



SCA Public Issues Committee AGENDA

June 12, 2013 – 7:00 PM
Renton City Hall
Council Chambers, 7th Floor
1055 S. Grady Way - Renton, WA 98057

1. **Welcome and Roll Call** – Deputy Mayor Mia Gregerson, SeaTac - Chair
2. **Public Comment** – Deputy Mayor Mia Gregerson, SeaTac
3. [Approval of minutes – May 8, 2013 meeting](#)
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4. **Chair’s Report** – Deputy Mayor Mia Gregerson, SeaTac 5 minutes
5. **Executive Director’s Report** – Deanna Dawson, SCA 15 minutes
6. [Solid Waste - Energy Waste Technology](#) – Regional Policy Committee
POTENTIAL FUTURE ACTION ITEM 20 minutes
Deanna Dawson, SCA
Page 16
(5 minute update, 15 minute discussion)
7. [King County Metro Strategic Plan Update](#) – Regional Transit Committee
DISCUSSION ITEM 20 minutes
Monica Whitman, SCA
Page 18
(5 minute update, 15 minute discussion)
8. [2014 Work Program and Budget](#) – King County Flood Control District Advisory Committee
DISCUSSION ITEM 20 minutes
Monica Whitman, SCA
Page 31
(5 minute update, 15 minute discussion)
9. **Informational Items**
 - a) [Secure Medicine Draft Rules and Regulations – Board of Health](#)
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- b) [2014 Federal Legislative Priorities – Joint Recommendations Committee](#)

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- c) [2013 Economic Review Forecast for King County](#)

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10. Upcoming Events

- a) Next SCA Public Issues Committee meeting – Wednesday, July 10, 2013 7:00 PM
- Renton City Hall
- b) Future SCA Networking Dinners:
- Wednesday, September 25, 2013 5:30 PM – TPC Snoqualmie Ridge Golf Club – SCA will be joined by Attorney General Bob Ferguson
 - Wednesday, November 20, 2013 5:30 PM – Location TBD – SCA will be joined by Governor Jay Inslee

11. For the Good of the Order

12. Adjourn

Did You Know?

King County is home to an estimated 127,000 Veterans and military personnel.

- There are more than 80,000 King County veterans over the age of 55, of which more than 30,000 are between 55 and 64, and not quite at retirement age.
- There are more than 17,000 low-income veterans living below 200 percent of the federal poverty level, of which more than 5,900 are below 100 percent of the poverty level.
- There are likely more than 20,000 veterans in King County who have experienced Post-Traumatic Stress Disorder (PTSD), Traumatic Brain Injury (TBI) or Military Sexual Trauma (MST). Based on national trends, there may be as many as 12,000 King County veterans with PTSD reluctant to seek treatment or support.
- While there are many veterans with disabilities, there are also many thousands who are not disabled, yet are experiencing homelessness, poverty and/or unemployment.
- We expect to see at least one thousand new veterans annually who are returning from Iraq and Afghanistan, many of whom will experience significant transitional challenges due to unemployment and/or serious disabilities.
- The largest numbers of veterans with disabilities, poverty, and emergency financial needs live in South King County or Seattle.

For more information view the [King County Stakeholder Recommendations for Enhanced Regional Coordination for Veterans](#).

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

**May 8, 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 7:11 p.m. Twenty-seven cities had representation. See [Attachment A](#) to these minutes. Guests present included: Michelle Allison, King County Councilmember Joe McDermott's office; Michael Hubner, PSRC; Sara Schott Nikolic, PSRC.

2. Public Comment

Chair Gregerson announced that at the beginning of each meeting of the PIC, there will be an opportunity for the public to speak. She requested that comments be no longer than three minutes. See [Attachment B](#) to these minutes.

Don Gerend, Sammamish Councilmember and AWC President, provided public comment, announcing that there will be an AWC Mayor's Exchange on May 15, 2013. Gerend encouraged all Mayors to attend.

3. Approval of the April 10, 2013 Minutes

Ross Loudenback, North Bend, moved, seconded by Tola Marts, Issaquah, to approve the April 10, 2013 meeting minutes.

There was no discussion. The motion passed unanimously.

4. Chair's Report

Chair Gregerson did not give a report. She noted that in SCA Executive Deanna Dawson's absence, Monica Whitman, SCA Senior Policy Analyst, would provide the Executive Director's Report.

5. Executive Director's Report

Whitman reported that at the May 7, 2013 North End Mayors meeting, Julien Loh from Congresswoman DelBene's Office gave an update on the Marketplace Fairness Act, which recently passed the US Senate with bipartisan support. The North End Mayors expressed interest in SCA sending a letter of support to our congressional delegation, and asked that the PIC consider the issue.

This legislation would allow brick-and-mortar retailers to compete more effectively against out-of-state Internet retailers by closing the current tax loophole that has prevented states from collecting existing sales taxes on internet purchases. While brick-and-mortar retailers collect sales and use taxes from customers who make purchases in their stores, many online and catalog retailers do not collect the same taxes. Whitman inquired if the PIC would support sending a letter, signed by SCA President Law, to our congressional delegation noting that many, but not all, of our delegation have already signed on to the legislation.

There was a robust discussion on this item and several members expressed concern that their councils have not had time to weigh in on this issue. Pete Lewis added that brick-and-mortar businesses have been advocating for taxing internet sales in order for local businesses to be competitive with online retailers. David Baker stated that he previously did not support this legislation, due to the burden small businesses would bear to report sales tax on each sale to individual jurisdictions. Now that there is an exemption for businesses that gross less than \$1M annually, Baker is supportive of the Marketplace Fairness Act.

Kate Kruller inquired if councils would have time to review the proposed letter and provide feedback. Whitman responded that additional information could be made available by email but that the issue is time sensitive.

Tom Odell, Toby Nixon, and Hank Margeson were in strong support of the Marketplace Fairness Act.

Pete Lewis, Auburn, moved, seconded by David Baker, Kenmore, to move forward to the next meeting of the PIC, to recommend to the SCA Board of Directors: that SCA supports the Marketplace Fairness Act.

Tola Marts and Hank Margeson expressed concern that emergency action is necessary as this is a time sensitive issue. Tom Odell stated that this issue has moved from the Senate to the House of Representatives and that emergency action should be taken if SCA is going to send a letter of support.

Pete Lewis withdrew his motion.

Pete Lewis, Auburn, moved, for emergency action, seconded by David Baker, Kenmore, to recommend to the SCA Board of Directors: *that the Sound Cities Association supports the Marketplace Fairness Act.*

There was no discussion. The motion passed with Issaquah voting no and the following cities abstaining: Clyde Hill, Duvall, Enumclaw, Lake Forest Park, Mercer Island, Newcastle, Pacific, Shoreline, and Woodinville.

Whitman reported that special session of legislature starts Monday, May 13, 2013. Now is the time to let legislators know what your priorities are – even if you have already done so! Items of particular concern include asking the legislature to not take shared revenues from cities, and to pass a transportation package this year. There will be a rally at the state capitol on

state transportation funding on Monday, May 20, 2013. David Baker added that a number of elected officials and business owners are needed to walk the halls showing strong support for transportation funding. Please pass this information along to your councils. Please contact Executive Director Deanna Dawson at 206-310-0599 or deanna@soundcities.org if you are in need of assistance.

Whitman reported that the King County Council is hosting a hearing on potential transit cuts Tuesday, May 14, 2013 at Union Station in Seattle from 4:00 – 7:00 PM. Speakers are needed to testify about the impact to cities throughout the county. Please contact ED Dawson if you are interested in testifying.

Whitman reported that the King Conservation District (KCD) Task Force had its first meeting today. More information will be provided to members as the meetings progress.

Whitman reported that if members are interested in participating in Executive Constantine's Veteran's Initiative, to contact ED Dawson. Pete Lewis is interested and Kate Kruller indicated that Jim Haggerton would also likely be interested.

Whitman reported that the SCA Economic Development Subcommittee kicks off its first planning meeting tomorrow. SCA is also partnering on some initiatives with the Economic Development Council of Seattle and King County (EDC). Contact ED Dawson if you would like more info. Doreen Booth, SCA Policy Analyst, added that King County economic development managers have begun meeting on a regular basis. Booth also stated that ED Dawson was recently asked to join the EDC Board and has begun working with the EDC. A representative from the EDC will be present at the SCA Economic Development Subcommittee meeting tomorrow. Tom Odell asked that there be coordination among all SCA members who participate in the EDC. Pete Lewis commented that the economic development managers' meetings are the ideal type of meeting to send your city's economic development managers to, if you don't have that position in your city, send your parks director or planning director. Whitman reported that many cities are already participating in the King County Aerospace Alliance. If your city is not, and you are interested in participating, please let ED Dawson know.

Whitman highlighted that SCA's intern Jennifer Hooper (present at the meeting) is continuing to work on her SCA intern project, researching ways to engage citizens in local government. If your city hasn't had an opportunity to meet with Jennifer, please contact her at jennifer@soundcities.org, time is running short. Whitman polled members regarding their preference of when the presentation of this project should be given, either at the May 29 SCA Networking Dinner or as a Pre-PIC Workshop prior to the June 7 meeting of the PIC. Members preferred a presentation at the May 29 SCA Networking Dinner. Members requested a pre-PIC workshop on Public Safety Answering Points (PSAP) Consolidation in June.

Whitman reported that the SCA office remodel is almost complete and SCA will have an open house soon.

Whitman reported that speakers for the upcoming 2013 SCA Networking Dinners have been confirmed. SCA will be joined by King County Sheriff Urquhart on May 29, 2013, Attorney General Bob Ferguson on September 25, 2013, and Governor Jay Inslee on November 20, 2013. Whitman asked members if they would be interested in attending an additional dinner event, in either June or July, featuring a high profile keynote speaker including one or more members of Congress. Members were very supportive of an additional dinner.

6. King County Metro Long Range Planning

Monica Whitman, SCA Senior Policy Analyst, reported at the April 10, 2013 meeting of the Public Issues Committee (PIC), the PIC took action on the following position:

To recommend to the SCA Board of Directors that the *Sound Cities Association supports the development of a King County Metro Long Range Plan, based on local comprehensive plans.*

At the April 17, 2013 meeting of the SCA Board of Directors, a number of Board members noted that their councils had expressed concerns with the language in the proposed position. The Board discussed the position, and rather than adopting a revised position without input from the PIC, the Board elected to send the position back to the PIC for further discussion and consideration. Based on feedback from the Board and the discussion at last month's PIC meeting, staff drafted the following amendment for the PIC's consideration:

To recommend to the SCA Board of Directors that the *Sound Cities Association supports the development of a King County Metro Long Range Plan that includes the involvement of jurisdictions and integrates local comprehensive plans.*

Chair Gregerson asked if there was a motion on the amended language.

Bernie Talmas, Woodinville, moved, seconded by Tom Odell, Sammamish, to recommend to the SCA Board of Directors that: *the Sound Cities Association supports the development of a King County Metro Long Range Plan that includes the involvement of jurisdictions and integrates local comprehensive plans.*

Chris Roberts commented that the revised language is a good compromise involving local jurisdictions and long range plans. Roberts recognizes that there is a strong desire for local comprehensive plans to be included in long range plans.

Hank Margeson stated that Redmond does not want to see Metro only address comprehensive plans in an appendix.

Tom Odell stated that based on Sammamish's experience with the Department of Ecology, it is critical to make sure that King County Metro does not override an individual jurisdiction's comprehensive plan.

Pete Lewis stated that there needs to be a stronger and more substantive word than integrates.

Pete Lewis, Auburn, moved, seconded by David Baker, Kenmore, to amend the main motion to recommend to the SCA Board of Directors that: *the Sound Cities Association supports the development of a King County Metro Long Range Plan that includes and integrates local comprehensive plans.*

Hank Margeson stated that he is a proponent of the main motion and shared concern that the position needs to be more actionable. Tom Odell agreed that strengthening the position would force Metro to adjust its long range plan to incorporate cities' comprehensive plans.

Marlla Mhoon questioned the removal of "the involvement of jurisdictions" from the main motion.

Chris Roberts appreciated the desire to make this position more actionable. King County Metro has the difficult task of reducing transit service by 17%, which includes cutting lots of routes around the region. Roberts inquired how this affects long range planning when King County is cutting back on service.

Toby Nixon stated that this position is going to be an aspiration goal. Nixon stated that cities already identify transit needs in their local comprehensive plans; cities want King County Metro to incorporate those transit needs into their long range plan. Pete Lewis agreed with the language that Nixon provided.

Pete Lewis withdrew his amendment to the main motion.

Based on Toby Nixon's recommendation, Pete Lewis, Auburn, moved, seconded by David Baker, Kenmore, to amend the main motion to recommend to the SCA Board of Directors that: *the Sound Cities Association supports the development of a King County Metro Long Range Plan that incorporates transit service needs identified in city comprehensive plans.*

Hank Margeson commented that this language was well thought out and strikes at the heart of the matter. Margeson also thanked Chair Gregerson for voicing concerns expressed by the PIC during the SCA Board of Directors meeting.

There was no further discussion on the amendment. The amendment passed unanimously.

There was no further discussion on the amended main motion. The main motion as amended passed unanimously.

6. Comprehensive Approach to Regional Tolling Implementation

Monica Whitman, SCA Senior Policy Analyst, reported that at the April 10, 2013 meeting of the PIC, members had a discussion on mitigation for tolling. Leading up to the April PIC meeting, a number of SCA members approached staff and expressed interest in having SCA adopt a broader policy position regarding taking a comprehensive approach to looking at tolling in the region, rather than tolling on a piecemeal basis. Based on that feedback, staff prepared a draft position for initial consideration at the April PIC meeting:

The Sound Cities Association supports a more comprehensive approach to regional tolling implementation, through the development of a comprehensive study that would include all tolling projects within SMART Corridors (as identified by the Puget Sound Regional Council Transportation 2040 – Appendix B: Projects and Programs by SMART Corridor). The purpose of the study is to identify potential traffic diversions resulting from tolling; as well as, develop a full list of alternative revenue options for consideration.

The PIC had a discussion about that language at the April 10 PIC meeting, and asked staff to bring back for discussion a revised and refined possible policy position for initial consideration at the May PIC meeting. After the April 10, 2013 PIC meeting, a number of SCA cities along with Seattle, Bellevue, and King County transmitted a letter expressing similar sentiments to Puget Sound Regional Council (PSRC) Executive Director Bob Drewel and Washington State Department of Transportation (WSDOT) Secretary Lynn Peterson.

Based on feedback from SCA members, SCA staff worked with members, and staff from King County and member cities to draft a revised policy position for consideration at the May 8, 2013 PIC meeting.

Whitman read the proposed position aloud. To recommend to the SCA Board of Directors: *The Sound Cities Association supports a more comprehensive approach to regional tolling implementation, through the formation of a special task force convened by the Puget Sound Regional Council that would advance the review of a system-wide approach to tolling our region's major highway facilities as an alternative to the current path of implementing tolling on a corridor by corridor basis. This comprehensive review should include consideration of the following components:*

- *Ability to demonstrate the value to toll payers and the region at large;*
- *Equity for toll payers across the region and a fair distribution of costs and benefits;*
- *Analysis of the direct and external costs and benefits of relatively recent tolling on Tacoma Narrows Bridge, SR 520 and SR 167, and future facilities, including an assessment of overall system performance across modes, greenhouse gas emissions, vehicle miles travelled, traffic diversion and potential mitigation measures, and experiences of the traveling public;*
- *Review the impact of tolling by income quintile, based on household car ownership and use;*
- *Review of the technology available to achieve a regional solution, the implementation challenges, and a proposed phasing plan with greater definition than that provided in the region's Transportation 2040 Plan;*
- *A robust discussion of the uses of both near and long-term revenues for transit to maximize the efficiency and equity of the tolled corridors and the system as a whole;*
- *Timing and staging of tolling implementation in tandem with the availability of choices, such as transit, that provide alternatives to paying tolls to address inequitable impacts as well as system operations; and*
- *Review and comparison of alternative finance options including Road Usage Charges (VMT).*

Whitman highlighted that the position is reflective of the letter transmitted to PSRC Executive Director Bob Drewel and Washington State Department of Transportation (WSDOT) Secretary Lynn Peterson, with the inclusion of Road Usage Charges, thanks to Councilmember Don Gerend.

Tola Marts reported that Issaquah had concerns on the initial proposed language. Marts continued that the Issaquah Council supports the revised language especially the last bullet point.

Toby Nixon stated that the Kirkland Council supports the study of regional tolling; however there are concerns that this could delay projects that are already approved, funded, and moving forward. Nixon sought clarification if the intent is specifically for future projects or if it would include current projects. Kirkland will support this position if it's only for future projects.

David Baker addressed Kirkland's concern by stating that this position has developed into a much larger platform than originally intended. The position was never intended to delay current projects.

Bernie Talmas inquired if PSRC is the correct agency to oversee this work. Members agreed that PSRC is the proper agency.

Tola Marts, Issaquah, moved, seconded by Hank Margeson, Redmond, to recommend the position as stated to the SCA Board of Directors.

There was no discussion. The motion passed unanimously.

7. Growing Transit Communities

Deputy Mayor Catherine Stanford, Lake Forest Park, gave an update on the Growing Transit Communities work at the PSRC. In 2011, a broad range of stakeholders came together to identify what was needed to create the sustainable, equitable communities envisioned in Vision 2040 and supported by the voter-approved investments in light rail and other transit projects. Supported by a \$5M grant from the Federal Partnership for Sustainable Communities (HUD, DOT, EPA), this coalition initiated a three-year work program as the Growing Transit Communities (GTC) Partnership. The \$5M grant was targeted towards work in the three high capacity light rail corridors in the north, east, and south areas of the region. Stanford encouraged members to review the draft report, [*Growing Transit Communities: A Corridor Action Strategy for the Central Puget Sound Region*](#).

The Growing Transit Communities Strategy consists of three elements: a Growing Transit Communities Compact; Recommended Strategies and Actions, which are supported by a People + Place Typology; and Local Implementation Plans. The Compact calls for a continuing regional effort involving the region's diverse partners. The Compact does not obligate partners to implement all recommendations, but rather to consider and adopt tools that fit best with community needs and available resources.

Stanford introduced Michael Hubner and Sara Nikolic, PSRC staff, and invited them to add to her report. Hubner stated that the PSRC Executive Board will be looking at the Compact as a much more aspirational statement. While the funding for this grant was for work on the region's long-range light rail corridors, the effort could be expanded beyond the light rail corridors that are the focus of the Partnership's work to include other high capacity transit nodes in the region and to involve new partners across multiple sectors. This could include bus rapid transit, streetcar service, other bus service, current and future light rail, and other transportation methods.

Doreen Booth, SCA Policy Analyst, reported that this is an opportunity for PIC members to provide feedback on the Corridor Action Strategy. PIC members are encouraged to take this information back to their cities to consider commenting on the report; public comment continues through June 7, 2013.

Pete Lewis expressed his concern regarding who can sign onto the Compact. Hubner responded that the Compact is not restricted to light rail jurisdictions; it is open for all jurisdictions to sign.

Chair Gregerson encouraged members to review the report.

John Stilin, member of the GTC Oversight Committee, commented that the goal of the \$5 million grant is to help communities invest \$15 billion dollars into the transit system. The oversight committee members looked at transit oriented communities and best practices for transit implementation. The report is a good starting point to develop plans for transit implementation so that every city has a jump start in the planning and development process.

8. PSRC Transportation 2040 – Pavement Condition Index (PCI)

Monica Whitman, SCA Senior Policy Analyst, reported that this item was brought back from the April 10, 2013 PIC meeting for additional discussion and feedback. Concerns have been raised regarding PSRC's Transportation 2040 Pavement Condition Index (PCI) Target or Goal of 70. PCI is a numerical index between 0 and 100 that is used to indicate the condition of a pavement, widely used in transportation civil engineering. Very few cities or counties in the region have a surplus of financing for pavement preservation. The region needs to invest heavily in those arterials that are between PCI 70–PCI 80 to gain an additional 8-10 years of life before serious drops in roadway condition occur. The PSRC Transportation Policy Board and Executive Board want to make sure that a PCI goal of 70 is an appropriate target.

Pete Lewis stated that King County has said that any road that drops below a PCI 50 will be turned to gravel. Preservation is a small portion of any federal grant. PSRC is the metropolitan planning organization for our region and needs to look at planning for preservation. Most public works directors know the PCI for all the roads in their city. Members need to pay attention and work together to maintain and preserve roads in our region. A road is only valued at PCI 100 the day that it is completed. PCI 70 is a conservative average by engineering standards.

Toby Nixon added that Kirkland's citywide average goal is PCI 70 and the current condition average is PCI 67. Kirkland has made this goal a priority.

Jim Berger expressed concern regarding the accuracy of the costs included in the staff report (*Note: Berger recalculated the costs and verified that the estimates are within reason*).

Pete Lewis commented that the costs are provided as national standards and it is required that these figures be used by municipalities.

Bernie Talmas commented that the roads in Woodinville are in very good condition. The Woodinville Council adopted a 20-year plan to maintain the roads within the city. The funding is a large part of the city's operating budget. The challenge is city roads connect with county roads, which are not being maintained.

9. Informational Items

Chair Gregerson asked that members take the two informational items included in their packets back to their councils: The Washington State House Environment Committee – Interim Stakeholder Group and the Mental Health and Drug Dependency (MIDD) Annual Report 2013.

