</b>                    |                    |         |                                    |       |         |               |       |          |
| <b>Bellevue</b>                  | Temporary lid lift | 11/4/08 | Open Space/Parks                   | 20    | 0.10000 |               | 2009  | 2028     |
| <b>Bothell</b>                   | Bonds              | 5/20/97 | Public Safety Facilities           | 20    |         | \$9,700,000   | 1998  | 2017     |
| <b>Issaquah</b>                  | Bonds              | 11/4/08 | Fire Station Construction          | 20    |         | \$4,500,000   | 2009  | 2028     |
|                                  | Bonds              | 11/7/06 | Parks and Natural Areas            | 20    |         | \$6,250,000   | 2007  | 2026     |
|                                  | Bonds              | 11/2/04 | Traffic Improvements               | 20    |         | \$3,630,000   | 2005  | 2024     |
|                                  | Bonds              | 11/6/01 | Senior Center                      | 20    |         | \$1,500,000   | 2002  | 2021     |
|                                  | Bonds              | 11/7/95 | Police/Jail Facilities             | 20    |         | \$5,000,000   | 1996  | 2015     |
|                                  | Bonds              | 11/2/93 | Fire/Medical Vehicles              | 20    |         | \$990,000     | 1994  | 2013     |
| <b>Kirkland</b>                  | Bonds              | 11/5/02 | Park Safety/Open Space, etc.       | 20    |         | \$8,400,000   | 2003  | 2022     |
| <b>Mercer Island</b>             | Temporary lid lift | 11/6/12 | Fire Station/Fire Apparatus        | 9     | \$0.086 | \$5,200,000   | 2013  | 2021     |
|                                  | Temporary lid lift | 11/4/08 | Parks Maintenance/Operation        | 15    | LF 101% |               | 2009  | 2023     |
| <b>North Bend</b>                | Bonds              | 2/8/11  | Share w/FD 38 Station Construction | 20    |         | \$2,250,000   | 2012  | 2031     |
| <b>Seattle</b>                   | Bonds              | 11/6/12 | Alaskan Way Seawall                | 30    |         | \$290,000,000 | 2013  | 2042     |
|                                  | Temporary lid lift | 8/7/12  | Library Services                   | 7     |         | \$122,630,099 | 2013  | 2019     |
|                                  | Temporary lid lift | 11/3/09 | Low-income Housing                 | 7     |         | \$145,000,000 | 2010  | 2016     |
|                                  | Temporary lid lift | 11/4/08 | Pike Place Market Renovations      | 6     |         | \$73,000,000  | 2009  | 2014     |
|                                  | Temporary lid lift | 11/4/08 | Parks Levy                         | 6     |         | \$145,500,000 | 2009  | 2014     |
|                                  | Temporary lid lift | 11/7/06 | Transportation Improvements        | 9     |         | \$365,000,000 | 2007  | 2015     |
|                                  | Temporary lid lift | 11/8/11 | Families/Education                 | 7     |         | \$231,562,000 | 2012  | 2018     |
|                                  | Bonds              | 11/3/98 | Library Facilities                 | 30    |         | \$196,400,000 | 1999  | 2028     |
|                                  | Bonds              | 5/16/06 | Parks and Open Space               | 15    |         | \$18,795,000  | 2007  | 2021     |
| <b>Shoreline</b>                 | Bonds              | 9/17/02 | Fire Station                       | 20    |         | \$3,628,000   | 2003  | 2022     |
| <b>FIRE DISTRICTS</b>            |                    |         |                                    |       |         |               |       |          |
| <b>2 - Burien</b>                | Bonds              | 11/4/08 | New Fire Stations/Acquire Equip.   | 20    |         | \$25,000,000  | 2009  | 2028     |
| <b>4 - Shoreline</b>             | Bonds              | 5/20/97 | Facilities                         | 20    |         | \$13,800,000  | 1998  | 2017     |
| <b>10 - Eastside</b>             | Bonds              | 2/14/12 | Fire Station Construction          | 20    |         | \$5,500,000   | 2013  | 2032     |
| <b>16 - Kenmore</b>              | Bonds              | 2/19/08 | Capital Projects                   | 20    |         | \$25,000,000  | 2009  | 2028     |