10. Upcoming Events

- a) SCA Networking Dinner – Wednesday, May 29, 2013, 5:30 p.m. at the Embassy Suites, Tukwila – SCA will be joined by King County Sheriff John Urquhart
- b) Next SCA Public Issues Committee Meeting – Wednesday, June 12, 2013, 7:00 p.m. at Renton City Hall
- c) SCA Pre-PIC Workshop - Wednesday, June 12, 2013, 6:00 p.m. at Renton City Hall
- d) Future SCA Networking Dinners:
 - Wednesday, September 25, 2013, 5:30 p.m. at the TPC Snoqualmie Ridge Golf Club, Snoqualmie – SCA will be joined by Attorney General Bob Ferguson
 - Wednesday, November 20, 2013, 5:30 p.m. – Location TBD – SCA will be joined by Governor Jay Inslee (note: this is also the 2013 SCA Annual Membership Meeting)

11. For the Good of the Order

Amy Ockerlander announced that Duvall Days will be the first Saturday in June. The City will be unveiling centennial projects including walkways and public art.

Kate Kruller thanked members for involving her in the King Conservation District Task Force. Kruller attended the first task force meeting earlier that day and is excited to be a part of the process.

David Baker asked that members mark their calendars for the National League of Cities (NLC) conference from November 13-16, 2013 in Seattle. Baker added that the opening and closing events will not want to be missed!

Bill Pelosa announced that the fifth season of the Auburn International Farmers Market opens June 9, 2013. Pelosa encouraged all members to attend.

12. Adjourn

The meeting was adjourned at 8:27 p.m.

**2013 Roll Call – Public Issues Committee Meeting
May 8, 2013**

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

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



June 12, 2013
SCA PIC Meeting

Item 6:

Solid Waste – Waste Energy Technologies
Regional Policy Committee
Future Action Item

SCA Staff Contact

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

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).

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

The Sound Cities Association supports the Solid Waste Division conducting a full review of options for waste disposal, including waste-to-energy, as part of the upcoming Sustainable Solid Waste System Study and through the Comprehensive Solid Waste Management Plan process.

Background

As PIC members are aware, SCA has been heavily involved in a variety of solid waste topics over the past year. SCA has recently adopted policy positions regarding the Solid Waste Interlocal Agreement, and the Solid Waste Transfer Station Plan. The Board and staff have been working to give additional direction to the County regarding specifics on what SCA member cities would like to have reviewed in regards to the Solid Waste Transfer Station plan.

Through these discussions, a number of cities have raised the issue of waste-to-energy, and whether the Solid Waste Division should be doing more to look at waste-to-energy options. The Cedar Hills Landfill is currently projected to reach capacity in 2025. Where and how to dispose of waste after the closure of Cedar Hills is an important policy decision that will have major financial, environmental, and land use ramifications for cities throughout King County. Decisions on post-Cedar Hills disposal options will be made through the Comprehensive Solid Waste Management Plan process.

The Final Draft 2013 Comprehensive Solid Waste Management Plan provides in part:

The 2001 Comprehensive Solid Waste Management Plan directed the division to “contract for long-term disposal at an out-of-county landfill once Cedar Hills reaches capacity and closes.” With this plan, the division has proposed eliminating the policy in favor of exploring a range of options for future disposal. Emerging technologies for converting solid waste to energy or other resources, such as fuels, are in various stages of development and testing in U.S. and international markets. Some of the technologies are capable of processing the entire solid waste stream, while others target specific components, such as plastics or organics. The division is committed to the continued exploration of emerging technologies and advances in established disposal methods, including landfilling and incineration with energy and resource recovery.

See Final Draft 2013 Comprehensive Solid Waste Management Plan Chapter 1, page 8.
<http://your.kingcounty.gov/solidwaste/about/Planning/documents/2013-swd-comp-plan.pdf>.

Members of the SCA Regional Policy Committee Caucus have asked the PIC to consider adopting a public policy position supporting consideration of waste-to-energy options as the Solid Waste Division conducts updates to the Comprehensive Solid Waste Management Plan. The County is in the process of beginning to conduct a Sustainable Solid Waste Management Study, which will help to inform the Comprehensive Solid Waste Management Plan updates.



June 12, 2013
SCA PIC Meeting

Item 7:

King County Metro Update to the Strategic Plan and Guidelines
Regional Transit Committee

Discussion Item

SCA Staff Contact

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

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; Shoreline Deputy Mayor Chris Eggen; Renton Councilmember Marcie Palmer; Federal Way Councilmember Jeanne Burbidge; Algona Mayor Dave Hill; Auburn Councilmember Wayne Osborne (alternate); Sammamish Councilmember Tom Vance (alternate); Lake Forest Park Councilmember John Wright (alternate).

The SCA Regional Transit Committee Caucus will be holding a workshop on Monday, June 10, 2013 at Renton City Hall in the Conferencing Center from 9 – 11 AM to provide direction regarding the proposed updates to the Strategic Plan for Public Transportation 2011-2021 and the King County Metro Service Guidelines. Please note: SCA members are welcome to attend the SCA RTC Caucus workshop. Please notify Monica Whitman at monica@soundcities.org if you plan on attending.

This discussion item has been included in the PIC Packet as a placeholder to allow time for PIC discussion and feedback following the outcomes of the SCA RTC Caucus workshop. SCA staff will be providing follow-up materials prior to the July 12, 2013 PIC meeting.

Background

The proposed updates to the Strategic Plan for Public Transportation 2011-2021 and 12 updates to the King County Metro Service Guidelines include two updates to the Strategic Plan for Public Transportation 2011-2021 and 12 updates to the King County Metro Service Guidelines. These changes have been grouped in four categories:

1. Linking Transit and Development;
2. Title IV, Civil Rights Act - Federal Transit Administration (FTA) requirements;
3. Alternative Services; and
4. Clarification and validation of policy intent.

The following chart summarizes the proposed updates to the plan as transmitted by Executive Constantine on April 30, 2013.

2013 Proposed Updates		
	Strategic Plan	Service Guidelines
Linking Transit and Development	- Add new long-range plan policy 6.1.2	- Update to the productivity/land use evaluation: <ul style="list-style-type: none"> - 5 static development thresholds; - Add university enrollment to jobs. - Clarify the priority of reducing service in over-served corridors.
Title VI Updates (New FTA requirements)	- Update strategy 2.1.2 to include amenities	- Update to service design principles to include information distribution, escalators & elevators, waste receptacles, and vehicle assignments; - Update to include definitions of major service change, disparate impact and disproportionate burden.
Alternative Services	- Policies updated in 2012 to include alternative services	- Integrates alternative services into the service guidelines; - Clarifies role of alternative services as a complement of fixed route service; and - Adds alternative services as a service family.
Validating Policy Intent		- Clarity of data of corridor analysis and route productivity analysis.

Next Steps

The SCA Caucus is planning two workshops: the first workshop will take place on June 10, 2013 and the second workshop has been scheduled for July 8, 2013. The Regional Transit Committee has 120 days to submit amendments and approve the updates to the Transit Service Plan and Guidelines. The next meeting of the RTC will be on June 19, 2013 with final action anticipated to be taken at the July 17, 2013 RTC committee meeting.

Attachments

- A) [Executive’s transmittal letter](#)
- B) [Proposed New Strategies](#)
- C) [Proposed Updates to the Service Guidelines](#)

284 provided in Attachment A to this ordinance and the King County Metro Service
285 Guidelines are hereby updated as provided in Attachment B to this ordinance.
286

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Larry Gossett, Chair

ATTEST:

Anne Noris, Clerk of the Council

APPROVED this ____ day of _____, _____.

Dow Constantine, County Executive

Attachments: A. Proposed New and Updated Strategies 2.1.2 and 6.1.2., B. Proposed 2013 Updates to Service Guidelines

April 30, 2013

The Honorable Larry Gossett
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Gossett:

As required by Ordinance 17143, Section 6, I am transmitting for your consideration the enclosed ordinance to update the King County Metro Strategic Plan for Public Transportation 2011-2021 (strategic plan) and the King County Metro Service Guidelines (service guidelines). Ordinance 17143 requires that an update to the strategic plan and service guidelines be transmitted by April 30, 2012, 2013 and 2015, and as necessary thereafter in order to validate the policy intent of the strategic plan.

The strategic plan lays out a vision and mission for public transportation in King County, as well as strategies and guidelines that Metro is actively following. It is a living document, and regular reviews and updates are important steps in the process of using the strategic plan to achieve the County's vision.

The updates proposed to the Strategic Plan and Service Guidelines are tied to four key areas:

1. Linking Transit and Development Process: To respond to the themes that emerged through the collaborative process pursuant to Section 8 of Ordinance 17143, the strategic plan and service guidelines are updated to provide more clarity about the basis of Metro's decisions, more certainty on where service is likely to go in the short and long term, and more opportunity for coordination and improved communications. These updates include changes to the service guidelines evaluation of land use, clarification of reduction priorities and service adequacy, and changes to the strategic plan to include strategy 6.1.2 to address Metro's long-term corridor and network planning.
2. Title VI of the Civil Rights Act: To respond to new requirements of the Federal Transit Administration (FTA) applicable to federal financial assistance recipients, this update revises strategy 2.1.2 to consider the potential for proposed service changes to

result in disparate impacts and disproportionate burdens on historically disadvantaged populations both as to the availability of transit service as well as the availability and quality of supporting amenities. In addition, the service guidelines are updated to define disparate impacts and disproportionate burdens associated with major service changes.

3. Alternative Services: In accordance with Motion 13736 which adopted the five-year implementation plan for alternatives to traditional transit service delivery in King County, this update integrates alternative services into the service guidelines by clarifying the role of alternative services as a complement to the fixed route system. Additionally, alternative service was added as a service family to the service guidelines.

4. Validating Policy Intent: In accordance with Ordinance 17143, Section 6, this update includes several changes that are proposed to validate the policy intent of the strategic plan. These updates include closing a loophole in the corridor analysis that allows some corridors to benefit from lower scores in step one of the process; clarifying the definition of poor performing services; and updating the loading thresholds to include RapidRide service levels.

2013 Proposed Updates, enclosed, shows each of these key areas and the updates to the strategic plan and service guidelines. Also enclosed are *Proposed New and Updated Strategies 2.1.2 and 6.1.2*, which shows a strike-out version of the proposed changes to the strategic plan, and *Proposed Updates to Service Guidelines*, which shows a strike-out version of the proposed changes to the service guidelines document.

The proposed changes support the goals of the *King County Strategic Plan* as well as the Equity and Social Justice Initiative. The eight County goals of safety, human potential, economic growth, environmental sustainability, service excellence, financial stewardship, public engagement and transparency, and quality workforce are mirrored in Metro's Strategic Plan. The proposed changes will help Metro move closer to achieving these goals by incorporating a long-range plan strategy and clarifying analysis and guidance included in the service guidelines, all of which promote transparency and support updating language to address the equity and social justice requirements of the FTA. Providing services appropriate to different markets and mobility needs is key to Metro's ability to respond to transportation needs in communities throughout the County and to do so in a cost effective manner.

The proposed updates also support the objectives and strategies of the King County Strategic Climate Action Plan, particularly as related to the Transportation and Land Use goal area of the plan. These proposed changes support increasing use of public transit and reducing the need for driving by improving the effectiveness and productivity of bus service, investing service where the most people ride, and improving the reliability and efficiency of service.

Thank you for your consideration of this ordinance. These updates will help King County residents understand how Metro is making the best use of the County's transit resources to deliver high-quality services that get people where they want to go.

The Honorable Larry Gossett
April 30, 2013
Page 3

If you have any questions, please contact Christina O’Claire, Supervisor of Strategic Planning and Analysis, Service Development Section, Metro Transit Division at 206-263-4753, or email christina.oclaire@kingcounty.gov.

Sincerely,

Dow Constantine
King County Executive

Enclosures

cc: King County Councilmembers
 ATTN: Michael Woywod, Chief of Staff
 Anne Noris, Clerk of the Council
Carrie Cihak, Chief Advisor, Policy and Strategic Initiatives, King County
 Executive Office
Dwight Dively, Director, Office of Performance, Strategy and Budget
Harold S. Taniguchi, Director, Department of Transportation (DOT)
Kevin Desmond, General Manager, Metro Transit Division, DOT
Victor Obeso, Manager, Service Development, Metro Transit Division, DOT
Chris O’Claire, Supervisor, Strategic Planning and Analysis, Metro Transit Division,
 DOT

Attachment A: New and Updated Strategies 2.1.2 and 6.1.2

A.1) Strategy 2.1.2: Provide travel opportunities and supporting amenities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options.

Metro serves historically disadvantaged populations with a wide variety of public transportation services and supporting amenities such as bus stops, bus shelters, seating, lighting, waste receptacles, and public information. All buses on the fixed-route system are accessible for people using mobility devices; complementary paratransit services are available for eligible individuals with disabilities; and facilities are accessible in compliance with the Americans with Disabilities Act. Metro offers other services as well, such as the innovative Community Transportation Program which includes the Taxi Scrip Program, Transit Instruction Program, and Community Access Transportation (CAT). Metro also provides programs such as Jobs Access and Reverse Commute (JARC), a federal program that is intended to connect low-income populations with employment opportunities through public transportation. Metro also works with local school districts to respond to student transportation needs. Metro regularly reports on its services in compliance with Title VI of the Civil Rights Act of 1964.

A.2) Strategy 6.1.2: Establish and maintain a long-range plan that is consistent with the regional long-range transportation plan and identifies long-term public transportation needs.

To implement the vision for public transportation, as established in the Strategic Plan for Public Transportation, King County should establish and maintain a long-range plan that: (1) is consistent with the policies and values of the Strategic Plan for Public Transportation; and (2) uses, as a starting point, today's transit network and needs as defined by the King County Metro Service Guidelines. This long-range plan, adopted by the King County Council, should include service and capital elements of a future Metro transit network at various funding levels that support local jurisdiction and regional comprehensive plans, as well as the unmet transit service needs throughout King County as identified by the existing Metro Service Guidelines. The plan should take into consideration the Puget Sound Regional Council's economic, growth management, and transportation plans, as well as Sound Transit's and other regional transit agencies' long-range plans to the extent practicable.

King County should develop the long-range plan in coordination with local jurisdictions for their use as an investment and development planning resource. This plan should also reflect resource availability and financial estimates of the total transit need to support regional and local comprehensive plans, as well as provide a realistic framework for funding future system needs and the existing unmet need.

Attachment B: Proposed 2013 Updates to Service Guidelines (with staff-added numbering)

B.1) Replace “Thresholds and points used to set service levels” table Service Guidelines page 6 (SG-5)

Factor	Measure	Threshold	Points
Productivity (Land Use)	Households within ¼ mile of stops per corridor mile	>3,000 HH/Corridor Mi	10
		>2,400 HH/Corridor Mi	8
		>1,800 HH/Corridor Mi	6
		>1,200 HH/Corridor Mi	4
		>600 HH/Corridor Mi	2
	Jobs & student enrollment at universities & colleges within ¼ mile of stops per corridor mile	>10,250 Jobs & students/Corridor Mi	10
		>5,500 Jobs & students/Corridor Mi	8
		>3,000 Jobs & students/Corridor Mi	6
		>1,400 Jobs & students/Corridor Mi	4
		>500 Jobs & students/Corridor Mi	2
Social Equity and Geographic Value	Percent of boardings in low-income census tracts 1	Above system average	5
		Below system average	0
	Percent of boardings in minority census tracts 2	Above system average	5
		Below system average	0
<p>1 Low-income tracts are those where a greater percentage of the population than the countywide average has low incomes, based on current American Community Survey data.</p> <p>2 Minority tracts are defined as tracts where a greater percentage of the population than the Countywide average is minority (all groups except White, non-Hispanic), based on current census data.</p>			

B.2) Replace “Thresholds used to adjust service levels” table (SG-6)

Factor	Measure	Threshold	Adjustments to warranted frequency		
			Service Level adjustment	Step 1 frequency (Minutes)	Adjusted frequency (Minutes)
Cost Recovery	Estimated cost recovery by time of day – <i>if existing riders were served by step-one service levels</i>	>100% in any time period	Adjust two levels	15 or 30	<15
				≥ 60	15
		Peak >50% Off-Peak >50% Night >33%	Adjust one level	15	<15
				30	15
				≥ 60	30
Night >16%	Add night service	--	30		
Night >8%		--	≥ 60		
Load	Estimated load factor by time of day – <i>if existing riders were served by step-one service levels</i>	>1.5	Adjust two levels	15 or 30	<15
				≥ 60	15
		>0.75	Adjust one level	15	<15
				30	15
		≥ 60	30		
Service Span	Connections at night	Primary connection between regional growth centers	Add night service	--	≥ 60
		Frequent peak service	Add night service	--	30

Attachment B: Proposed 2013 Updates to Service Guidelines (with staff-added numbering)

B.3) Replace “Summary of typical service levels by family” table (SG-8)

Service family	Frequency (minutes)			Days of service	Hours of service
	Peak ¹	Off-peak	Night		
Very frequent	15 or better	15 or better	30 or better	7 days	16-20 hours
Frequent	15 or better	30	30	7 days	16-20 hours
Local	30	30 - 60	-- ²	5-7 days	12-16 hours
Hourly/ Alternative	60 or worse	60 or worse	--	5 days	8-12 hours
Peak	8 trips/day minimum	--	--	5 days	Peak

B.4) Add new paragraph to page SG-8: after peak bullet, before new service adequacy paragraph

Alternative services provide access to local destinations and fixed route transit service in low-density areas or areas that currently cannot be cost-effectively served by fixed route transit.

B.5) Add new paragraph to page SG-8 in the service families section after peak bullet

Service Adequacy The service guidelines compare the target service levels identified through the corridor analysis with existing levels of service. A corridor is determined to be either ‘below’, ‘at’ or ‘above’ its target service level. This process is called the service adequacy analysis.

The service adequacy analysis is a factor in both the investment and reduction priorities, as described in the ‘Use and Implementation’ section of the guidelines.

B.6) Replace fourth paragraph on page SG-9 that begins “Low Performance is defined as...”

Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period. High performance is defined as having productivity levels in the top 25 percent of routes within a category and time period. Routes in the bottom 25 percent on both productivity measures are identified as the first candidates for potential reduction.

B.7) Replace first two bullets on page SG-10 that begin with “When a route operates every...”

- When a route operates every 10-minutes or better, or on all RapidRide services, an individual trip should not exceed a load factor of 1.5.
- When a route operates less than every 10 minutes, or is not a RapidRide service, an individual trip should not exceed a load factor of 1.25.

B.8) Replace the paragraph on page SG-14 after “8. Operating Paths and Appropriate Vehicles”

Attachment B: Proposed 2013 Updates to Service Guidelines (with staff-added numbering)

Buses are large, heavy vehicles and cannot operate safely on all streets. Buses should be routed primarily on arterial streets and freeways, except where routing on local or collector streets is necessary to reach layover areas or needed to ensure that facilities and fleet used in all communities is equivalent in age and quality. Bus routes should also be designed to avoid places where traffic congestion and delay regularly occur, if it is possible to avoid such areas while continuing to meet riders' needs. Bus routes should be routed, where possible, to avoid congested intersections or interchanges unless the alternative would be more time-consuming or would miss an important transfer point or destination. Services should operate with vehicles that are an appropriate size to permit safe operation while accommodating demand. Appropriate vehicles should be assigned to routes throughout the county to avoid concentrating older vehicles in one area, to the extent possible given different fleet sizes, technologies and maintenance requirements. All new vehicles will be equipped with automated stop announcement systems.

B.9) Replace the title and paragraph on page SG-14 beginning with "11. Bus shelters"

11. Bus Stop Amenities and Bus Shelters

Bus stop amenities should be installed based on ridership in order to benefit the largest number of riders. Bus stop amenities include bus shelters, seating, waste receptacles, lighting, and information sign, maps, and schedules. Special consideration may be given to areas where high numbers of transfers are expected, where waiting times for riders may be longer, or where stops are close to facilities such as schools, medical centers, or senior centers. Other considerations include the physical constraints of bus stop sites, preferences of adjacent property owners, and construction costs. Major infrastructure such as elevators and escalators will be provided where required by local, state, and federal regulations.

B.10) Replace first paragraph of the "All-Day and Peak Network" section on page SG-16 which begins, "Metro next uses the All-Day and Peak Network guidelines..."

Metro next uses the All-Day and Peak Network guidelines and the service adequacy analysis (as described on p. SG-8) to determine if corridors are below their target levels, meaning a corridor in which the all-day Service Family assignment (see SG-9) is a higher level of service than the corridor currently has. If a corridor is below the target service level it is an investment priority. Investments in corridors below their target service levels are prioritized primarily using the geographic value score. Investments are ordered for implementation on the basis of geographic value score, followed by the land use score, then the social equity score. Other constraints or considerations such as fleet availability or restructuring processes could be used to suggest order of implementation.

When planning improvements to corridors that are below their target service levels and operate in low-density areas or that perform in the bottom 25%, Metro will consider the use of alternative services. These alternative services will be used to replace or to supplement the fixed route service in the corridor and cost-effectively maintain or enhance the access to transit for those who live in the corridor.

Attachment B: Proposed 2013 Updates to Service Guidelines (with staff-added numbering)

As development or transit use increase in corridors with alternative services, Metro will consider converting alternative service into fixed route service. Conversion of alternative service to fixed route service will be guided by alternative service performance thresholds and the cost effectiveness of the alternative service compared to that of fixed route.

Metro will measure the cost per rider for alternative service as one of the measures that can be compared to fixed route service. Other alternative service performance measures and thresholds will be developed as Metro evaluates the demonstrations called for in the five-year plan. Metro recognizes that each alternative service has the potential to require an adapted performance measure or threshold. Appropriate measures will be used to evaluate each alternative service and will be included as part of the service guideline report.

B.11) Replace “Reducing Service” section on page SG-16 and SG-17 beginning with the first paragraph through bullet number 4.

Metro identifies service to be reduced by using the guidelines for productivity and service adequacy on the All-Day and Peak Network. Routes that are below one or both productivity measures and operate on corridors that are above their target service levels have a higher potential for reduction than routes on corridors that are at or below their target service level. Metro also considers restructures when making large reductions, to identify areas where restructuring can lead to more efficient service. Reduction of service can range from reduction of a single trip to elimination of an entire route. While no route or area is exempt from change during large-scale system reductions, Metro will seek to maintain service at All-Day and Peak Network levels, and to avoid reducing service on corridors already identified as below their target service levels.

Service restructuring allows Metro to serve trip needs at a reduced cost by consolidating and focusing service in corridors such as those in the All-Day and Peak Network. Restructuring allows Metro to make reductions while minimizing impacts to riders. Metro strives to eliminate duplication, and match service to demand during large-scale reductions. As a result of service consolidation some routes may increase in frequency to accommodate projected loads, even while the result of the restructure is a reduction in service hours.

Metro serves some urbanized areas of east and south King County adjacent to or surrounded by rural land. Elimination of all service in these areas would result in significant reduction in the coverage that Metro provides. To ensure that Metro continues to address mobility needs, ensure social equity and provide geographic value to people throughout King County, connections to these areas would be preserved when making service reductions, regardless of productivity.

During service reductions Metro will consider the use of alternative services that can reduce costs on corridors with low productivity or low-productivity corridors that are currently below their target service level. In this way, alternative services help maintain public mobility in a cost-effective manner. These alternative services will be evaluated

Attachment B: Proposed 2013 Updates to Service Guidelines (with staff-added numbering)

according to the measures and performance thresholds developed through the evaluation of the demonstrations called for in the five-year plan.

Priorities for reduction are listed below. Within all of the priorities, Metro ensures that social equity is a primary consideration in any reduction proposal, complying with all state and federal regulations.

1. Reduce service on routes that are below the 25 percent productivity threshold for a given time period, with first consideration going to those routes that are below the 25 percent productivity threshold on both productivity measures, in the following order:

- All-day routes that duplicate or overlap with other routes on corridors on the All-Day and Peak Network.
- Peak routes failing one or both of the criteria.
- All-day routes that operate on corridors that are above their target service level, meaning corridors in which the all-day service family assignment (see SG-9) is a lower level of service than the corridor currently has.
- All-day routes that operate on corridors which are at their target service levels. This worsens the deficiency between existing service and the All-Day and Peak Network service levels.

2. Restructure service to improve efficiency of service

3. Reduce service on routes that are above the 25 percent productivity threshold for a given time period with first consideration going to those routes that are between 25 and 50 percent of the productivity threshold on both productivity measures:

- All-day routes that duplicate or overlap with routes on the All-Day and Peak Network.
- Peak routes that fail one or both peak criteria.
- All-day routes that operate on corridors that are above their target service level.
- Peak routes that meet both peak criteria.
- All-day routes that operate on corridors which are at their target service levels. This worsens the deficiency between existing service and the All-Day and Peak Network service levels.

4. Reduce services on routes that are below the 25% productivity threshold for a given time period on corridors identified as below their target service level with first consideration going to those routes that are below the 25 percent productivity threshold on both productivity measures. This worsens the deficiency between existing service and the service levels determined through the All-Day and Peak Network analysis.

B.12) Add paragraphs and third order headings on page SG-17 in the “Implementation” after last bullet which states “Any changes in route numbers.”

Adverse Effect of a Major Service Change

An adverse effect of a major service change is defined as a reduction of 25 percent or more of the transit trips serving a census tract, or 25 percent or more of the service hours on a route.

Disparate Impact Threshold

A disparate impact occurs when a major service change results in adverse effects that are significantly greater for minority populations than for non-minority populations. Metro's threshold for determining whether adverse effects are significantly greater for minority compared with non-minority populations is ten percent. Should Metro find a disparate impact, Metro will consider modifying the proposed changes in order to avoid, minimize or mitigate the disparate impacts of the proposed changes.

Metro will measure disparate impacts by comparing changes in the number of trips serving minority or non-minority census tracts, or by comparing changes in the number of service hours on minority or non-minority routes. Metro defines a minority census tract as one in which the percentage of minority population is greater than that of the county as a whole. For regular fixed route service, Metro defines a minority route as one for which the percentage of inbound weekday boardings in minority census tracts is greater than the average percentage of inbound weekday boardings in minority census tracts for all Metro routes.

Disproportionate Burden Threshold

A disproportionate burden occurs when a major service change results in adverse effects that are significantly greater for low-income populations than for non-low-income populations. Metro's threshold for determining whether adverse effects are significantly greater for low-income compared with non-low-income populations is ten percent. Should Metro find a disproportionate burden, Metro will consider modifying the proposed changes in order to avoid, minimize or mitigate the disproportionate burden of the proposed changes.

Metro will measure disproportionate burden by comparing changes in the number of trips serving low-income or non-low-income census tracts, or by comparing changes in the number of service hours on low-income or non-low-income routes. Metro defines a low-income census tract as one in which the percentage of low-income population is greater than that of the county as a whole. For regular fixed route service, Metro defines a low-income route as one for which the percentage of inbound weekday boardings in low-income census tracts is greater than the average percentage of inbound weekday boardings in low-income census tracts for all Metro routes.



June 12, 2013
SCA PIC Meeting

Item 8:

2014 Preliminary Draft Work Program and Budget
Flood Control District Advisory Committee

Discussion Item

SCA Staff Contact

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

SCA King County Flood Control District Advisory Committee Members:

Members Appointed by SCA: Lake Forest Park Councilmember Bob Lee (SCA Caucus Chair); Covington Councilmember Marlla Mhoon (SCA Caucus Vice Chair); Kirkland Mayor Joan McBride; Algona Councilmember Bill Thomas; Duval Mayor Will Ibershof (alternate); Maple Valley Deputy Mayor Victoria Laise Jonas (alternate); Mercer Island Councilmember Mike Cero (alternate); Federal Way Councilmember Susan Honda (alternate).

SCA member cities with their own individual seats: Carnation Mayor Jim Berger; Kent Mayor Suzette Cooke, Tukwila Mayor Jim Haggerton, North Bend Mayor Ken Hearing; Snoqualmie Mayor Matt Larson, Renton Mayor Denis Law, Auburn Mayor Pete Lewis.

This item is scheduled as a discussion item. At the May 30, 2013 Flood Control District Advisory Committee (KCFCDAC) meeting the committee had its first briefing on the 2014 Preliminary Draft Work Program and Budget. SCA caucus members requested feedback from the PIC regarding any specific areas of concern included in 2014 draft preliminary budget and work program.

Please share this information with your staff and council in advance of the June 12, 2013 PIC meeting, and come to the PIC with any feedback for the KCFCDAC.

Background

The King County Flood Control District Advisory Committee (KCFCDAC) is charged with providing the King County Flood Control District Board of Supervisors with expert policy advice on regional flood protection issues, including annual recommendations on the District's work program and budget. Ten cities (Tukwila, Auburn, Kent, Renton, Snoqualmie, North Bend, Carnation, Seattle and Bellevue) have their own permanent seats on the KCFCDAC. The remaining 29 cities in the county are represented by 4 members (and 4 alternate members) who are appointed by SCA.

One of the challenges for this committee is that funded projects generally occur within the ten cities that have permanent seats on the KCFCDAC, because these are the cities that are prone to flooding. On the other hand, the 4 SCA appointed members of the KCFCDAC are being asked to represent the interests of all the cities in the county. As they prepare to weigh in on the budget and work plan, they would benefit from hearing the perspective of all the SCA member cities. Therefore, this item comes to PIC at the request of the SCA caucus of the KCFCDAC.

PIC members are encouraged to seek feedback from their councils, and from their city staff, about the proposed scope of work and budget, and to come to the June 12, 2013 PIC meeting prepared to share this feedback.

Next Steps

The next meeting of the Advisory Committee will be on June 26, 2013. An additional meeting will be held on July 18, 2013 (if needed).

Recommendations will be forwarded to the King County Council with a full explanation of each of the vote categories (pro, con, undecided), so that the Council can derive full benefit from the nature of the debate. Committee members will review and edit these “recommendation submittals” prior to their being forwarded to the King County Council. A report must be transmitted to the Flood Control District Board by August 31, 2013.

Attachments

- A) [Preliminary Draft 2014 Financial Plan](#)
- B) [Preliminary Draft 2014 Operating Budget](#)
- C) [Preliminary Draft 2014 Capital Project List](#)
- D) [Preliminary Draft 2014 6-year Capital Project List](#)
- E) [May 30, 2013 Presentation to the KCFCDAC](#) (sent as attachment to email; not in packet)

King County Flood District Financial Plan: 2014 CIP - Preliminary Draft

	2012 Actual	2013 Proposed	2013 Revised	2014 Proposed	2015 Projected	2016 Projected	2017 Projected	2018 Projected	2019 Projected
Beginning Balance	49,504,669	55,044,160	54,572,203	48,892,134	38,488,956	22,477,666	14,858,278	14,216,173	21,194,117
Revenue									
Flood District									
Flood District Levy ¹	36,772,548	41,346,031	40,932,571	41,605,202	42,326,656	43,088,894	43,869,375	44,668,924	45,484,626
Interest Earnings ²	506,466	274,736	521,660	537,310	553,429	570,032	587,133	604,747	622,889
Miscellaneous Revenue ³	394,193								
King County									
Delinquent River Improvement Fund Levy									
Inter-County River Improvement ⁴	48,600	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Grants	2,424,866	1,736,261	7,261,349	9,317,500	2,775,000	1,000,000	1,000,000	1,000,000	1,000,000
Total Revenue	40,146,673	43,407,028	48,765,580	51,510,011	45,705,085	44,708,925	45,506,508	46,323,671	47,157,515
Expenditure									
District Administration ⁵	(635,830)	(592,190)	(592,190)	(579,056)	(596,427)	(614,320)	(632,750)	(651,732)	(651,732)
Tax Refund	(95,374)								
Operating Expenditure	(7,082,968)	(9,913,606)	(9,913,606)	(9,598,243)	(9,203,726)	(9,479,837)	(9,764,233)	(10,057,160)	(10,358,874)
Capital									
New Capital Appropriation	(39,690,843)	(38,248,015)	(38,248,015)	(61,264,382)	(40,599,687)	(32,552,090)	(22,768,810)	(18,476,723)	(16,295,754)
Carryover	(45,997,847)	(51,413,214)	(59,396,102)	(53,704,265)	(63,232,756)	(51,916,221)	(42,234,156)	(29,251,335)	(19,091,223)
Expenditure Rate	32%	45%	45%	45%	50%	50%	55%	60%	65%
Capital Expenditure ⁶	(27,264,966)	(40,347,553)	(43,939,853)	(51,735,891)	(51,916,221)	(42,234,156)	(35,751,631)	(28,636,834)	(23,001,535)
Total Expenditure	(35,079,139)	(50,853,349)	(54,445,649)	(61,913,190)	(61,716,374)	(52,328,313)	(46,148,614)	(39,345,726)	(34,012,142)
Ending Fund Balance (Cash)	54,572,203	47,597,840	48,892,134	38,488,956	22,477,666	14,858,278	14,216,173	21,194,117	34,339,490
Target Fund Balance	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000
Carryover Reserves	(59,396,102)	(49,313,676)	(53,704,265)	(63,232,756)	(51,916,221)	(42,234,156)	(29,251,335)	(19,091,223)	(12,385,442)
Ending Budgetary Fund Balance ⁷	(4,823,899)	(1,715,836)	(4,812,130)	(24,743,800)	(29,438,555)	(27,375,877)	(15,035,162)	2,102,894	21,954,048

Notes:

- Property tax forecast provided by the Office of Economic and Financial Analysis on 3/13/13.
- Interest earnings based on average daily cash balances considering the timing of flood levy receipts and transfers to the operating and capital funds.
- Miscellaneous revenue due to multiple sources such as state forest sales, private timber harvest tax, rent from tenants of acquired real estate, and immaterial corrections from prior years.
- The ICRIF amount is based on the 1914 Inter-County Agreement for improvements to the White River.
- Costs based on contract established under FCD 2008-07 for District executive services, and inflated at 3% in succeeding years.
- The capital expenditure is equal to the expenditure rate times the sum of the new capital appropriation and carryover.
- The cash fund balance and the budgetary fund balance equal each other when the expenditure rate is a constant 100%.

Preliminary Draft - May 17, 2013
2014 Preliminary Draft Operating Budget - King County Flood Control District

ILA Operating Category	2013 Budget*	2014 DRAFT	Net Change	% Change	Whats in this Category?	Key changes since 2013
Annual Maint & Tech Services	2,644,074	2,367,254	(276,820)	-10.47%	Levee/revetment routine maintenance, mowing, PL 84-99 compliance, property management, invasive species control, site planting, utilities, Green River Pump Station operations.	Reduction largely due to one-time Sammamish Transition Zone maintenance and Black River fuel re-fill in 2013 budget.
Planning, Communications, and Grants	625,056	630,216	5,160	0.83%	Floodplain management planning and policy, public outreach and communications, FEMA grant development, FEMA Community Rating System compliance to support flood insurance discounts.	No significant changes from 2013 proposal. Of 2013 budget, \$116,000 is subject to a Board budget proviso.
Flood Hazard Studies, Mapping	567,984	461,453	(106,531)	-18.76%	\$100-\$130K each basin. Snoqualmie focus is hydraulic analysis of Snoqualmie 205 project. Cedar/Sammamish focuses on mitigation prioritization. Green and White placeholders for re-mapping cost-share. Aerial flood photos, LiDAR data and river channel surveys for major rivers during and following significant flood events.	Some studies (no levees) in Preliminary Insurance Mapping; all others studies on-hold due to FEMA national policy on levee analysis and mapping procedures. Updated mapping may be appropriate based on either new federal policy or new technical information.
Flood Prep, FWC, Post Flood	638,363	637,952	(411)	-0.06%	Flood warning center and patrol operations; Sandbag supplies for distribution centers in each basin; Flood Alert system; flood gage cost-share with USGS.	No significant changes.
Finance, Budget, Admin	783,491	771,045	(12,446)	-1.59%	Rivers Section management, administrative support, financial management, accounting, SROF and WRIA billings, grant billings, audit response, and contract development and administration.	No significant changes.
Program Implementation	3,385,954	3,054,377	(331,577)	-9.79%	Examples include: Committee support and participation, coordination with jurisdictions and other stakeholders, meetings with state and federal agencies on program issues such as levee vegetation and levee mapping policy, flood-fish-farm coordination in the lower Snoqualmie and middle Green, review of City floodplain projects and proposals, review of city levee certification and accreditation submittals to FEMA, inter-local agreement development and review, response to citizen inquiries and complaints, large wood investigations and response.	Reduction is a reflection of 2013 consultant expenditures that do not continue into 2014, along with a reduced budget request for travel and training.

Preliminary Draft - May 17, 2013
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Total Overhead - Combined County, Department and Division (1)	2,346,062	2,432,442	86,380	3.68%	Includes use-based and FTE-based charges such as PAO, insurance, central IT, central finance, and Division administrative overhead.	Increase from 2013 to 2014 is \$86,380, or 3.76%.
Total Operating Budget	10,074,271	9,598,243	(476,028)	-4.73%	Note that 2013 budget may change based on proviso discussion for communications support of capital projects.	

NOTE:

(1) Total overhead charges are shown here. A portion of this total overhead is paid by the capital fund.

Overview of Preliminary Draft 2014 Capital Project List

May 17, 2013

DRAFT - For Discussion Purposes Only - DRAFT

This document provides an overview of the approach applied to develop this preliminary draft CIP, highlights key changes from the 2013-8 CIP.

DRAFT Guiding Principles to Develop this Preliminary Draft CIP

1. The 2014 CIP should maintain a focus on high priority risk reduction projects, based on an evaluation of public safety consequences, severity of impacts, and urgency of the problem.
2. Projects are sequenced over time on the CIP based on implementation factors such as landowner willingness, permits, partnerships, and external funding. Project schedules should be refined based on the latest information regarding these implementation factors.
3. King County's capital construction projects are managed based on a project management system that includes "gates" or decision-points at key design milestones. Capital construction project budgets should remain the same as the 2013 adopted CIP if the project has not passed through a "gate" since the last adopted budget.
4. River corridor feasibility and alternatives analyses are underway or in development along many river segments across the county:
 - a. Green (System-Wide Improvement Framework)
 - b. Tolt
 - c. Middle Fork Snoqualmie
 - d. South Fork Snoqualmie
 - e. Cedar
 - f. Lower Snoqualmie / Fall City Reach

Funding for these technical analyses should be followed over the 6-year CIP with funding for implementation. The "corridor plan implementation" projects should be viewed as placeholders pending completion of the studies and discussion of the results. Given the uncertainty regarding costs to implement these corridor plans, it is prudent to reserve some funding capacity in the later years of the financial plan.

5. Since the District began in 2008, capital expenditure rates have not exceeded 40%. The financial plan assumes that this expenditure rate will increase to 45% in 2013 and continue to increase to 65% by 2019.

What has changed since last year?

Infrastructure improvements: Levees and Revetments

1. River corridor analyses are underway along multiple river reaches: Tolt, Middle Fork Snoqualmie, South Fork Snoqualmie, Snoqualmie/Fall City, Green (SWIF), and Cedar. The 2014 draft CIP includes new budget lines for "Corridor Plan Implementation", recognizing that

construction costs associated with individual levee projects may change pending completion of these studies and discussion of the results with the Board.

2. New repair project: Dutchman revetment repair on the lower Snoqualmie. Project is scheduled for 2015 design and 2016 construction. Revetment protects sole-access road (West Snoqualmie River Road) for several homes and farms.
3. Key changes to construction project listed in Table 1 below.

Table 1: DRAFT Potential Major Levee Rehabilitation Project Changes compared to 2013 Adopted CIP

Snoqualmie Basin		
1044469	Middle Fork Levee System Improvements	Construct shifted from 2014 to 2014-5.
1112058	Tolt River Mile 1.1 Setback	2018-9 in adopted 2013 CIP, shift forward to construct in 2016 as part of “Tolt Corridor Plan Implementation”
Cedar River Basin		
1044729	Cedar River Gravel Removal	Construct in 2014-2015 (Shifted from 2013-4 in adopted 2013)
1112041	Elliott Bridge Levee Setback	WSDOT scheduled to construct mitigation project in 2015-16, levee setback project to follow completion of WSDOT project as well as completion of Cedar River Corridor plan. 2013 adopted did not include construction funding; 2014 CIP assumes levee setback may be part of Cedar Corridor Plan Implementation.
Green River Basin		
1116515	Briscoe-Desimone Floodwalls	2013-14, to be constructed by Kent under agreement with District. 2013 adopted CIP assumed funding for setback levee over 2013-8 timeframe; construction moved forward to 2013 and 2014.
1044881	Russell Road Upper	Currently no change from 2013 adopted, total appropriation is \$3.7M over 2013-4. Additional work proposed by City of Kent or different projects may be recommended through SWIF.
1112033	Horseshoe Bend Acquisition and Reconnection	2014 CIP leaves \$2.6 million for possible implementation of recommended projects from ongoing Corps Regional Solutions Team evaluation of Horseshoe Bend 205.

Partnerships: Service Agreements with Others

1. Bellevue Coal Creek – construction placeholder pending completion of feasibility study currently scheduled for 2013-4.
2. Seattle Seawall – 2014 Construction; working with SDOT on allocation in 2014-5 vs. 2014.
3. Seattle South Park – revise appropriation to match Seattle’s current schedule.
4. Kent Briscoe Floodwalls – Adjust appropriation in response to Board resolution and current City construction schedule for one project in 2013 and three projects in 2014.

Other Adjustments to the 2014 Preliminary Draft CIP

1. Project highlighted on the CIP list have external funding sources such as FEMA grants or state capital funds. This was requested by the Advisory Committee to more clearly link expenditures on the CIP list with revenue sources that may constrain schedule or scope.
2. Upper Snoqualmie Residential Flood Mitigation– partnership with City of Snoqualmie to cost-share acquisitions and elevations. Updated to reflect latest schedule for grant-funded home elevations, which is determined by the homeowner.
3. Lower Snoqualmie Residential Flood Mitigation and Repetitive Loss Mitigation – adjust based on schedule of grant-funded home elevations and barn elevation pilot project.

2014 CIP Grant Assumptions

5/17/2013

Grant	Name	2013	2014	2015
E12-211	Snoq Res Flood Mit 2012 SRL Elevations	\$476,627		
E12-212	Snoq Res Flood Mit 2012 SRL Acquistion (Vance)	\$411,480		
E13-177	PDM Upper Snoqualmie Valley Home Elevation	\$706,262		
G1200303	Boeing Levee Ecology - Kent	\$2,070,000		
G1200304	Hawley Rd Levee Ecology - Kent	\$900,000		
PW-1653	Belmondo FEMA Reimbursement	\$1,696,980		
PW-1713	Cedar Rapids FEMA Reimbursement	\$1,000,000		
	Briscoe Levee DOE Grant		\$7,000,000	
	Countyline NRDA		\$2,000,000	\$2,775,000
	WA State SWIF Pilot Funding		\$317,500	
		\$7,261,349	\$9,317,500	\$2,775,000

Anticipated Capital Construction Schedule

Project #	Project Name	Planned Construction Year
	Snoqualmie Basin	
1044466	South Fork Levee System Improvements	2015
1044469	Middle Fork Levee System Improvements	2014-15
1112046	Sinerra Qualle Upper Revetment Repair	2014
1044579	Tolt Pipeline Protection	2015
1112058	Tolt River Mile 1.1 Setback	2016
	Cedar River Basin	
1044729	Cedar River Gravel Removal	2014 (2015)
1112024	Belmondo Repair	2013
1112029	Rainbow Bend Levee Setback	2013
1112041	Elliott Bridge Levee Setback	2015-16

	Green River Basin	
1112035	Reddington Levee Setback	2013
1116515	Briscoe-Desimone Floodwalls	2013-14
1044881	Russell Road Upper	TBD
1112033	Horseshoe Bend Acquisition and Reconnection	TBD
	White River Basin	
1112049	Countyline to A Street Setback Levee	2014-2015
1112038	Right Bank Levee Setback	2016-2017

DRAFT

King County Flood District: 2014 CIP - Preliminary Working Draft!