# ACTIVE VOTER-APPROVED PROPERTY TAX MEASURES FOR CAPITAL PURPOSES

| Taxing District                         | Type         | Passed: | Purpose:                             | Years | Rate | Amount        | From: | Through: |
|---|--------------|---------|--------------------------------------|-------|------|---------------|-------|----------|
| <b>FIRE DISTRICTS (cont)</b>            |              |         |                                      |       |      |               |       |          |
| <b>20 - Bryn Mawr</b>                   | Excess Levy  | 11/6/12 | M&O Levy                             | 4     |      | \$2,600,000   | 2013  | 2016     |
|   | Bonds        | 9/17/02 | Facilities and Equipment             | 12    |      | \$2,900,000   | 2003  | 2014     |
| <b>27 - Fall City</b>                   | Bonds        | 11/6/01 | Acquisition of Land/Facilities       | 20    |      | \$2,415,000   | 2002  | 2021     |
| <b>38 - North Bend</b>                  | Bonds        | 2/8/11  | Fire Station Construction            | 20    |      | \$2,975,000   | 2012  | 2031     |
| <b>39 - Federal Way (former FD #26)</b> | Excess Levy  | 8/7/12  | M&O Levy                             | 4     |      | \$14,000,000  | 2013  | 2016     |
|   | Bonds        | 11/4/97 | Facilities                           | 20    |      | \$4,960,000   | 1998  | 2017     |
| <b>40 - Spring Glen</b>                 | Bonds        | 11/9/05 | Capital Projects                     | 15    |      | \$9,000,000   | 2006  | 2020     |
| <b>43 - Maple Valley</b>                | Bonds        | 9/14/04 | Facilities and Equipment             | 20    |      | \$9,000,000   | 2005  | 2024     |
| <b>44 - Auburn</b>                      | Bonds        | 11/4/08 | Acquire Equip./Renovate Stations     | 20    |      | \$7,500,000   | 2009  | 2028     |
|   | Bonds        | 11/4/97 | Facilities                           | 20    |      | \$4,960,000   | 1998  | 2017     |
| <b>45 - Duvall</b>                      | Excess Levy  | 11/6/12 | M&O Levy                             | 4     |      | \$3,000,000   | 2013  | 2016     |
|   | Bonds        | 11/7/00 | New Facilities                       | 20    |      | \$4,200,000   | 2001  | 2020     |
| <b>47 - Palmer Selleck</b>              | Bonds        | 11/2/04 | Fire and Life Safety Facilities      | 15    |      | \$620,000     | 2005  | 2019     |
| <b>49 - Snoqualmie Pass</b>             | Bonds        | 11/2/10 | Construct/Acquire Fire Station/Equip | 20    |      | \$845,000     | 2011  | 2030     |
| <b>61 - Valley Regional</b>             | Bonds        | 2/19/08 | Capital Projects                     | 20    |      | \$19,800,000  | 2009  | 2028     |
| <b>HOSPITAL DISTRICTS</b>               |              |         |                                      |       |      |               |       |          |
| <b>2 - Evergreen</b>                    | Bonds        | 5/18/04 | Hospital Improvements                | 20    |      | \$120,000,000 | 2005  | 2024     |