May 17, 2013

Grant Funded Projects				A	B	C	D	E	F							
Project	Project #	Flood Risk %	Implement %	2013 LTD Budget	2012 LTD Expend	2013 Expend Forecast	2013 Potential Reallocation	2013 Revised LTD Budget	2013 Remain Budget	2014 Budget Request	2015 Expend Forecast	2016 Expend Forecast	2017 Expend Forecast	2018 Expend Forecast	2019 Expend Forecast	7-Yr Exp Forecast Total 2013 - 2019
WLFL0 MALONEY CR CONF IMPVMENTS	1112057	79%	64%	\$77,244	\$999	\$7,452		\$77,244	\$68,793	\$3,993	\$0	\$0	\$0	\$0	\$0	\$80,238
WLFL0 MILLER R RD PROTECTION	1112059	76%	51%	\$132,662	\$80,088	\$20,000		\$132,662	\$32,574	(\$11,974)	\$0	\$0	\$0	\$0	\$0	\$40,600
WLFL0 MILLER RIVER HOME BUYOUT	1044459	66%	72%	\$625,559	\$339,018	\$250,000	(\$36,541)	\$589,018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
WLFL0 SF SKYKMSH REP LOSS MIT	1044461	74%	49%	\$282,736	\$283,576	\$2,000	\$2,840	\$285,576	\$0	\$2,060	\$0	\$0	\$0	\$40,000	\$240,014	\$284,074
WLFL0 SKYKOMISH HOME BUYOUTS	1112052	74%	49%	\$0	\$380	\$0	\$380	\$380	\$0	\$0	\$0	\$0	\$0	\$100,000	\$300,000	\$400,000
WLFL0 TIMBER LN EROSN BUYOUTS	1044460	82%	59%	\$1,220,825	\$1,159,482	\$70,000	\$8,657	\$1,229,482	\$0	\$309,000	\$212,180	\$350,000	\$350,000	\$350,000	\$0	\$1,641,180
WLFL1 ALLEN REVETMT PW-1629	1115460	Repair		\$197,147	\$197,532	\$0	\$385	\$197,532	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WLFL1 CIRCLE RVR RANCH RISK RED	1121044			\$0	\$0	\$0	\$0	\$0	\$0	\$51,500	\$0	\$0	\$0	\$0	\$0	\$51,500
WLFL1 CITY SNOQUALMIE NA ACQ	1044468	79%	79%	\$278,434	\$273,606	\$40,500	\$35,672	\$314,106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,500
WLFL1 MEADOWBROOK 2011 REPAIR	1112055	Repair		\$122,909	\$126,971	\$5,000	\$9,062	\$131,971	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
WLFL1 MF SNO CORRIDOR PLAN	1044469			\$3,201,414	\$959,046	\$1,437,277	(\$785,690)	\$2,415,724	\$19,401	(\$19,401)	\$0	\$0	\$0	\$0	\$0	\$1,437,277
WLFL1 MF SNO CORRIDOR IMP	XXXXXX1	76%	51%	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$3,400,000
WLFL1 MSN THRSN EX 2011 REPAIR	1112047	Repair		\$163,695	\$157,146	\$6,549	\$0	\$163,695	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,549
WLFL1 N BEND RESID FLD MITGTN	1044465	76%	61%	\$1,582,651	\$1,386,808	\$166,667	\$0	\$1,582,651	\$29,176	\$142,491	\$0	\$0	\$0	\$0	\$0	\$338,334
WLFL1 RECORD OFFCE 2011 REPAIR	1112032	Repair		\$300,000	\$123,608	\$176,392	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$176,392
WLFL1 SF SNO CORRIDOR PLAN	1044466			\$4,144,180	\$1,338,666	\$2,240,863	(\$564,651)	\$3,579,529	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,240,863
WLFL1 SF SNO CORRIDOR IMP	XXXXXX2	95%	49%	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$1,500,000	\$0	\$0	\$7,500,000
WLFL1 SR202 SF BRIDGE LENGTHEN	FL1022	76%	28%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
WLFL1 UPR SNO RES FLD MITGTN	1044517	89%	79%	\$6,084,159	\$4,419,257	\$2,573,057	\$908,155	\$6,992,314	\$0	\$1,886,634	\$1,311,272	\$1,350,610	\$1,391,128	\$1,432,862	\$1,475,848	\$11,421,411
WLFL2 L SNO/ALDAIR CORRIDOR PLN	1044576	84%	97%	\$4,109,158	\$2,502,343	\$624,875	(\$32,717)	\$4,076,441	\$949,223	\$250,777	\$1,100,000	\$1,000,000	\$500,000	\$147,807	\$0	\$4,572,682
WLFL2 DUTCHMAN RD 2012 REPAIR	1116342	Repair		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$209,914	\$355,136	\$0	\$0	\$0	\$565,050
WLFL2 FARM FLOOD TSK FORCE IMP	1044581	58%	79%	\$398,239	\$283,958	\$100,000	\$0	\$398,239	\$14,281	\$88,719	\$106,090	\$109,273	\$112,551	\$115,927	\$119,405	\$766,246
WLFL2 L SNO REP LOSS MITGTN	1044580	74%	21%	\$1,016,403	\$988,128	\$274,571	\$246,296	\$1,262,699	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,474,571
WLFL2 LWR SNO RESDL FLD MITGTN	1044582	84%	82%	\$1,060,895	\$643,612	\$450,000	\$32,717	\$1,093,612	\$0	\$309,000	\$424,360	\$437,091	\$337,653	\$347,783	\$358,216	\$2,664,103
WLFL2 MCELHOE/PERSON LEEVEE	1112020	68%	72%	\$244,550	\$182,475	\$0	(\$62,075)	\$182,475	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WLFL2 SINNEMA QUALE 2011 REPR	1112046	108%	67%	\$1,265,986	\$252,613	\$385,100	\$0	\$1,265,986	\$628,273	\$2,276,554	\$0	\$0	\$0	\$0	\$0	\$3,289,927
WLFL2 SNO-FALL CITY CORRDROR IMP	XXXXXX3			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WLFL2 WINKELMAN REVETMENT	1044579	89%	59%	\$698,224	\$18,052	\$332,100	\$0	\$698,224	\$348,072	(\$58,736)	\$2,501,602	\$0	\$0	\$0	\$0	\$3,113,038
WLFL3 LOWER TOLT R ACQUISITION	1112034	68%	85%	\$949,182	\$16,774	\$635,000	\$0	\$949,182	\$297,408	(\$292,258)	\$0	\$0	\$0	\$0	\$0	\$640,150
WLFL3 SAN SOUCI NBRHOOD BUYOUT	1044645	84%	92%	\$3,967,711	\$2,961,668	\$1,205,500	\$199,457	\$4,167,168	\$0	\$478,950	\$493,318	\$0	\$0	\$0	\$0	\$2,177,768
WLFL3 TOLT R MILE 1.1 ACQ	1112058	87%	82%	\$5,099,985	\$3,803,732	\$263,000	\$0	\$5,099,985	\$1,033,253	\$36,917	\$0	\$0	\$0	\$0	\$0	\$1,333,170
WLFL3 TOLT CORRIDOR IMPLMNTN	XXXXXX4	87%	82%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$670,064	\$5,560,232	\$400,000	\$0	\$0	\$6,630,296
WLFL3 TOLT R NATURAL AREA ACQ	1115032	68%	79%	\$1,617,060	\$778,888	\$794,000	\$0	\$1,617,060	\$44,172	(\$40,052)	\$471,040	\$0	\$1,063,022	\$1,500,000	\$0	\$3,832,182
WLFL3 TOLT SUPPLEMENTAL STUDY	1044644			\$621,846	\$410,900	\$249,000	\$38,054	\$659,900	\$0	\$48,660	\$0	\$0	\$0	\$0	\$0	\$297,660
WLFL4 ABONDONED BR WARING RVTM	FL4016	34%	54%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
WLFL4 ALPINE MANOR MOB PRK ACQ	1044647	79%	79%	\$2,384,308	\$1,396,637	\$292,000	\$0	\$2,384,308	\$695,671	\$417,759	\$159,135	\$0	\$0	\$0	\$0	\$1,564,565
WLFL4 PRESTON FALL CTY UPR RPR	1044649	Repair		\$38,219	\$29,191	\$0	\$0	\$38,219	\$9,028	(\$9,028)	\$0	\$0	\$0	\$0	\$0	\$0
Snoqualmie Subtotal				\$41,885,381	\$25,115,154	\$12,600,903	\$0	\$41,885,381	\$4,169,325	\$10,261,565	\$11,058,975	\$11,362,342	\$5,854,354	\$4,234,379	\$2,893,483	\$62,435,326
WLFL5 WILLOWMOOR FLDPLAIN REST	1112037	61%	64%	\$453,296	\$35,271	\$400,000	\$0	\$453,296	\$18,025	\$538,175	\$212,180	\$0	\$0	\$0	\$0	\$1,168,380
WLFL6 LOWER COAL CRK PH I	1116846	71%	49%	\$200,000	\$0	\$200,000	\$0	\$200,000	\$0	\$736,890	\$3,138,414	\$4,491,272	\$0	\$0	\$0	\$8,566,576
WLFL6 MCALEER/LYON CHAN IMPRVM	1116847	79%	77%	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$350,000	\$0	\$0	\$0	\$1,050,000
WLFL7 BELMONDO FEMA 1653	1112024	Repair		\$1,083,496	\$814,557	\$704,000	\$435,061	\$1,518,557	\$0	\$10,300	\$0	\$0	\$0	\$0	\$0	\$714,300
WLFL7 CDR PRE-CONST STRTGC ACQ	1044734	84%	69%	\$4,223,896	\$2,115,870	\$2,108,026	\$0	\$4,223,896	\$0	\$1,758,416	\$1,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$6,866,442
WLFL7 CEDAR CORRIDOR IMPLMNTN	XXXXXX5			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,045	\$415,236	\$1,041,096	\$1,235,786	\$1,646,598	\$4,391,761
WLFL7 CEDAR LEEVEE SETBACK FEAS	1116060	84%	69%	\$376,980	\$0	\$275,000	\$0	\$376,980	\$101,980	\$361,520	\$185,657	\$0	\$0	\$0	\$0	\$924,157
WLFL7 CEDAR R REP LOSS MITGATN	1044651	74%	46%	\$3,206,446	\$2,844,881	\$305,000	\$0	\$3,206,446	\$56,565	\$257,585	\$163,909	\$168,826	\$173,891	\$196,428	\$202,320	\$1,524,524
WLFL7 CEDAR R TR 2B FEMA	1115122	Repair		\$230,668	\$950	\$0	(\$229,718)	\$950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WLFL7 CEDAR RAPIDS 2011 REPAIR	1112045	Repair		\$988,048	\$516,126	\$4,000	(\$205,343)	\$782,705	\$262,579	(\$262,579)	\$0	\$0	\$0	\$0	\$0	\$4,000
WLFL7 CEDAR RAPIDS REPAIR	1115124	Repair		\$1,491,423	\$1,489,235	\$0	\$0	\$1,491,423	\$2,188	(\$2,188)	\$0	\$0	\$0	\$0	\$0	\$0

LTD = Life to Date

Grant Funded Projects				A	B	C	D	E	F							
								=A+D	=E-B-C							
Project	Project #	Flood Risk %	Implement %	2013 LTD Budget	2012 LTD Expend	2013 Expend Forecast	2013 Potential Reallocation	2013 Revised LTD Budget	2013 Remain Budget	2014 Budget Request	2015 Expend Forecast	2016 Expend Forecast	2017 Expend Forecast	2018 Expend Forecast	2019 Expend Forecast	7-Yr Exp Forecast Total 2013 - 2019
WLFL7 CEDAR RVR GRAVEL REMOVAL	1044729	89%	59%	\$2,344,380	\$13,760	\$550,000		\$2,344,380	\$1,780,620	\$825,280	\$2,715,904	\$0	\$0	\$0	\$0	\$5,871,804
WLFL7 DORRE DON MEANDERS PH 1	1044728	79%	69%	\$252,465	\$0	\$0		\$252,465	\$252,465	(\$226,715)	\$0	\$0	\$0	\$0	\$0	\$25,750
WLFL7 ELLIOTT BR LEVEE	1112041	76%	69%	\$2,786,354	\$2,049,858	\$185,000		\$2,786,354	\$551,496	(\$360,946)	\$53,045	\$54,636	\$0	\$0	\$0	\$483,231
WLFL7 HERZMAN LEVEE	1112042	79%	51%	\$67,829	\$47,831	\$0		\$67,829	\$19,998	(\$19,998)	\$0	\$0	\$0	\$0	\$0	\$0
WLFL7 JAN RD-RTLDGE LVEE	1112039	79%	56%	\$60,883	\$15,283	\$0		\$60,883	\$45,600	(\$45,600)	\$0	\$0	\$0	\$0	\$0	\$0
WLFL7 MPLWD ACQ & SETBACK PH 1	1112031	84%	46%	\$25,000	\$0	\$0		\$25,000	\$25,000	(\$25,000)	\$26,522	\$109,273	\$0	\$0	\$0	\$135,795
WLFL7 RAINBOW BEND LEVEE STBCK	1112029	79%	85%	\$2,380,611	\$1,166,091	\$1,100,000		\$2,380,611	\$114,520	(\$11,520)	\$0	\$0	\$0	\$0	\$0	\$1,203,000
WLFL7 RHODE LVEE SETBACK	1112021	71%	54%	\$69,632	\$29,034	\$0		\$69,632	\$40,598	(\$40,598)	\$0	\$0	\$0	\$0	\$0	\$0
WLFL7 RIVERBEND MHP ACQ	1119888	82%	46%	\$3,000,000	\$0	\$3,000,000		\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000
WLFL7 YOUNGS REVETMENT REPAIR	1112043	Repair		\$38,000	\$6,853	\$0		\$38,000	\$31,147	(\$31,147)	\$0	\$0	\$0	\$0	\$0	\$0
Cedar Subtotal				\$23,279,407	\$11,145,599	\$8,831,026	\$0	\$23,279,407	\$3,302,781	\$3,811,875	\$7,898,676	\$6,089,243	\$1,714,987	\$1,932,214	\$2,348,918	\$35,929,720
WLFL8 BLACK R PUMP STATION	1116360	108%	72%	\$1,907,766	\$0	\$2,450,941	\$543,175	\$2,450,941	\$0	\$1,263,956	\$581,331	\$598,771	\$616,734	\$635,236	\$654,293	\$6,801,262
WLFL8 BOEING LEVEE ADD-KENT	1112025	N/A		\$2,102,665	\$14,971	\$2,087,694		\$2,102,665	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,087,694
WLFL8 BOEING LEVEE USACE ERP	1116362	95%	77%			\$0		\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
WLFL8 BRISCOE LEVEE SETBACK	1116515	105%	54%	\$10,650,000	\$5,090,557	\$7,223,000	\$1,663,557	\$12,313,557	\$0	\$10,576,040	\$241,885	\$0	\$0	\$0	\$0	\$18,040,925
WLFL8 BRISCOE REACH DESIGN	1112051	100%	43%	\$1,116,122	\$783,582	\$120,000	(\$212,540)	\$903,582	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120,000
WLFL8 GREEN PRE-CONSTRCTN ACQ	1044961	100%	77%	\$482,586	\$368,204	\$0	(\$114,382)	\$368,204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
WLFL8 GREEN R FLD EMGNCY PREP	1044884	N/A		\$8,290,605	\$7,168,214	\$122,391	(\$696,315)	\$7,594,290	\$303,685	(\$303,685)	\$0	\$0	\$0	\$0	\$0	\$122,391
WLFL8 GREEN R PL84-99 MITIGATN	1044882	89%	72%	\$1,172,585	\$44,406	\$854,807	(\$273,372)	\$899,213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$854,807
WLFL8 GREEN SWIF IMPLEMENTATION	XXXXXX5			\$0	\$0	\$0		\$0	\$0	\$0	\$154,795	\$3,108,057	\$2,746,907	\$3,166,187	\$2,000,000	\$11,175,946
WLFL8 HAWLEY RD LEVEE-KENT	1112040	N/A		\$952,624	\$55,585	\$897,039		\$952,624	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$897,039
WLFL8 HORSESHOE BND ACQ-RCNCT	1112033	95%	41%	\$3,612,863	\$77,155	\$2,518,565	(\$1,017,143)	\$2,595,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,518,565
WLFL8 LOWER RUSSELL REPAIR	1120033	Repair		\$500,000	\$0	\$255,000	(\$245,000)	\$255,000	\$0	\$750,000	\$0	\$0	\$0	\$0	\$0	\$1,005,000
WLFL8 REDDINGTON REACH SETBACK	1112035	68%	62%	\$17,993,721	\$5,093,224	\$12,900,497		\$17,993,721	\$0	\$395,362	\$0	\$0	\$0	\$0	\$0	\$13,295,859
WLFL8 RUSSELL RD UPPER	1044881	92%	72%	\$2,350,512	\$19,027	\$2,331,485		\$2,350,512	\$0	\$1,436,716	\$0	\$0	\$0	\$0	\$0	\$3,768,201
WLFL8 SANDBAG REMOVAL	1117948	N/A		\$5,627,424	\$158,444	\$5,468,980		\$5,627,424	\$0	(\$890,049)	\$0	\$0	\$0	\$0	\$0	\$4,578,931
WLFL8 USACE SWIF	1116363	N/A		\$67,980	\$0	\$420,000	\$352,020	\$420,000	\$0	\$1,112,400	\$190,962	\$43,709	\$45,020	\$46,371	\$47,762	\$1,906,224
Green Subtotal				\$56,827,453	\$18,873,368	\$37,650,400	\$0	\$56,827,453	\$303,685	\$15,340,740	\$1,168,973	\$3,750,537	\$3,408,661	\$3,847,794	\$2,702,055	\$68,172,845
WLFL9 COUNTYLINE TO A STREET	1112049	87%	74%	\$5,260,916	\$2,668,532	\$1,834,000		\$5,260,916	\$758,384	\$4,921,616	\$4,607,468	\$50,000	\$0	\$0	\$0	\$12,171,468
WLFL9 RIGHT BANK LEVEE SETBACK	1112038	79%	64%	\$7,210,580	\$5,417,692	\$1,792,888		\$7,210,580	\$0	\$3,300,000	\$2,271,000	\$3,103,132	\$3,824,544	\$22,510	\$0	\$14,314,074
WLFL9 RED CREEK ACQUISITIONS	FL9002	71%	44%	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$200,000
WLFL9 WHITE - GREENWATER ACQ	FL9004	66%	44%	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
White Subtotal				\$12,471,496	\$8,086,225	\$3,626,888	\$0	\$12,471,496	\$758,384	\$8,221,616	\$6,878,468	\$3,153,132	\$3,824,544	\$122,510	\$200,000	\$26,785,542
WLFLS AK WY SEAWALL CONSTRUCTN	1045041	103%	54%	\$9,280,000	\$4,257,271	\$5,030,000		\$9,280,000	(\$7,271)	\$15,037,271	\$5,780,000	\$32,782	\$0	\$0	\$0	\$25,872,782
WLFLS SOUTH PARK DWMSH BACKWTR	1112036	79%	64%	\$3,250,000	\$999,760	\$1,800,000		\$3,250,000	\$450,240	\$799,760	\$0	\$0	\$0	\$0	\$0	\$3,050,000
Seattle Subtotal				\$12,530,000	\$5,257,031	\$6,830,000	\$0	\$12,530,000	\$442,969	\$15,837,031	\$5,780,000	\$32,782	\$0	\$0	\$0	\$28,922,782
WLFLM EFFECTIVENESS MONITORING	1112044			\$915,545	\$71,391	\$769,900		\$915,545	\$74,254	\$498,046	\$315,600	\$582,000	\$298,600	\$583,615	\$256,900	\$3,378,915
WLFLS SUBREGNL OPPRTNTY FUND	1045042			\$21,295,042	\$9,549,245	\$11,745,797		\$21,295,042	\$0	\$3,786,501	\$3,853,242	\$3,921,428	\$3,991,720	\$4,064,489	\$4,186,423	\$35,549,601
WLFLX CENTRAL CHARGES	1044281			\$473,153	\$302,367	\$165,795		\$473,153	\$4,991	\$218,823	\$230,528	\$237,444	\$244,567	\$251,904	\$259,462	\$1,613,514
WLFLX FLOOD EMERGENCY CONTGNCY	1044279			\$492,543	\$123,228	\$250,000		\$492,543	\$119,315	\$138,185	\$265,225	\$273,182	\$281,377	\$289,818	\$298,513	\$1,915,615
WLFLX WATERSHED MGMT GRANTS	1117333			\$6,150,000	\$33,439	\$6,116,561		\$6,150,000	\$0	\$3,150,000	\$3,150,000	\$3,150,000	\$3,150,000	\$3,150,000	\$3,150,000	\$25,016,561
Grand Total				\$176,320,020	\$78,557,046	\$88,587,271	\$0	\$176,320,020	\$9,175,704	\$61,264,382	\$40,599,687	\$32,552,090	\$22,768,810	\$18,476,723	\$16,295,754	\$289,720,421



June 12, 2013
SCA PIC Meeting

Item 9a:

Secure Medicine Return Regulations

Board of Health (BOH)

Informational Item

SCA Staff Contact

Doreen Booth, SCA Policy Analyst, office 206-433-7147, doreen@soundcities.org.

BOH Members:

Issaquah Mayor Ava Frisinger; Kenmore Mayor David Baker; Auburn Councilmember Largo Wales (alternate)

The purpose of this report is to provide an update on the status of the Board of Health's implementation of a Secure Medicine Return program.

Background

On May 17, 2012 the Board of Health heard a briefing about safe disposal of unused and expired medicines as part of its ongoing interest in protecting the health and safety of King County residents. The briefing, held at the request of Board Member David Baker, provided the latest information about the limited number of medicine take-back programs in the County, as well as the perspectives of several community members and stakeholders. As a follow up, a subcommittee was convened to further study the issue. Mayor David Baker, Kenmore, participated on the Subcommittee. The work of the Subcommittee had two phases: (1) hearing from interested stakeholders and (2) policy discussion and decisions. The Subcommittee directed staff to develop a draft Rule and Regulation for consideration by the full Board of Health and called for a public hearing to provide an opportunity for interested community stakeholders to comment on the proposed policy. The draft Rule & Regulation can be found at <http://www.kingcounty.gov/healthservices/health/BOH/MedicineTakeback.aspx>. An *Overview of Proposed Secure Medicine Return Rule and Regulation* is attached as Exhibit A.

On May 16, 2013, the Board of Health held a public hearing on a proposed regulation developed by the Subcommittee, requiring the establishment of an industry-funded product stewardship program to collect and safely dispose of unwanted household medicines from County residents. Executive Director Dawson spoke on behalf of SCA, sharing the SCA's position supporting the program.

At SCA meetings in 2012, two issues were raised by members. First, a member was concerned about how housebound or disabled residents would get their unused medicines to a take back program. That was addressed by the requirement that producers include in their program an option for homebound or differentially-abled residents that provides free of charge, prepaid, preaddressed mailers to those residents. Second, there was a concern about voluntary police

department take back sites and if those sites would be closed in the future. The program allows all retail pharmacies and police departments to participate as drop-off sites on a voluntary basis.

Next Steps

Later, this year, likely in the summer of 2013, the Board of Health will take action on the Proposed Secure Medicine Return Rules and Regulations. Implementation of the Rule and Regulation will take approximately 15 months. Approximately 15 months after the date the Rule and Regulation are adopted, the program should be fully implemented and King County residents should see medicine drop boxes in retail pharmacies and police stations throughout the County.

Attachment

- A) [Overview of Proposed Secure Medicine Return Rule and Regulation](#)

Overview of Proposed Secure Medicine Return Rule & Regulation. May 8, 2013

The King County Board of Health's Subcommittee on Secure Medicine Return has recommended a Rule and Regulation (R&R) establishing an industry-funded product stewardship model to collect and safely dispose of unwanted household medicines from residents of the county.

Overview of the proposed secure medicine return system

Residents will be encouraged to bring leftover, expired, and unneeded medicines to secure drop boxes in retail pharmacies or law enforcement offices throughout the county. These collection sites will participate voluntarily, and if a medicine drop-off site is not available in a specific area then periodic collection events or pre-paid return mailers will be provided. Pre-paid return mailers can be requested for residents who are home bound or disabled. Drop-off site locations and other collection services will be promoted to the community through a toll-free telephone line, a website, and print materials.

Collected medicines will be securely handled, transported and disposed of according to federal and state laws, including policies of the Drug Enforcement Administration and the Washington State Board of Pharmacy. The drugs will be destroyed at properly permitted high temperature incineration facilities.

Drug producers selling medicines for residential use in or into King County are required to finance and provide the secure medicine return system. Residents cannot be required to pay a fee for secure medicine return when they purchase medicines or return them. Public Health - Seattle & King County (Public Health) will oversee the drug producers' medicine return system to ensure safety and compliance with the R&R.

Medicines accepted for return

- Prescription and non-prescription (over-the-counter) medicines that residents use in their homes, or in other residential settings. Includes medicines in any form: pills, liquids, creams; and includes legally prescribed controlled substances, such as OxyContin, Vicodin, Valium, Ritalin, and stimulants.
- Current DEA regulations restrict return of controlled substances to law enforcement drop-off sites or collection events; however, new regulations the DEA is developing will authorize drug manufacturers, retail pharmacies and others to operate drop-off and mail-back programs.
- Not accepted for return: over-the-counter drugs that are regulated as cosmetics, e.g. toothpaste, sunscreen, medicated shampoos; vitamins and supplements; and pharmaceutical waste from businesses.

Operation of the system by drug producers

- The proposed R&R defines requirements and standards, but allows drug producers to develop their own stewardship plan for providing an efficient medicine return system.
- Every drug producer selling medicines for residential use in or into the county must participate in the "standard" stewardship plan. If a producer or group of producers prefers to form a different partnership, they may propose an "independent" plan. Both the standard plan and the independent plan must meet system requirements and standards, and be approved by Public Health before initiating operations.
- If multiple stewardship plans are approved, the plans must coordinate their promotional activities to ensure residents can easily understand and use the collection services of any plan.
- Timing of program implementation: drug producers must submit a proposed stewardship plan no later than 12 months after the R&R is enacted; and must begin operation of the stewardship plan no later than 3 months after plan approval by Public Health.

System requirements & standards

- The primary collection method will be secure drop boxes at retail pharmacies and law enforcement offices.
- The R&R defines a "service convenience goal" to ensure convenient and equitable access for all residents. Any retail pharmacy or law enforcement agency that volunteers to be a drop-off site must be included in the collection system to ensure as many drop-off sites as possible. Any areas lacking a minimum number of drop-off sites will be served through periodic collection events and/or through mail-back programs.

System requirements & standards (continued)

- Prepaid, preaddressed mailers can be requested for home bound or disabled residents.
- Collectors may offer to serve as a collector voluntarily, or may agree to serve in exchange for incentives or payment offered by the drug producers.
- Handling of all drugs must conform to all applicable federal and state laws and regulations, including those of the Drug Enforcement Administration and the Washington State Board of Pharmacy.
- Collected medicines must be disposed of at a properly permitted hazardous waste facility, unless permission is granted to use a large municipal waste combustion facility (e.g. Waste-to-Energy facilities) because of cost or logistical barriers. Use of alternative disposal technologies that provide superior environmental and human health protection may also be approved.

Promotion and evaluation requirements

Promotion: drug producers are required to promote safe storage of medicines and how to use the medicine return system to residents, pharmacists, retailers, and health professionals; provide materials to pharmacies, health care facilities, and others; and provide a website and a toll-free number. Drug producers must work with collectors to develop clear instructions on use of secure drop boxes and a readily recognizable, consistent drop box design.

Evaluation: drug producers must report annually on the pounds of medicines collected, annually evaluate the effectiveness of program promotion, and conduct a survey of residents to measure awareness and program convenience after the first program year, and again at years five and nine.

LHWMP will develop template educational materials for use by pharmacies, law enforcement, health care providers and local governments, and provide targeted education to key populations.

Costs responsibilities

Drug producers are responsible for:

- Costs of collection supplies for drop-off sites, prepaid mailers, and any collection events.
- Costs of transporting collected medicines (including law enforcement escort if required), and final disposal at approved high temperature incineration facilities.
- Costs of program promotion and evaluation, as well as administrative costs.
- Payment of fees to Public Health to reimburse costs of plan review and annual oversight.

Collectors participate voluntarily and provide in-kind staff time at drop-off sites.

The Local Hazardous Waste Management Program in King County is responsible for costs of:

- Providing up to 400 secure drop boxes for the standard stewardship plan. Drug producers participating in the standard plan are responsible for any additional drop boxes or maintenance costs, and producers operating an approved independent plan must provide all drop boxes.
- Assisting with program promotion (see description above).

Oversight and enforcement

- Public Health will oversee the program to ensure compliance and safety.
- Public Health oversight authority includes: review and approval of the stewardship plan(s) from drug producers, monitoring of plan operations, inspections as needed, review and approval of substantive changes to the approved stewardship plan(s), and review of annual reports.
- Drug producers who are not in compliance with the R&R are subject to written warnings and civil penalties of up to \$2,000 per day.
- Public Health oversight costs will be recovered through plan review and annual operating fees from producers.



June 12, 2013
SCA PIC Meeting

Item 9b:
2014 Federal Legislative Agenda
Joint Recommendations Committee for CDBG (JRC)
Informational Item

SCA Staff Contact

Doreen Booth, SCA Policy Analyst, office 206-433-7147, doreen@soundcities.org.

JRC Members:

Issaquah Mayor Ava Frisinger; Kenmore Mayor David Baker; Burien Councilmember Jerry Robison; SeaTac Councilmember Pam Fernald

The purpose of this report is to provide the Joint Recommendation Committee's 2014 Federal Legislative Priorities to PIC members for their information.

On May 23, 2013 the JRC adopted 2014 Federal Legislative Priorities. They are provided here as an informational item and for use by member cities as a resource as they draft their own federal legislative agendas.

JRC 2014 Federal Legislative Priorities

1. Restore Community Development Block Grant (CDBG) to \$3.3 Billion

The Consortium uses CDBG funds for housing stability/homeless prevention, emergency shelters and other emergency services, housing repair, affordable housing development, public improvements, nonprofit human services facilities, and economic development. CDBG is the Consortium's largest single source of federal formula funds, as well as its most flexible source of funds. CDBG funds leverage a number of other fund sources for projects that create jobs, revitalize the highest need communities and serve the most vulnerable residents. We need to continue our work to maintain funding to this important program, which has decreased overall by about \$500 million since 2001. CDBG must be restored to the 2011 funding level of \$3.3 billion.

2. Restore HOME Program to \$1.6 Billion

HOME funds provide a vital source of funding for homeless and affordable housing production in King County. For each HOME dollar invested an additional four dollars in other funds are leveraged. Each HOME project funded creates good jobs and generates income for businesses and tax revenues associated with housing development. Support restoration of HOME to the FY 2011 level of \$1.6 billion.

3. Increase McKinney-Vento Homeless Assistance Grants

The positive changes to the McKinney Homeless Assistance Grants from the passage of the Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act will not be realized without an increase in funding above years prior to the passage of HEARTH. Changes include expansion to chronically homeless families, expansion of homelessness prevention activities, and increased incentives for rapid re-housing programs. Support funding increase to \$2.381 billion in the President's proposed 2014 budget, an increase above the FY 2013 level of \$2.033 billion.

4. Support Full Funding for Section 8 Vouchers

Support full funding, with no reductions, for Section 8 Tenant-Based and Project-Based Housing Choice Vouchers, which are vital resources for of our region's Ten Year Plan to End Homelessness.

5. Support funding for 10,000 New VA Supportive Housing Vouchers (VASH)

Tenant-Based and Project-Based VASH vouchers have been well-utilized in our community, as a complement to our Veterans and Human Services Levy affordable housing capital and services funds, and in private market housing. These subsidies are a vital source of homelessness prevention for extremely low-income veterans, and should be maintained at the funding level of \$75 million to support 10,000 new VASH vouchers.

6. Support the Maintenance of the Low Income Housing Tax Credit (LIHTC) Program and Tax-Exempt Housing Bond Programs

The Senate Committee on Finance released "Economic and Community Development: Senate Finance Committee Staff Tax Reform Options for Discussion" on May 15, 2013. The document looked at tax reform options related to the economic and community development portions of the tax code. While no recommendations were made, options for the LIHTC program ranged from expansion to elimination with members on the committee having different views on the issue. Similar bipartisan recommendations in the House concerning the elimination of tax expenditures may put the Tax Credit and Tax-exempt Bond Housing Programs at risk in the FY 2014 budget discussions. These programs are fundamental to our ability to develop most affordable housing projects in our region. The Consortium should track this issue and be prepared to support these programs if they become at risk.

7. Support \$15 billion for Project Rebuild to Create/Retain Jobs and Invest in Local Communities

Project Rebuild builds upon the very successful Neighborhood Stabilization Program (NSP). NSP provided funding to purchase residential properties in foreclosure, rehabilitate the properties, and re-sell or rent the properties to income-eligible households. NSP has rehabilitated a large number of distressed communities across the nation, and here in King County. Project Rebuild will continue the success of NSP and add a component to allow the same for distressed and foreclosed upon commercial properties. The proposal would allocate \$10 billion by formula to state and local governments and \$5 billion by competitive distribution to government entities, nonprofits, and for-profits. Support the President's proposal to fund this program at \$15 billion.

8. Support Reauthorization and Appropriations for the U.S. Department of Commerce's Economic Development Administration (EDA)

The EDA provides direct resources that are available to local jurisdictions for economic development and job creation/retention. Grants are awarded competitively by regional Economic Development Districts to support local comprehensive economic development strategy planning and implementation, as well as financing for public works and technical assistance projects. Two major independent studies within the past ten years have concluded that EDA supported projects have a significant impact on employment levels in communities where EDA investments are made. Support continued level funding for the core EDA programs.

9. Support Representative Jim McDermott's Common Sense Housing Investment Act (H.R. 1213)

Representative Jim McDermott signed on to co-sponsor the Common Sense Housing Investment Act (H.R. 1213) on May 7, 2013. The bill would modify the mortgage interest deduction by changing the deduction to a 15% non-refundable mortgage interest tax credit while lowering the cap on the amount of mortgage for which interest can be deducted from \$1 million to \$500,000 (and allowing home equity loans and second homes under the \$500,000 cap). These changes would be phased in over five years. The bill is expected to generate \$196 billion in revenue over ten years and this revenue would be used to fund the National Housing Trust Fund (\$109 billion), the LIHTC (\$14 billion), Section 8 (\$54 billion) and Public Housing Capital Fund (\$18 billion).



June 12, 2013
SCA PIC Meeting

Item 9c:

2013 Economic & Revenue Forecast for King County
Regional Policy Committee
Informational Item

SCA Staff Contact

Monica Whitman, SCA Policy Analyst, office 206-433-7169, 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).

The purpose of this report is to provide an update on the King County Economic Revenue Forecast. The RPC Caucus requested that this item be shared with member cities.

Background

The Regional Policy Committee was briefed by David Reich, King County Chief Economist, from the Office of Economic and Financial Analysis, regarding the current economic conditions in King County and the outlook for 2Q13.

A few pithy observations from the Office of Economic and Financial Analysis include the following:

- The Great Recession and an anemic recovery have taken a major toll on the county's second largest tax revenue source. The retail sales tax in King County is currently 9.5%, however the bulk of this revenue is taken by the state and the regional transit authority (Sound Transit).
- After years of record growth during the housing bubble, the county's assessed value has declines for four consecutive years. 2014 is projected to be the first year of increasing assessed value, though values are not increasing at the same rate across portions of the county.
- Since 2009 King County has experienced relatively low annual inflation in most broad indexes which has some benefits and other drawbacks. One benefit is that labor and operating costs for local and regional governments can be (and have been) lessened with lower inflation.
- A collapse of the housing market has drastically lowered Real Estate Excise Tax (REET) collections as both demand and prices have fallen precipitously. As more annexations occur in unincorporated King County, REET revenues for the County will continue to decline; and will increase for cities.

Attachment

A) [2013 Economic and Revenue Forecast - PowerPoint](#)



King County

March 2013 King County Economic and Revenue Forecast

Briefing to the King County Forecast Council

March 13th, 2013

Dave Reich, Chief Economist
Office of Economic and Financial Analysis



Summary

- **The U.S. economy continues slow recovery**
 - 2012 turned out “O.K.”
 - No EU meltdown
 - Some fiscal resolution
 - Housing market turnaround
 - No Mayan apocalypse
- **Forecast is consistent**
 - Slow growth in early 2013 that accelerates in 2014
- **Risks remain globally and nationally**
 - Recession in Europe, uncertain public finances
- **King County’s economy is improving significantly**
 - Employment, commerce, commercial construction, housing
- **King County’s revenues are generally improving**

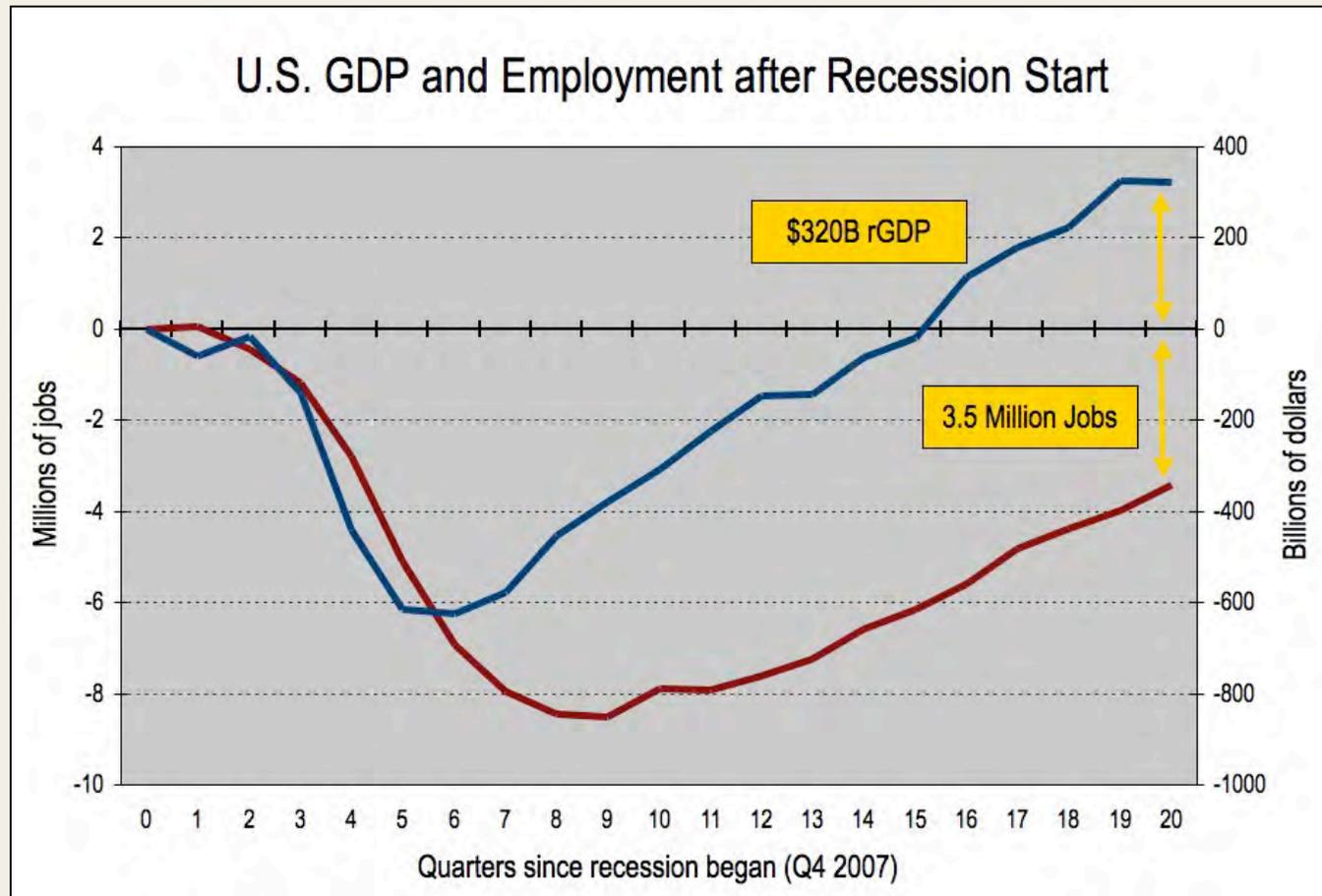


Economic growth but weak job growth

Economic context: Jobs

Output is well above pre-recession levels, but with significantly fewer people employed.

Employers are doing more with fewer employees, so employment is growing...but growing slowly.