| <b>4 - Snoqualmie Valley</b>            | Bonds        | 11/2/93 | Capital Improvements                 | 20    |      | \$6,260,000   | 1994  | 2013     |
| <b>SCHOOL DISTRICTS</b>                 |              |         |                                      |       |      |               |       |          |
| <b>001 - Seattle</b>                    | Special Levy | 2/9/10  | Capital Projects                     | 6     |      | \$270,000,000 | 2011  | 2016     |
|   | Bonds        | 2/6/07  | Capital Projects                     | 7     |      | \$490,000,000 | 2008  | 2014     |
| <b>210 - Federal Way</b>                | Special Levy | 11/6/12 | Capital Projects                     | 6     |      | \$60,000,000  | 2013  | 2018     |
|   | Special Levy | 2/9/10  | Technology Capital Projects          | 6     |      | \$21,200,000  | 2011  | 2016     |
|   | Bonds        | 5/15/07 | Capital Improvements                 | 25    |      | \$149,000,000 | 2008  | 2032     |
|   | Bonds        | 9/14/99 | Capital Improvements                 | 25    |      | \$83,000,000  | 2000  | 2024     |
| <b>216 - Enumclaw</b>                   | Special Levy | 2/3/09  | Capital Projects                     | 4     |      | \$8,400,000   | 2010  | 2013     |
|   | Bonds        | 9/16/97 | School Facilities                    | 20    |      | \$31,238,000  | 1998  | 2017     |
| <b>400 - Mercer Island</b>              | Special Levy | 2/9/10  | Technology Capital Projects          | 6     |      | \$24,504,000  | 2011  | 2016     |
|   | Bonds        | 5/21/02 | Facility Improvements                | 12    |      | \$1,100,000   | 2003  | 2014     |
|   | Bonds        | 5/21/96 | Capital Improvements                 | 20    |      | \$26,700,000  | 1997  | 2016     |
|   | Bonds        | 11/8/94 | Capital Improvements                 | 20    |      | \$16,400,000  | 1995  | 2014     |
|   | Bonds        | 11/2/93 | Capital Improvements                 | 20    |      | \$10,945,000  | 1994  | 2013     |
| <b>401 - Highline</b>                   | Bonds        | 3/14/06 | Capital Improvements                 | 20    |      | \$148,000,000 | 2007  | 2026     |
|   | Bonds        | 3/12/02 | Capital Improvements                 | 20    |      | \$189,500,000 | 2003  | 2022     |
| <b>402 - Vashon Island</b>              | Special Levy | 2/14/12 | Capital Projects                     | 4     |      | \$3,600,000   | 2013  | 2016     |
|   | Bonds        | 2/28/11 | Capital Improvements                 | 21    |      | \$47,700,000  | 2012  | 2032     |
| <b>403 - Renton</b>                     | Bonds        | 4/17/12 | Capital Improvements                 | 20    |      | \$97,000,000  | 2013  | 2032     |
|   | Special Levy | 2/14/12 | Capital Projects                     | 4     |      | \$21,000,000  | 2013  | 2016     |
|   | Bonds        | 5/20/08 | Capital Improvements                 | 20    |      | \$150,000,000 | 2009  | 2028     |