Blue = US Real GDP (in billions \$) Red = US Jobs (in millions)

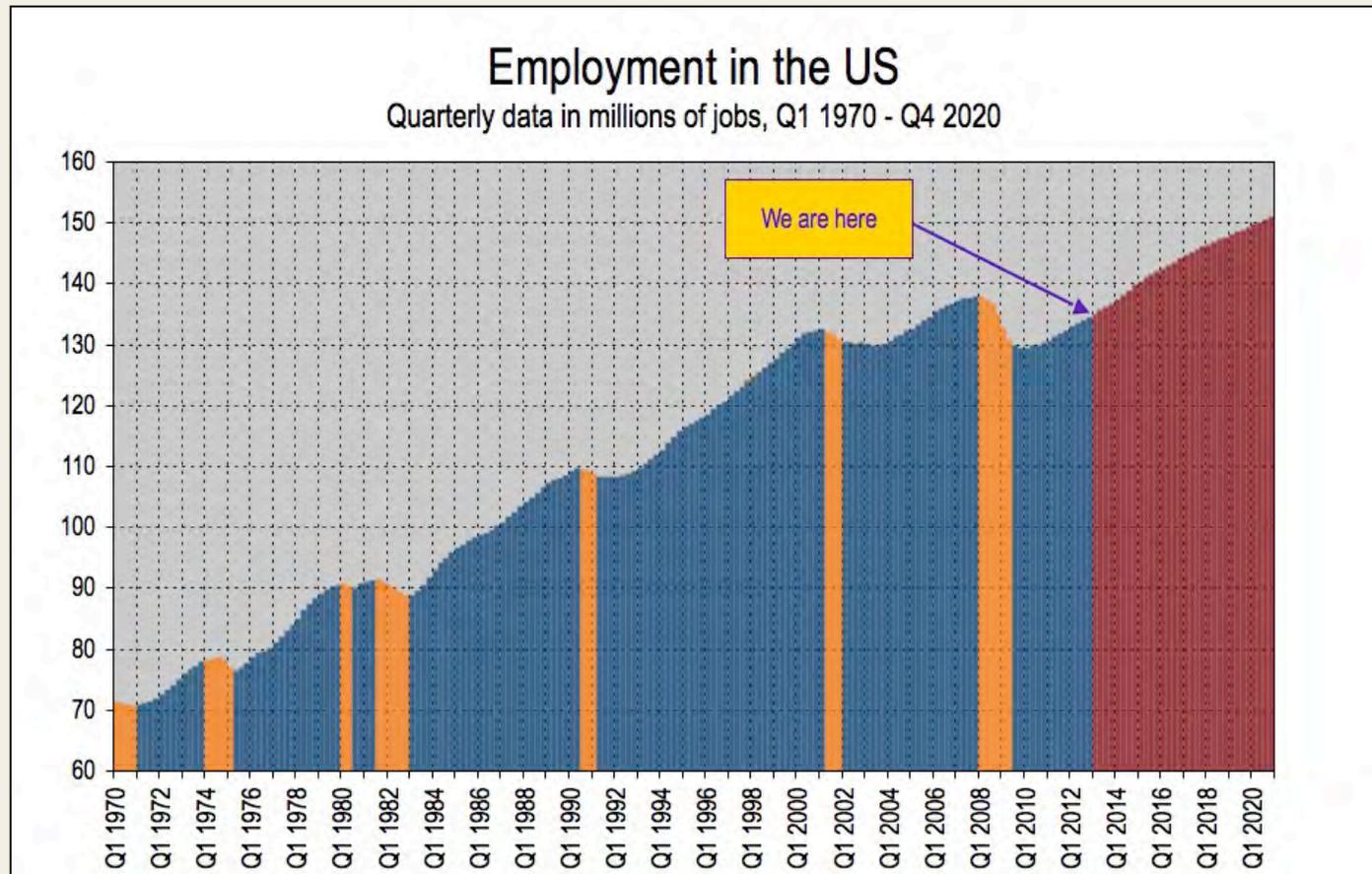
US Job Growth: weak, yet positive and following recent trends

Economic context: Jobs

Notice a pattern?

Job growth has lagged recent recessions.

The Great Recession's unique nature has made employment recovery more difficult.



Blue = Actual Orange = Recession Red = Forecast

Postcards from the edge: fiscal policy continues to make headlines

- The second half of 2012 was affected by the “fiscal cliff”
 - Tax cut expirations and expenditure increases
 - Came down to the wire (actually past the wire)
 - No grand bargain (i.e. a long-term, sustainable plan for dealing with the nation’s debt)
 - Result included eliminating some of the Bush era tax cuts and the payroll tax cut
- Fiscal issues in 2013 continue to make headlines
 - Debt ceiling discussions in January (postponed until summer)
 - Sequester (went into effect in March)
 - Possible government shutdown (March 27)
- Difficulty on these issues all symptoms of ideological divide on size/role of Federal government
 - Increasing debt and entitlement programs



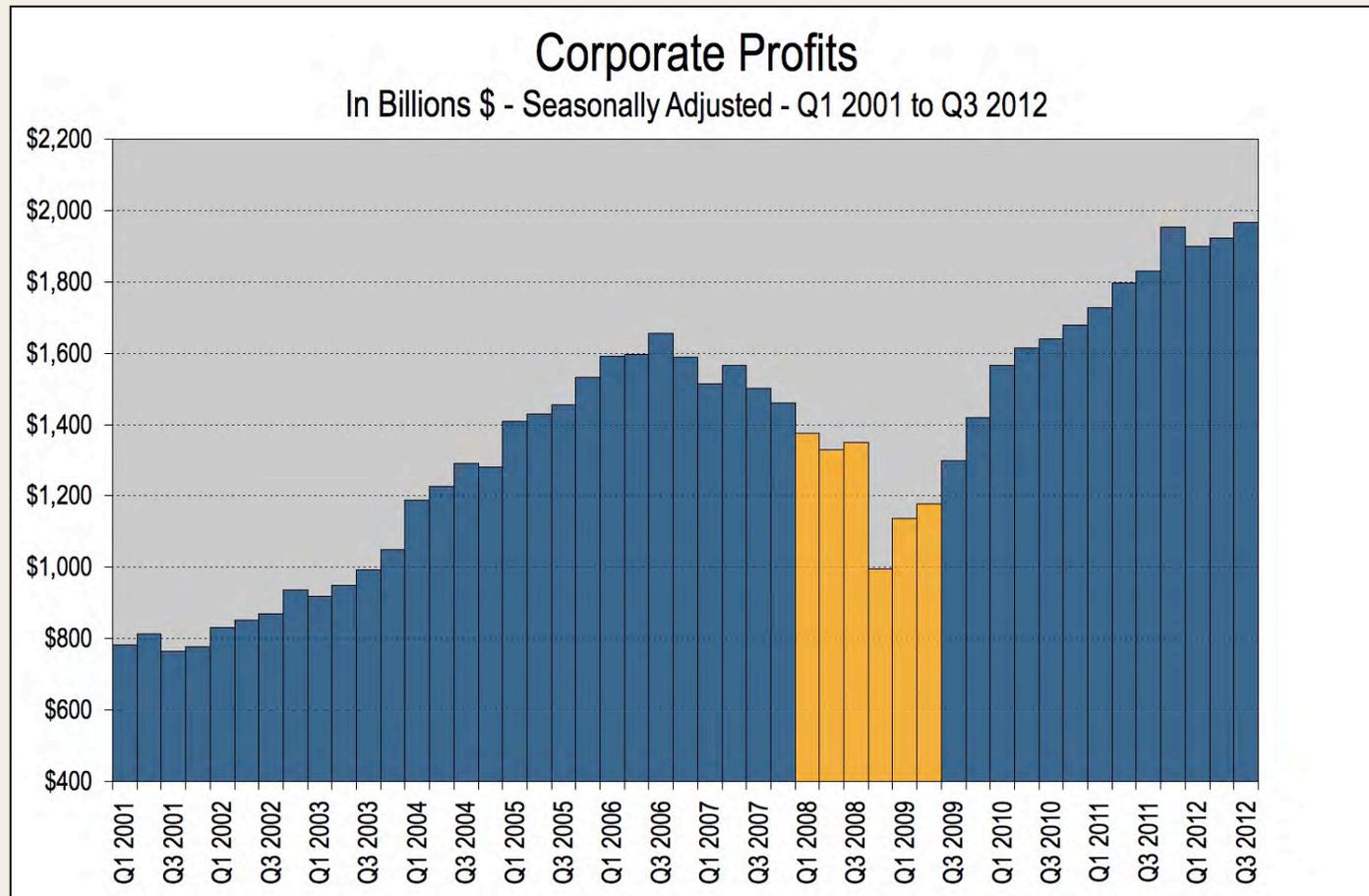
Corporate profits at an all time high

Economic context: Business recovery update

Corporate profits have doubled since the depths of the Great Recession.

Productivity improvements and focus on profit margins is driving this growth...

..and stock prices are reflecting it



Blue = Actual Orange = Recession

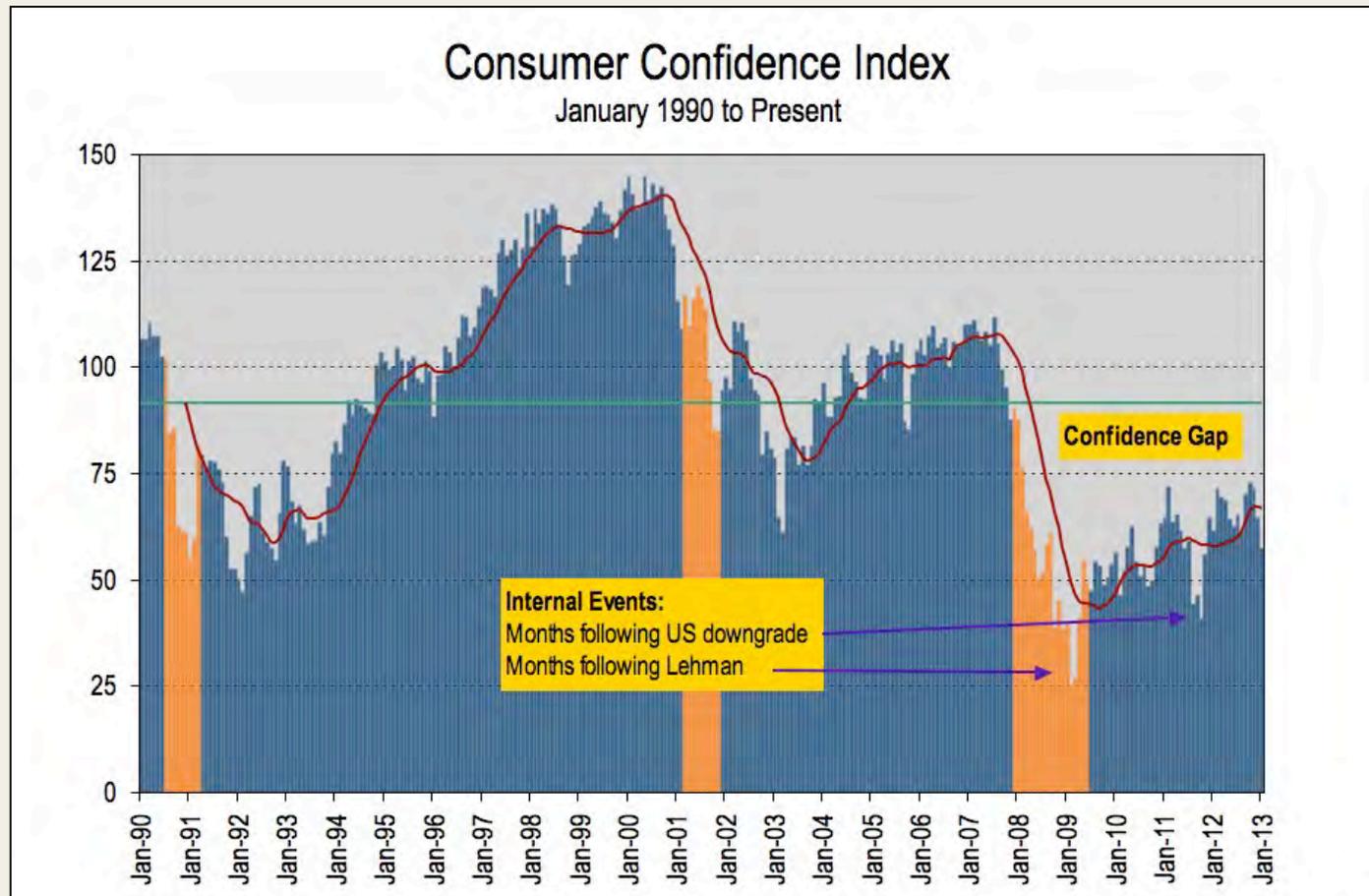


Consumer confidence is on the rise, but still depressed, historically

Economic context: Recovery update

Confidence is rising again after being significantly reduced during the recession.

Fiscal concerns have impacted recent readings.



Blue = Actual Orange = Recession Red = 12 month rolling average Green = 34 year average



2013's GDP Forecast: not much has changed

Economic context: Recovery update

Despite the fiscal uncertainty, little has changed in the forecast

We expect GDP to grow modestly in 2013.

Risks remain
-EU/Fiscal policy
-Other

2013 Global Insight Real GDP Forecast





Locally, things look good

- **Job growth**
 - Growing significantly faster than the nation
- **Local firms doing well**
 - Boeing's local employment impact
 - Amazon's remarkable growth continues
 - Others doing well too
- **Real estate improving**
 - Residential prices have turned up significantly
 - Low sales inventory
 - Commercial (especially apartments) also improving
- **Commerce improving**
 - Retail sales continue to grow



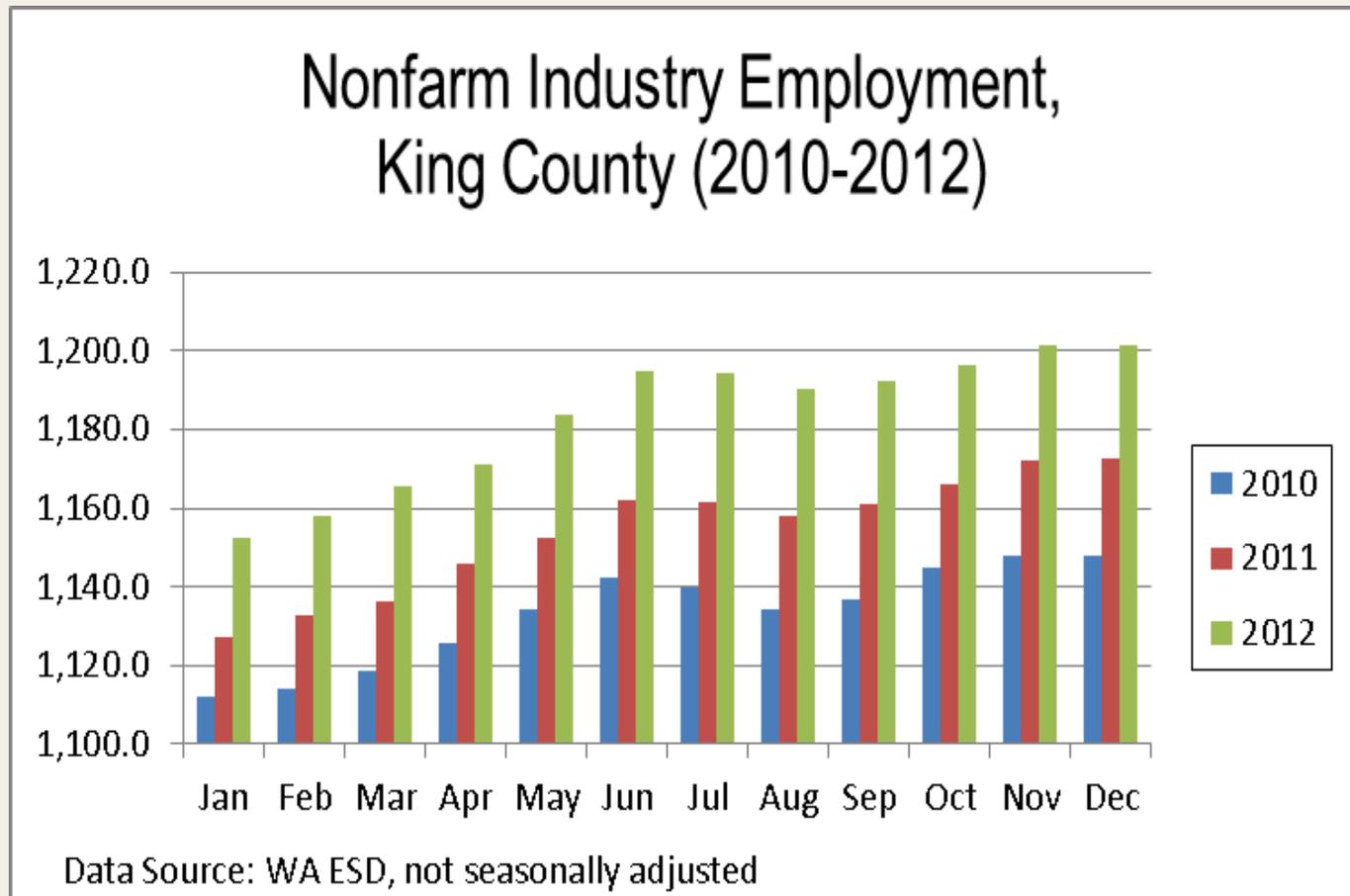
King County Job Growth Accelerated in 2012

Economic context: Jobs

Employment was up 2.6% in 2012

Job growth in most categories

Construction jobs up almost 15% from 12:2011 to 12:2012

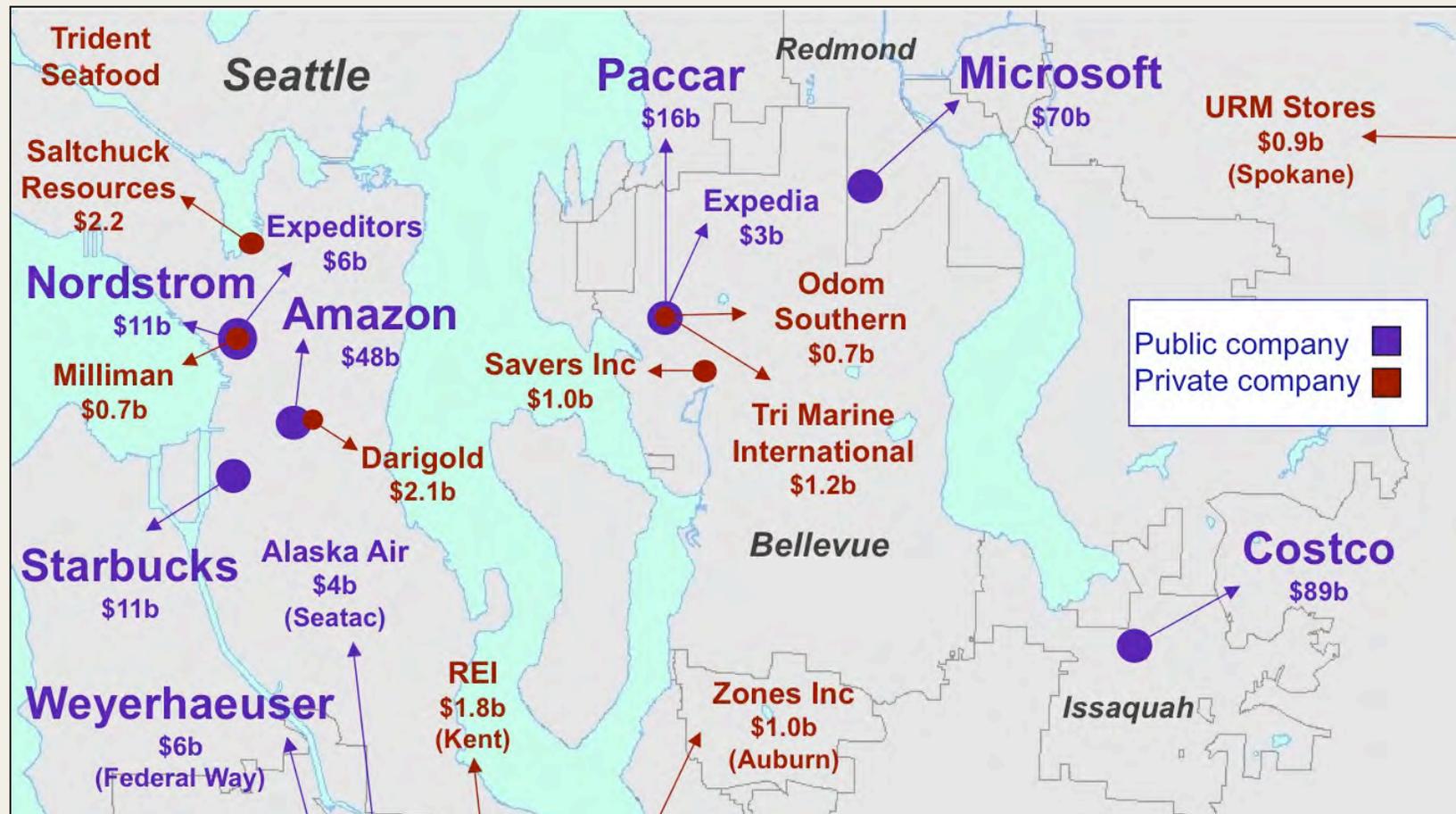




King County

King County is Home to World Class Companies that are Doing Well

Economic context: Business climate



Top ten private and public companies headquartered in King County



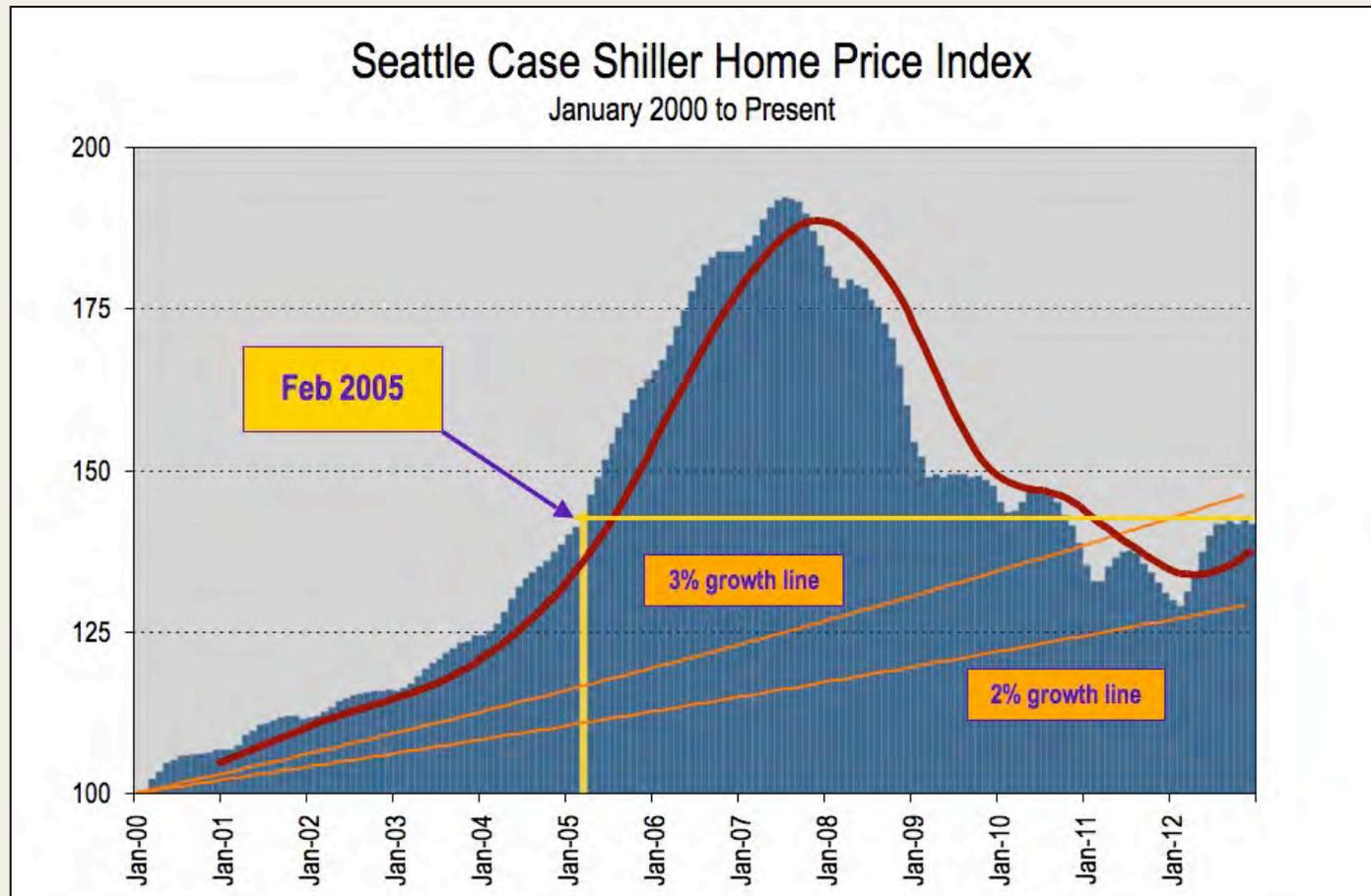
Local house prices have stabilized and started to grow

Economic context: Real estate recovery

Housing values fell precipitously for years.

2012 prices increased over 8%.

Case-Shiller covers King, Pierce and Snohomish Counties.



Blue = Actual Red = 12 month rolling average



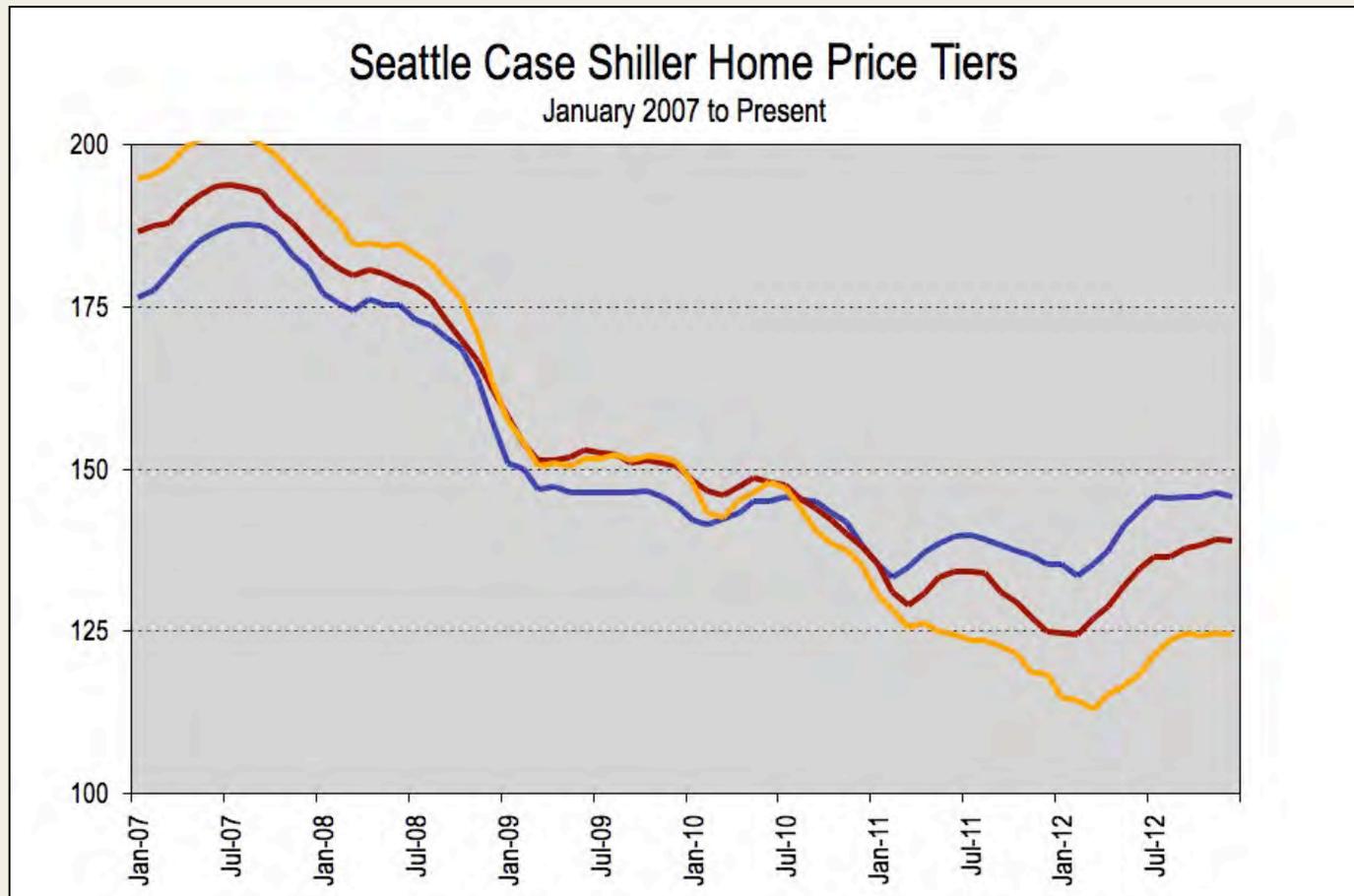
King County's Recovery has been variable: Local house prices by tiers

Economic context: Real estate recovery

All home prices were affected by the bubble.

The lowest tier of homes fell the most, losing nearly half their value.

The low tier is also slowest to recover thus far.



Blue = High (over \$412k) Red = 12 Mid (\$258-\$421k) Orange = Low (under \$258k)



King County

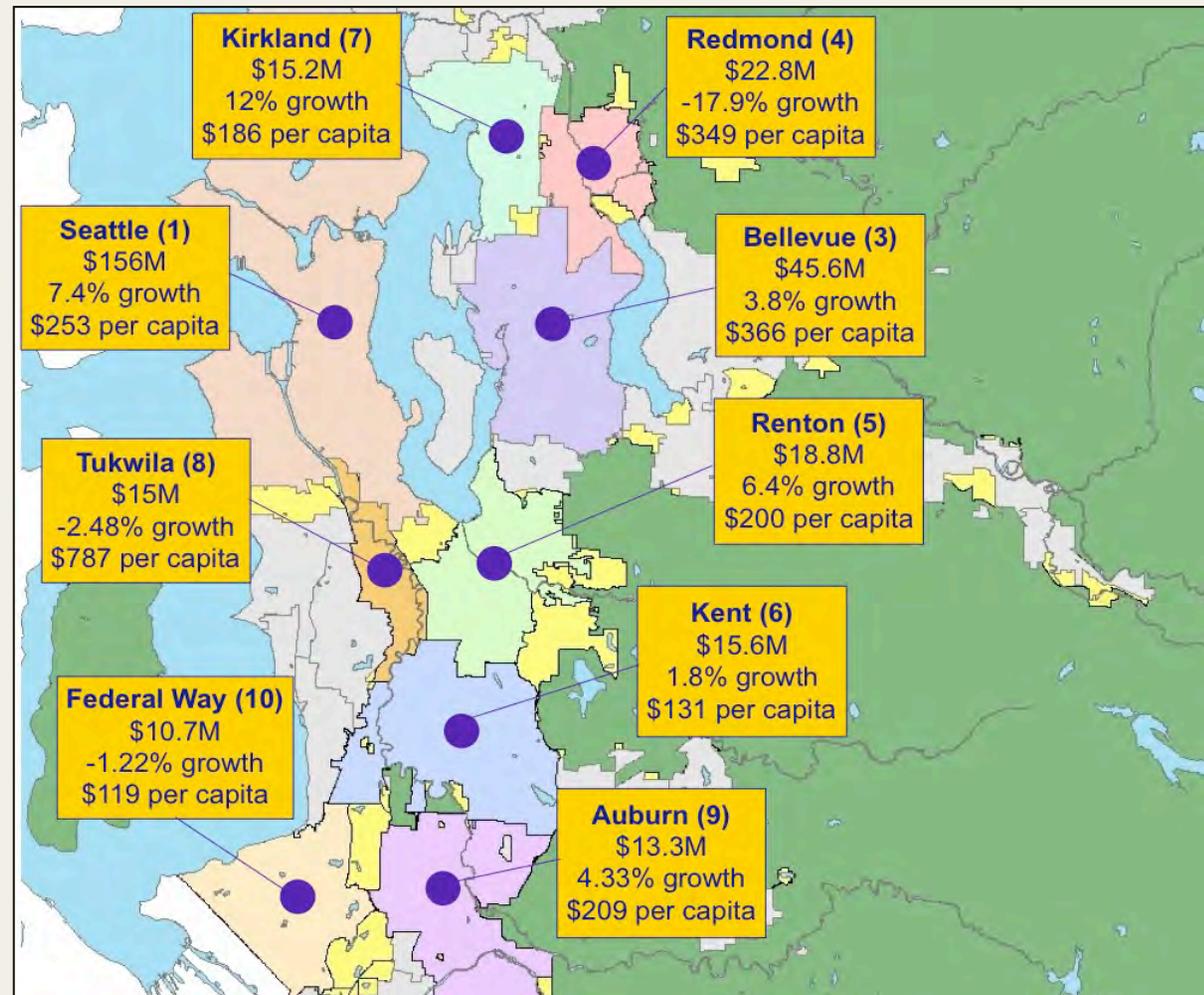
Sales tax receipts around King County also have been variable (local option tax)

Economic context: Retail disparity

This map shows the nine highest local sales taxes collecting cities in 2012.

Growth in 2012 receipts varied.

Tax receipts per capita vary significantly within King County.





King County

King County Economic Forecast

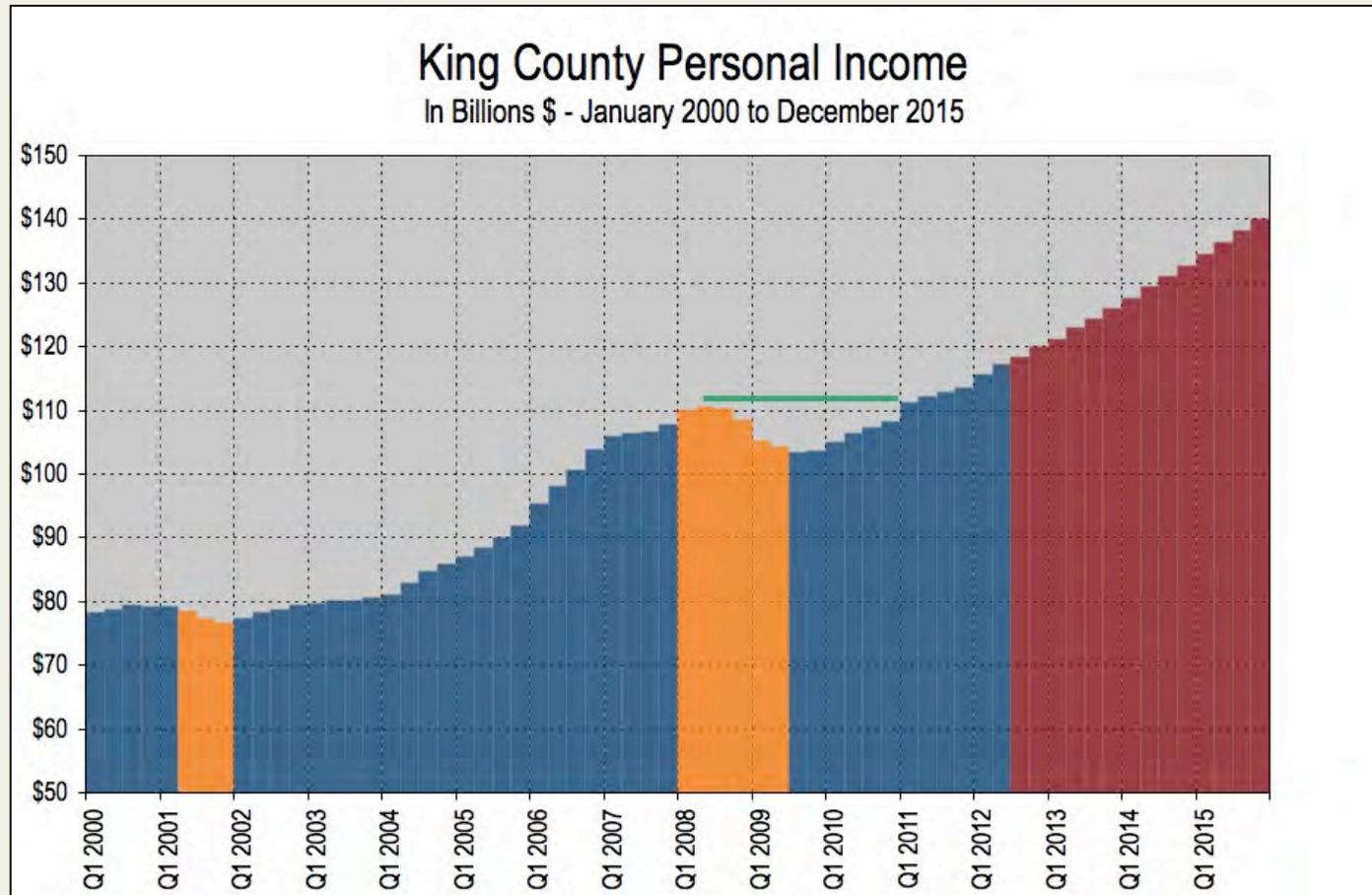
Economic context: Nominal personal income

Forecast for King County is good

Employment forecast to grow by 2.6% in 2013

Personal income is growing.

Incomes are key indicator.



Blue = Actual Orange = Recession Red = Forecast



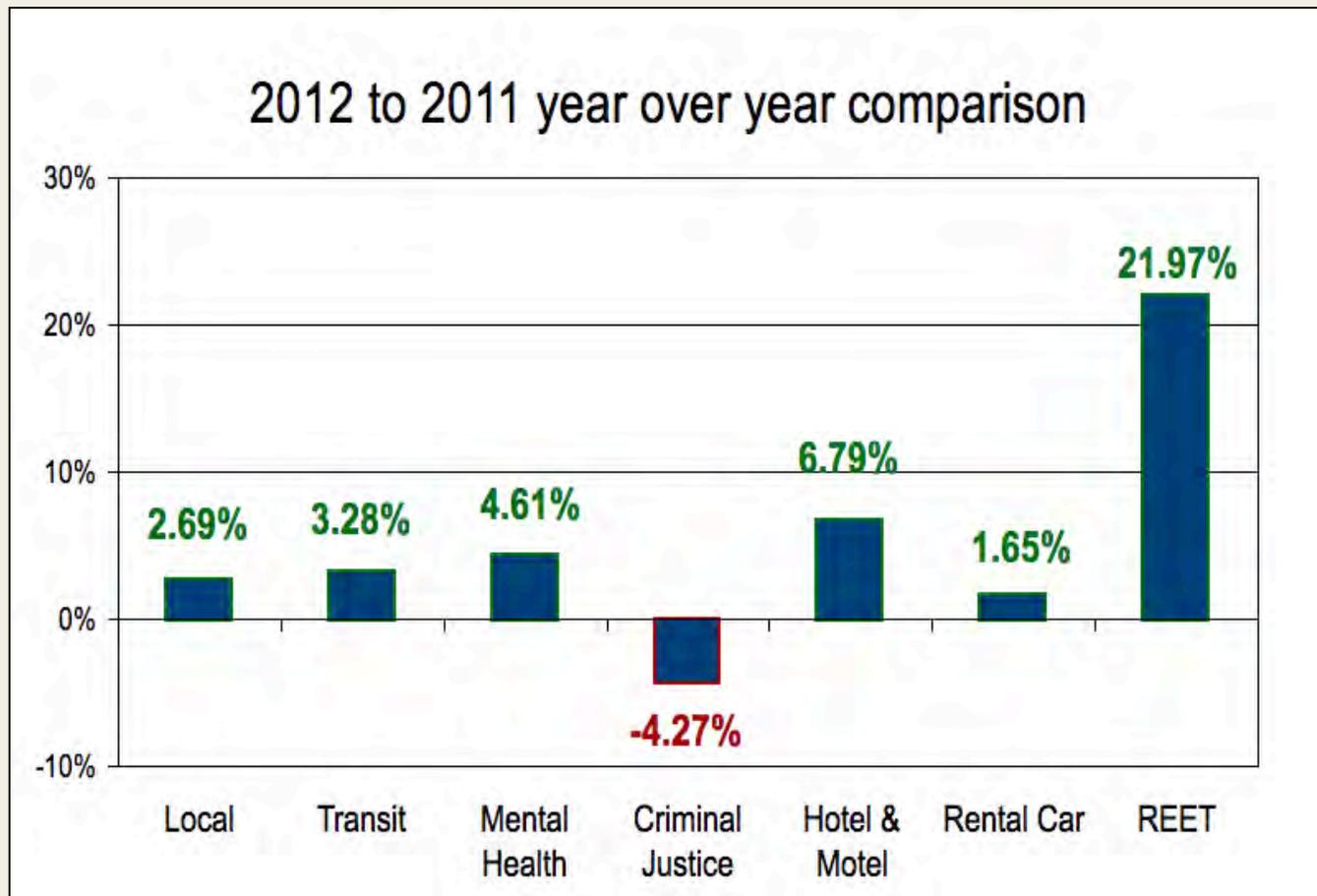
At a glance: how did we close out 2012 compared to 2011?

Revenue Review

CJ down due to population decline.

REET up due to outlier sales and better than expected sales.

Overall, a good year for these revenues.



Proposed March Revenue Forecasts

Assumptions

65% Confidence Level – 65% chance revenues will come in higher than forecasted (lower for inflation/price forecasts)

All potential annexation areas are assumed to occur on schedule:

West Bothell	(7-1-13)
Klahanie: (pop. 11,124)	(1-1-14)
North Highline Area Q and Sliver	(1-1-15)



Countywide Assessed Value Forecast

Forecasts: Assessed value

Assessments for 2013 based on Jan. 1, 2012 value.

Residential sales prices in 2012 imply AV increases for 2013.

Commercial AV forecast up.

Growth in 2014 and beyond.

March 2013 Countywide Assessed Value Forecast
Office of Economic and Financial Analysis

Tax Year	Value	Annual Growth	Change from August 2012 Forecast
2011	330,414,998,630	-3.38%	0.00%
2012	319,460,937,270	-3.32%	0.00%
2013	314,746,206,667	-1.48%	1.47%
2014	326,700,530,100	3.80%	1.49%
2015	342,197,768,393	4.74%	3.09%
2016	353,437,389,163	3.28%	2.80%
2017	364,704,801,660	3.19%	1.53%
2018	380,143,821,378	4.23%	1.86%
2019	394,998,819,848	3.91%	1.27%
2020	412,481,495,837	4.43%	0.96%
2021	431,310,352,688	4.56%	new
2022	451,268,581,856	4.63%	new



King County

Unincorporated Area Assessed Value Forecast

Forecasts: Assessed value

Sales prices in 2012 indicate little change

Annexations also affect unincorporated AV.

Slow growth in next few years but annexations will bring total down.