## ACTIVE VOTER-APPROVED PROPERTY TAX MEASURES FOR CAPITAL PURPOSES

| Taxing District                     | Type         | Passed: | Purpose:                     | Years | Rate | Amount        | From: | Through: |
|-------------------------------------|--------------|---------|------------------------------|-------|------|---------------|-------|----------|
| <b>SCHOOL DISTRICTS (continued)</b> |              |         |                              |       |      |               |       |          |
| 403 - Renton (cont.)                | Special Levy | 3/11/08 | Technology Capital Projects  | 6     |      | \$33,000,000  | 2009  | 2014     |
|                                     | Bonds        | 5/20/03 | Facilities Improvements      | 20    |      | \$15,000,000  | 2004  | 2023     |
|                                     | Bonds        | 4/28/98 | Capital Improvements         | 20    |      | \$115,000,000 | 1999  | 2018     |
| 405 - Bellevue                      | Special Levy | 2/9/10  | Technology Capital Projects  | 5     |      | \$74,000,000  | 2011  | 2015     |
|                                     | Bonds        | 3/11/08 | Capital Improvements         | 20    |      | \$545,000,000 | 2009  | 2028     |
|                                     | Bonds        | 2/5/02  | Capital Improvements         | 20    |      | \$324,000,000 | 2003  | 2022     |
| 406 - Tukwila                       | Special Levy | 2/9/10  | Technology Capital Projects  | 6     |      | \$9,870,000   | 2011  | 2016     |
|                                     | Bonds        | 5/19/98 | Capital Improvements         | 20    |      | \$23,500,000  | 1999  | 2018     |
|                                     | Bonds        | 2/8/94  | Capital Projects             | 20    |      | \$21,327,617  | 1995  | 2014     |
| 407 - Riverview                     | Special Levy | 2/9/10  | Technology Capital Projects  | 4     |      | \$3,870,324   | 2011  | 2014     |
|                                     | Bonds        | 2/6/07  | Capital Improvements         | 23    |      | \$56,600,000  | 2008  | 2030     |
|                                     | Bonds        | 5/15/01 | School Facility Improvements | 20    |      | \$5,750,000   | 2002  | 2021     |
| 408 - Auburn                        | Bonds        | 11/6/12 | Capital Improvements         | 20    |      | \$110,000,000 | 2013  | 2032     |
|                                     | Special Levy | 11/3/09 | Capital Improvements         | 6     |      | \$46,400,000  | 2010  | 2015     |
|                                     | Bonds        | 2/8/05  | New Elementary Schools       | 20    |      | \$32,650,000  | 2006  | 2025     |
| 409 - Tahoma                        | Bonds        | 2/4/03  | New High School              | 20    |      | \$54,000,000  | 2004  | 2023     |
|                                     | Bonds        | 5/21/96 | Facility Improvements        | 20    |      | \$38,000,000  | 1997  | 2016     |
|                                     | Special Levy | 2/9/10  | Technology Capital Projects  | 4     |      | \$11,000,000  | 2011  | 2014     |
| 410 - Snoqualmie Valley             | Bonds        | 2/4/97  | Capital Improvements         | 20    |      | \$45,500,000  | 1998  | 2017     |
|                                     | Special Levy | 2/9/10  | Technology Capital Projects  | 4     |      | \$9,900,000   | 2011  | 2014     |
|                                     | Bonds        | 3/10/09 | Capital Improvements         | 20    |      | \$27,480,000  | 2010  | 2029     |
| 411 - Issaquah                      | Bonds        | 5/20/03 | Facility Improvements        | 20    |      | \$53,500,000  | 2004  | 2023     |
|                                     | Bonds        | 9/16/97 | Capital Improvements/Tech.   | 20    |      | \$30,865,000  | 1998  | 2017     |
|                                     | Bonds        | 4/17/12 | Capital Improvements         | 20    |      | \$219,121,500 | 2013  | 2032     |
| 412 - Shoreline                     | Special Levy | 2/9/10  | Technology Capital Projects  | 4     |      | \$38,549,000  | 2011  | 2014     |
|                                     | Bonds        | 2/7/06  | Capital Projects             | 20    |      | \$241,870,000 | 2007  | 2026     |
|                                     | Bonds        | 4/27/99 | Capital Improvements         | 20    |      | \$68,700,000  | 2000  | 2019     |
| 414 - Lake Washington               | Bonds        | 2/8/94  | Capital Projects             | 20    |      | \$138,800,000 | 1995  | 2014     |
|                                     | Bonds        | 2/9/10  | Capital Improvements         | 25    |      | \$150,000,000 | 2011  | 2035     |
|                                     | Special Levy | 2/9/10  | Technology Capital Projects  | 4     |      | \$12,000,000  | 2011  | 2014     |
| 414 - Lake Washington               | Bonds        | 2/8/94  | Capital Projects             | 20    |      | \$89,000,000  | 1995  | 2014     |
|                                     | Special Levy | 2/9/10  | Technology Capital Projects  | 4     |      | \$83,000,000  | 2011  | 2014     |
|                                     | Bonds        | 2/7/06  | Capital Improvements         | 20    |      | \$436,000,000 | 2007  | 2026     |
|                                     | Bonds        | 2/3/98  | Facility Improvements        | 20    |      | \$160,000,000 | 1999  | 2018     |
|                                     | Bonds        | 2/8/11  | Capital Projects             | 6     |      | \$65,400,000  | 2012  | 2017     |

## ACTIVE VOTER-APPROVED PROPERTY TAX MEASURES FOR CAPITAL PURPOSES

| Taxing District         | Type         | Passed: | Purpose:                    | Years | Rate | Amount        | From: | Through: |
|-------------------------|--------------|---------|-----------------------------|-------|------|---------------|-------|----------|
| <b>415 - Kent</b>       | Special Levy | 2/9/10  | Technology Capital Projects | 4     |      | \$20,000,000  | 2011  | 2014     |
|                         | Bonds        | 2/7/06  | Capital Improvements        | 20    |      | \$106,000,000 | 2007  | 2026     |
|                         | Bonds        | 2/5/02  | Capital Improvements        | 20    |      | \$69,500,000  | 2003  | 2022     |
|                         | Bonds        | 2/8/94  | Capital Projects            | 20    |      | \$130,000,000 | 1995  | 2014     |
| <b>417 - Northshore</b> | Special Levy | 2/9/10  | Capital Projects            | 4     |      | \$24,000,000  | 2011  | 2014     |
|                         | Bonds        | 2/9/10  | Capital Improvements        | 20    |      | \$149,200,000 | 2011  | 2030     |
|                         | Bonds        | 2/7/06  | Capital Improvements        | 20    |      | \$123,000,000 | 2007  | 2026     |
|                         | Bonds        | 2/5/02  | Capital Improvements        | 20    |      | \$98,000,000  | 2003  | 2022     |
|                         | Bonds        | 2/3/98  | Facility Improvements       | 20    |      | \$75,200,000  | 1999  | 2018     |
|                         | Bonds        | 2/6/96  | Capital Improvements        | 20    |      | \$49,747,000  | 1997  | 2016     |
|                         | Bonds        | 2/8/94  | Capital Improvements        | 20    |      | \$64,580,000  | 1995  | 2014     |
| <b>888 - Fife</b>       | Special Levy | 2/9/10  | Technology Capital Projects | 4     |      | \$3,600,000   | 2011  | 2014     |
|                         | Bonds        | 2/29/00 | Capital Improvements        | 20    |      | \$35,000,000  | 2001  | 2020     |



November 13, 2013  
SCA PIC Meeting

**Informational Item 11d:**

Flood Control District 3-cent Levy Rate Increase Proposal

**Information Item**

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**SCA Staff Contact**

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**Background Information:**

King County Flood Control District Board of Supervisors Chair Reagan Dunn recently reached out to SCA and a number of cities regarding a 3-cent increase per \$1,000 of assessed value for the Flood Control District. The Board of Supervisors may be voting on this as early as Tuesday, November 12, 2013. The proposal includes a levy rate increase of 3 cents (\$9,866,830 in 2014, \$65.75 million over 6 years) in 2014-2019.

Attached is additional information regarding the potential 3-cent Levy rate increase, as provided by the District ([Attachment A](#)).

The next meeting of the Flood Control District will be held at the King County Courthouse – Council Chambers at 11:00 AM next Tuesday, November 12. This meeting can be streamed live at [http://king.granicus.com/MediaPlayer.php?publish\\_id=2](http://king.granicus.com/MediaPlayer.php?publish_id=2).

**Attachment**

A. [Levy Rate Proposal Overview 11-5](#)

## **What would be funded?**

The Flood District is considering a levy rate increase of 3 cents (\$9,866,830 in 2014, \$65.75 million over 6 years) in 2014-2019. Half of the funding would go to a combination of grant programs, and half of the funding would go toward corridor plan implementation and specific capital projects. Details are as follows:

**A. 50% of the new revenue (\$4.9M per year, \$32.87 million over 6 years) is allocated to three grant programs**

1. \$1.39 million per year for the existing Subregional Opportunity Fund: 15% of new revenue collected (not including WRIA funds) is allocated to jurisdictions, and a funding floor of \$10,000 is established. This “floor” benefits 7 small jurisdictions (e.g. Skykomish, Black Diamond, Carnation). When combined with the existing 2014 Opportunity Fund allocation of \$3.857 million to jurisdictions, the new total 2014 Opportunity Fund is \$5,250,476.
2. \$2.96 million per year for a new Grant Fund
  - a. \$2.66 million per year grant program for emerging flood risk reduction needs. Eligible projects would need to be consistent with the District’s evaluation criteria, address localized flooding problems, and provide a broad economic benefit. Projects already on the FCD CIP list would not be eligible. Funding recommendations would be made directly to the Board by a 3-member selection committee consisting of the District’s Executive Director, WLRD Director, and a third member appointed by the Executive Committee.
  - b. 10% (\$296,000) goes to WRIs. However, these funds are allocated differently than the base WRIA funding. The proposed allocation is \$88,878 each for the Snoqualmie, Green, and Cedar, and \$29,626 for the White.
3. \$577,415 per year for WRIs, which adjusts for inflation from the base year of 2006. These WRIA funds are distributed using the existing allocation model. WRIA funding would continue to be adjusted for inflation in subsequent years.

The combined effect for the WRIs is an increase of \$873,674 in 2014. When added to the current base WRIA funding of \$3.15 million, the new 2014 WRIA grant fund would be \$4,023,674. The 6-year total increases \$6.48 million from \$18.9 million to \$25.38 million.

**B. 50% of the new revenue (\$4.9M per year, \$32.87 million over 6 years) allocated to the capital program:**

1. \$2.46 million per year (\$16.4 million over 6 years) for corridor plan implementation. The funding is allocated across 5 river corridors (Green, Cedar, Tolt, Middle Fork Snoqualmie, South Fork Snoqualmie) based on the current proportions in the 6-year CIP. This allocation is a simplifying assumption for placeholder funding that will be reallocated once the corridor plans are complete.

2. \$2.46 million per year (\$16.4 million over 6 years) to partially fund five projects. WLRD's recommendation was to focus funding solely on corridor implementation, with specific projects to be determined in 2014-6 when corridor plans are complete. In response to Board requests for specific projects the following were identified. WLRD supports implementation of these projects, and considers the Lower Russell Road and South Fork Snoqualmie projects to be "early actions" for river corridor plans.
  - a. \$1.94 million for the Riverbend Mobile Home Park Relocation (Cedar River): 75% (\$5.81 million) of total relocation cost of \$7.75 million has been secured; this provides the last 25% to fully fund the project so that all residents of the FCD-owned mobile home park can be relocated to safer housing.
  - b. \$3 million for the SE 19<sup>th</sup> Way Revetment Repair (Lower Snoqualmie): Rebuild revetment to protect road access to high value agricultural lands. No feasibility work has been done at this site; this is a planning-level estimate.
  - c. \$16.6 million for the Lower Russell Road Setback Levee (Green River): Protect commercial and residential areas of Kent and exceed FEMA requirements. The first phase (secondary levee only, no in-water work) is estimated by Kent \$9.3M and WLRD at \$10-11M. In-water work to stabilize the existing steep slope adds approximately \$6-7M.
  - d. \$5 million for the South Fork Snoqualmie Corridor Early Action: Raise height of levee to protect I-90 and residential area; mitigate for upstream and downstream flood impacts by setting back levee on opposite bank.
  - e. \$2 million for the South Park Pump Station Improvements: Increases Flood District support for pump station in the South Park neighborhood of south Seattle. The pump station will make it possible to pump storm water from the existing drainage system during high tide when the outfall to the Lower Duwamish Waterway is underwater.

### **What is the impact on the District's Financial Plan?**

The proposed 2014-2016 financial plan forecasts a balance of \$35 million if expenditure rate targets are met, and \$22 million if expenditure rates were 100% each year. As noted in the Advisory Committee's recommendations, this fund balance was to be allocated for corridor plan implementation as planning efforts are completed.

The Board's proposed new expenditures exceed the revenue collected over six years, which reduces the District's overall fund balance. However, the cash balance is still projected to be approximately \$27.7million; in excess of the minimum fund balance of \$7.5 million over the 6-year financial plan. If expenditure rates were 100%, the fund balance at the end of the financial plan would be \$9.89 million.