March 2013 Unincorporated Assessed Value Forecast
Office of Economic and Financial Analysis

Tax Year	Value	Annual Growth	Change from August 2012 Forecast
2011	39,449,376,050	-9.82%	0.00%
2012	32,758,485,327	-16.96%	0.00%
2013	30,016,733,778	-8.37%	1.21%
2014	29,986,943,946	-0.10%	0.98%
2015	29,986,260,433	0.00%	6.81%
2016	30,906,870,056	3.07%	6.50%
2017	31,734,802,437	2.68%	4.92%
2018	32,918,700,627	3.73%	5.40%
2019	33,960,838,091	3.17%	4.71%
2020	35,233,814,765	3.75%	4.19%
2021	36,642,135,683	4.00%	new
2022	38,191,080,510	4.23%	new

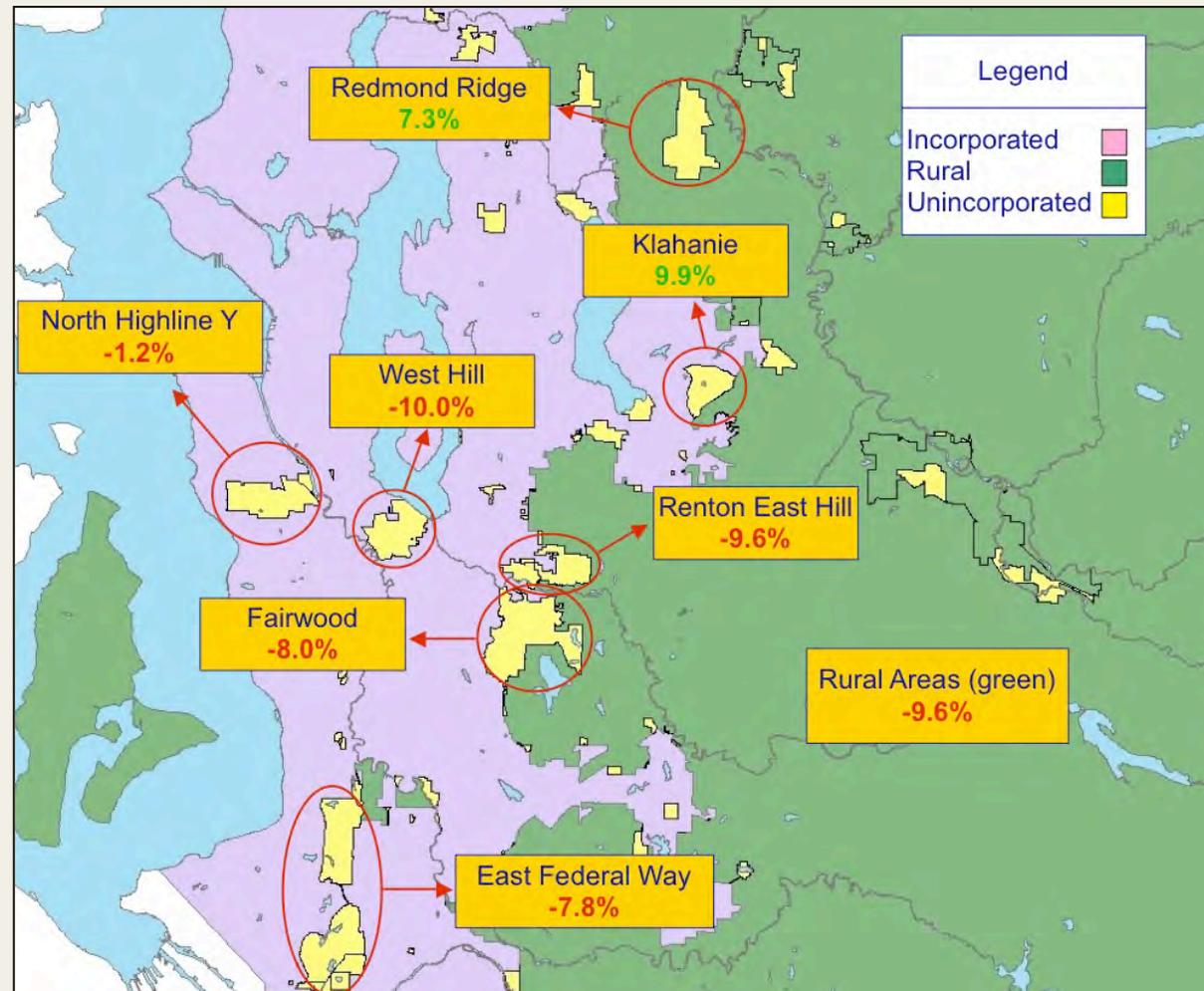


Rough going for south King County PAAs in 2013.

Forecasts: PAA Assessed value changes

The value of most of unincorporated King County was down again for 2013.

Impacts varied a lot based on location.





New Construction Forecast

Forecasts: New construction

New construction has decreased significantly.

Positive signs for 2013: construction employment, sales and permits.

Stabilized going forward.

March 2013 Countywide New Construction Forecast
Office of Economic and Financial Analysis

Tax Year	Value	Annual Growth	Change from August 2012 Forecast
2011	2,457,642,885	-52.78%	-4.79%
2012	1,925,434,669	-21.66%	-21.03%
2013	1,983,503,613	3.02%	-21.90%
2014	2,220,037,402	11.93%	-10.54%
2015	2,384,785,408	7.42%	-2.68%
2016	2,725,220,626	14.28%	7.44%
2017	2,851,579,021	4.64%	5.45%
2018	2,983,244,016	4.62%	1.69%
2019	3,122,908,750	4.68%	-0.42%
2020	3,308,286,429	5.94%	0.52%
2021	3,462,242,006	4.65%	new
2022	3,623,992,822	4.67%	new



Unincorporated Area New Construction Forecast

Forecasts: New construction

Unincorporated KC is mostly residential properties.

Residential builders have started building again in some areas.

Annexations also affect unincorporated NC.

March 2013 Unincorporated New Construction Forecast
Office of Economic and Financial Analysis

Tax Year	Value	Annual Growth	Change from August 2012 Forecast
2011	267,511,475	-12.19%	0.00%
2012	180,324,673	-32.59%	0.00%
2013	198,251,903	9.94%	16.49%
2014	219,674,605	10.81%	27.22%
2015	225,355,627	2.59%	43.42%
2016	257,525,813	14.28%	58.34%
2017	269,466,332	4.64%	55.42%
2018	281,908,310	4.62%	49.86%
2019	295,106,241	4.68%	46.77%
2020	312,623,919	5.94%	48.14%
2021	327,172,295	4.65%	new
2022	342,457,300	4.67%	new



Property Tax Forecasts

Forecasts: Property taxes

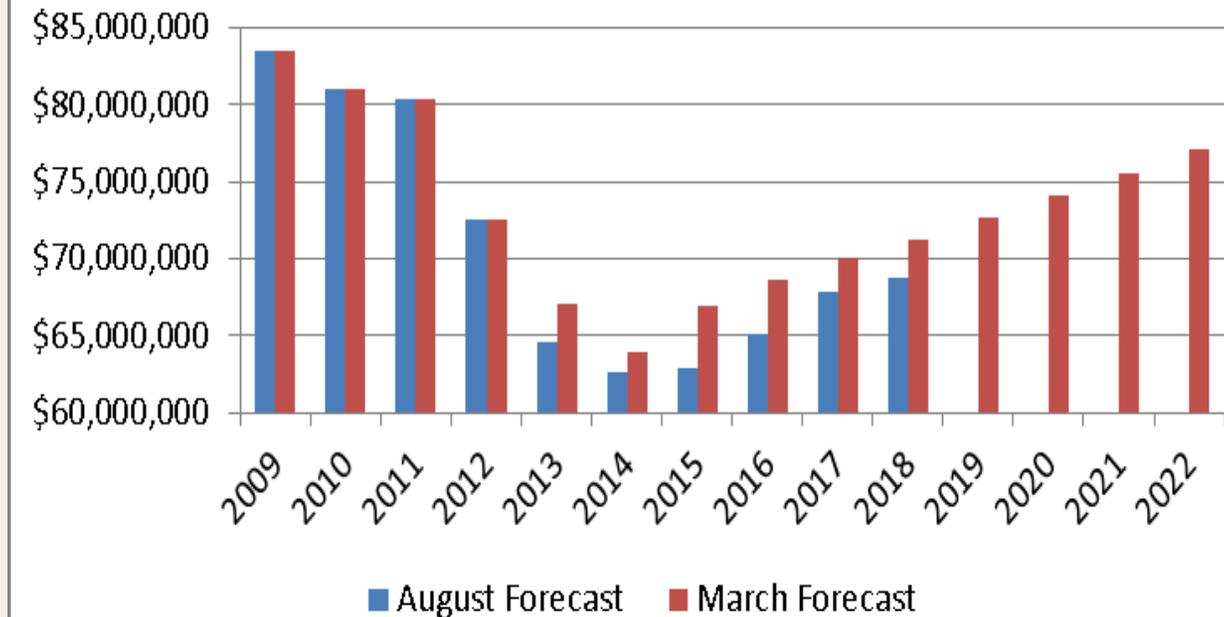
Small impact for most levies.

AFIS renewed.

Justice Center is new.

Roads levy forecast improved from August due to revised annexations and improved AV.

UAL/Roads Property Tax Revenue Forecast





King County

The recovery of taxable sales will continue in 2013 and 2014

Forecasts: Taxable sales

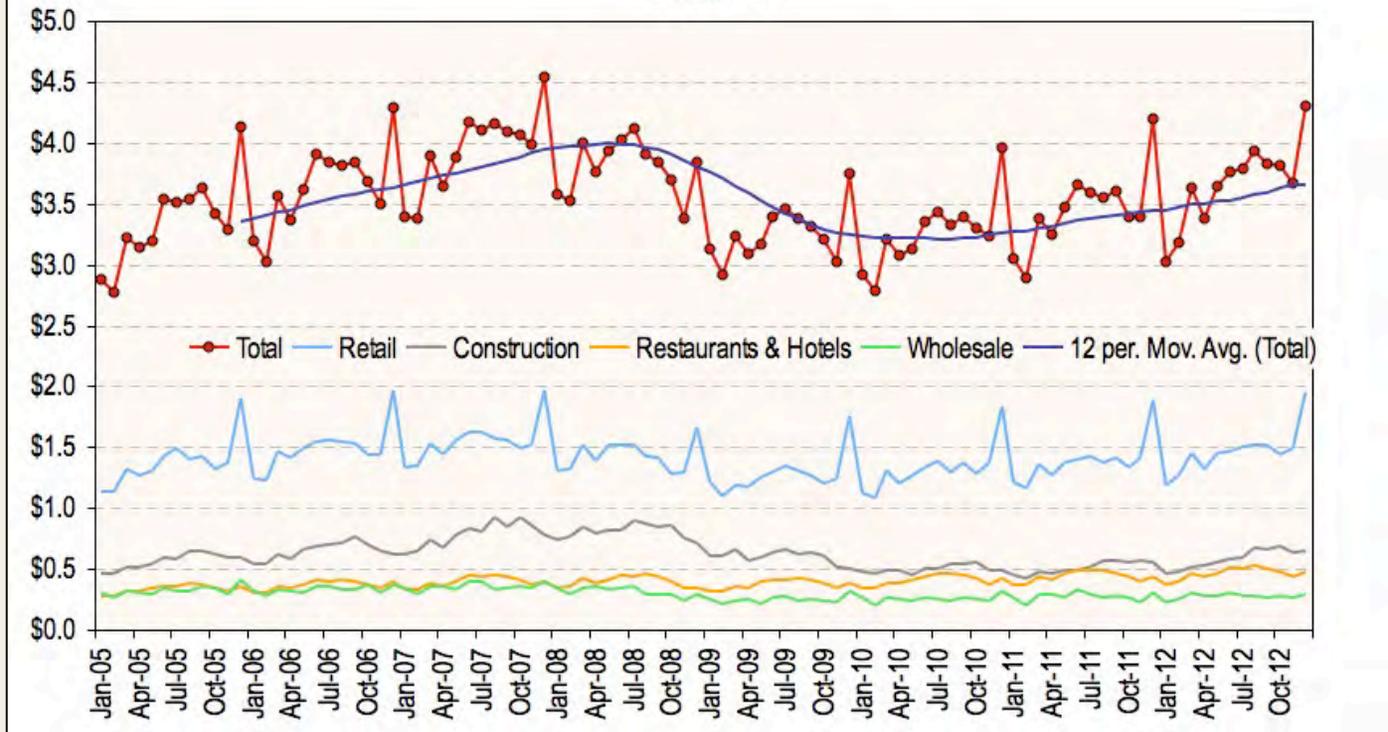
Retail and construction lead the way.

Retail makes up ~40% of taxable sales, construction ~15%.

Construction sales were up double digits year-over-year in 2012.

Current Month Taxable Sales

Net of Annual, Quarterly and Delinquent Payments
in billions \$





King County

Construction sales now in recovery mode after lagging retail

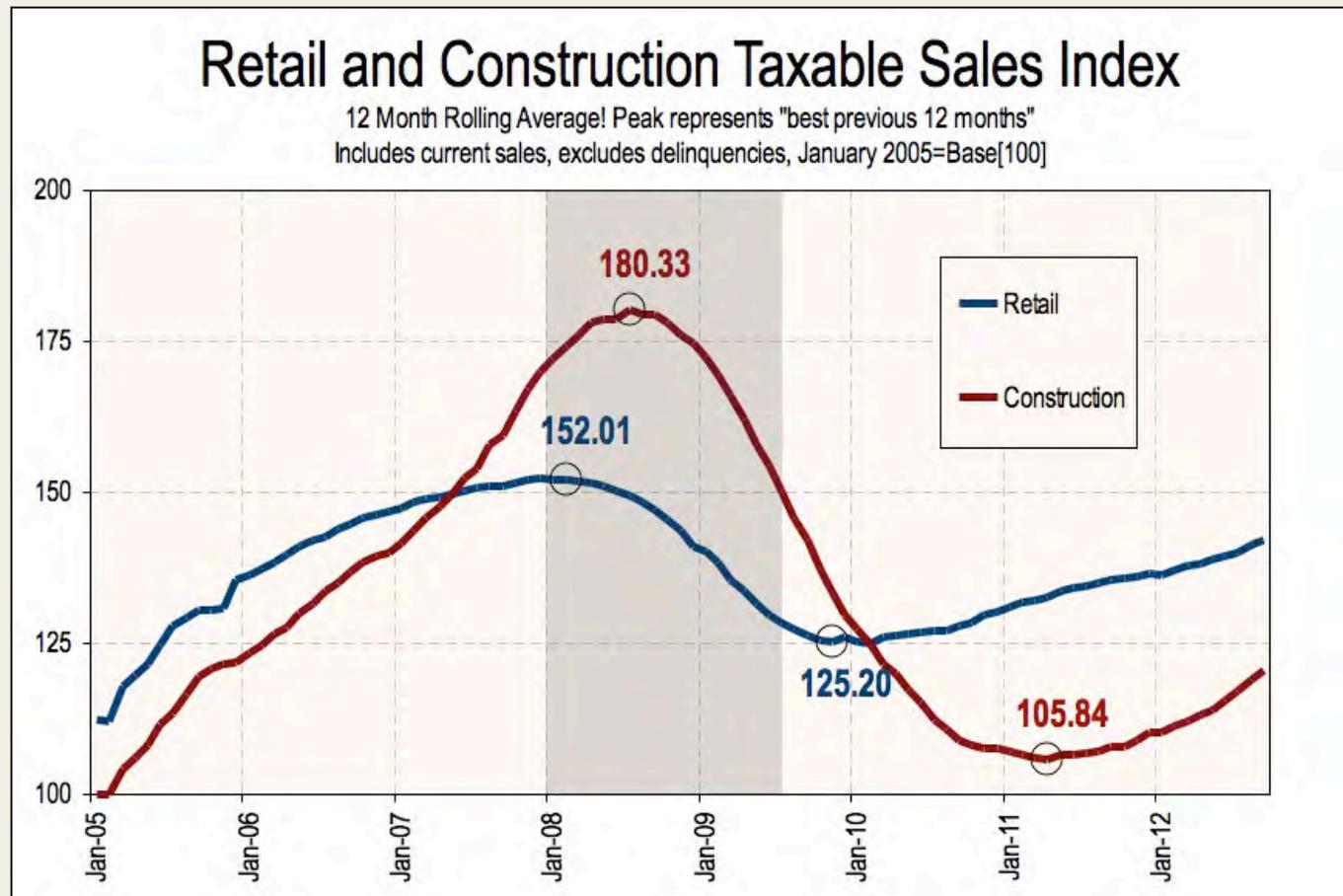
Forecasts: Retail and construction sales

Retail peaked in Feb 2008.

Construction peaked in June 2008.

Retail began recovery November 2009.

Construction recovery began April 2011.



Blue = Retail Index 12m rolling AVG Red = Construction Index 12m rolling AVG

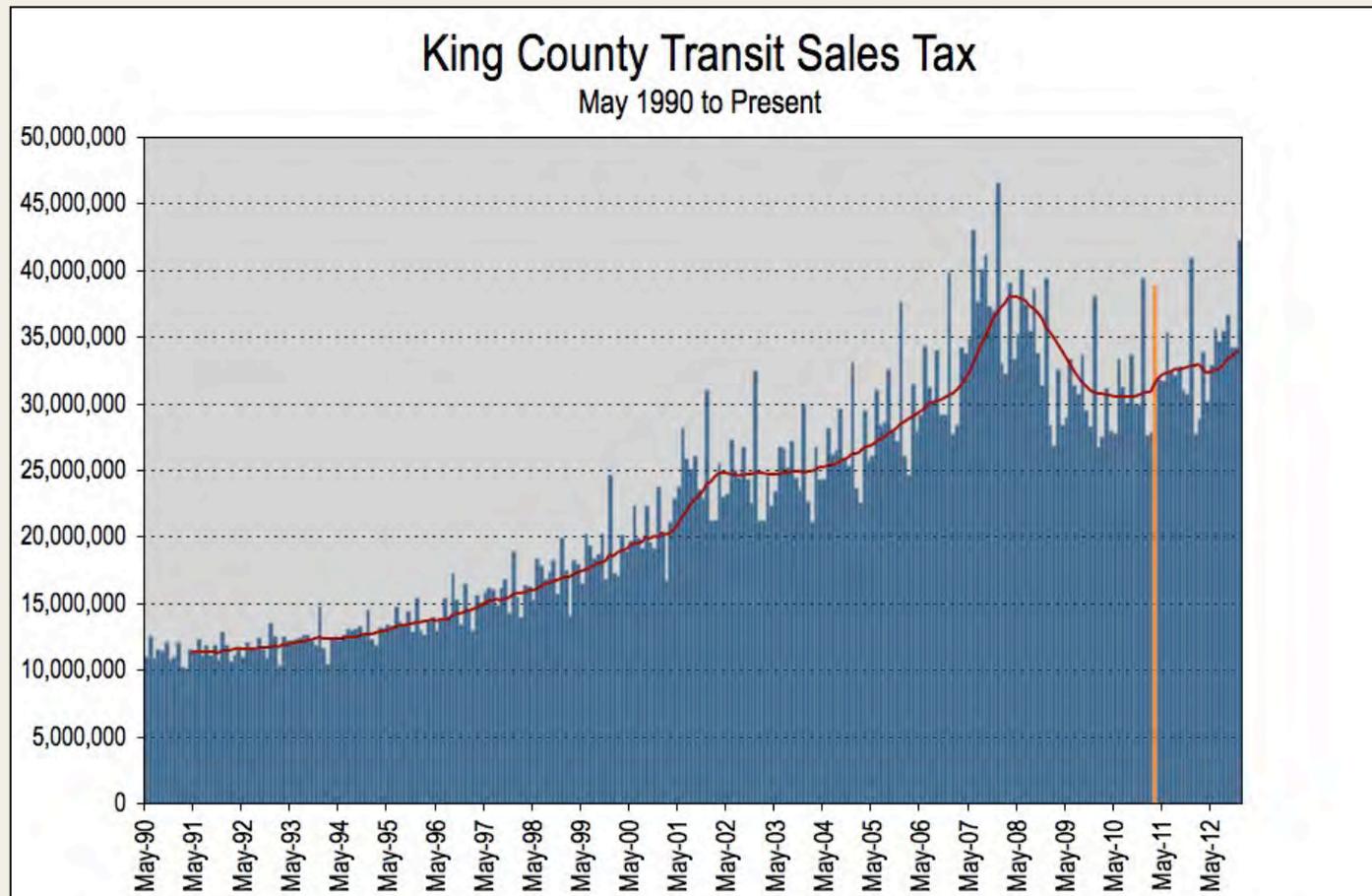


Metro sales tax revenues saw good growth in 2012

Forecasts: Transit sales tax

2012:2H yielded good tax sales growth.

In spite of the 2011 amnesty inflating our transit sales taxes, we still had 3.3% growth for 2012.



Blue = Actual Red = 12 month rolling average Orange = Amnesty



Local Sales Tax Forecast

Forecasts: Local sales tax

2013 and beyond are looking up due to a recovering economy.

Forecasts account for mitigation, annexations and the amnesty received in 2011.

March 2013 Local and Option Sales Tax Forecast
Office of Economic and Financial Analysis

Tax Year	Value	Annual Growth	Change from August 2012 Forecast
2011	81,032,753	6.57%	0.00%
2012	83,212,808	2.69%	2.63%
2013	86,131,837	3.51%	2.84%
2014	89,292,907	3.67%	4.36%
2015	94,281,023	5.59%	4.46%
2016	99,404,626	5.43%	4.01%
2017	104,574,474	5.20%	3.80%
2018	109,076,421	4.31%	3.41%
2019	113,770,429	4.30%	3.13%
2020	118,640,221	4.28%	2.85%
2021	123,698,177	4.26%	new
2022	129,019,659	4.30%	new



Transit Sales Tax Forecast

Forecasts: Transit sales tax

2013 and beyond are looking up due to a recovering economy.

Forecasts account for mitigation, annexations and the amnesty received in 2011.

March 2013 Metro Transit Sales Tax Forecast
Office of Economic and Financial Analysis

Tax Year	Value	Annual Growth	Change from August 2012 Forecast
2011	399,483,215	6.47%	0.00%
2012	412,585,076	3.28%	1.79%
2013	430,030,630	4.23%	1.61%
2014	448,938,454	4.40%	2.16%
2015	473,772,147	5.53%	1.76%
2016	499,285,270	5.39%	1.27%
2017	525,031,914	5.16%	1.02%
2018	547,444,315	4.27%	0.61%
2019	570,818,543	4.27%	0.31%
2020	595,073,221	4.25%	0.01%
2021	620,270,125	4.23%	new
2022	646,572,702	4.24%	new



King County

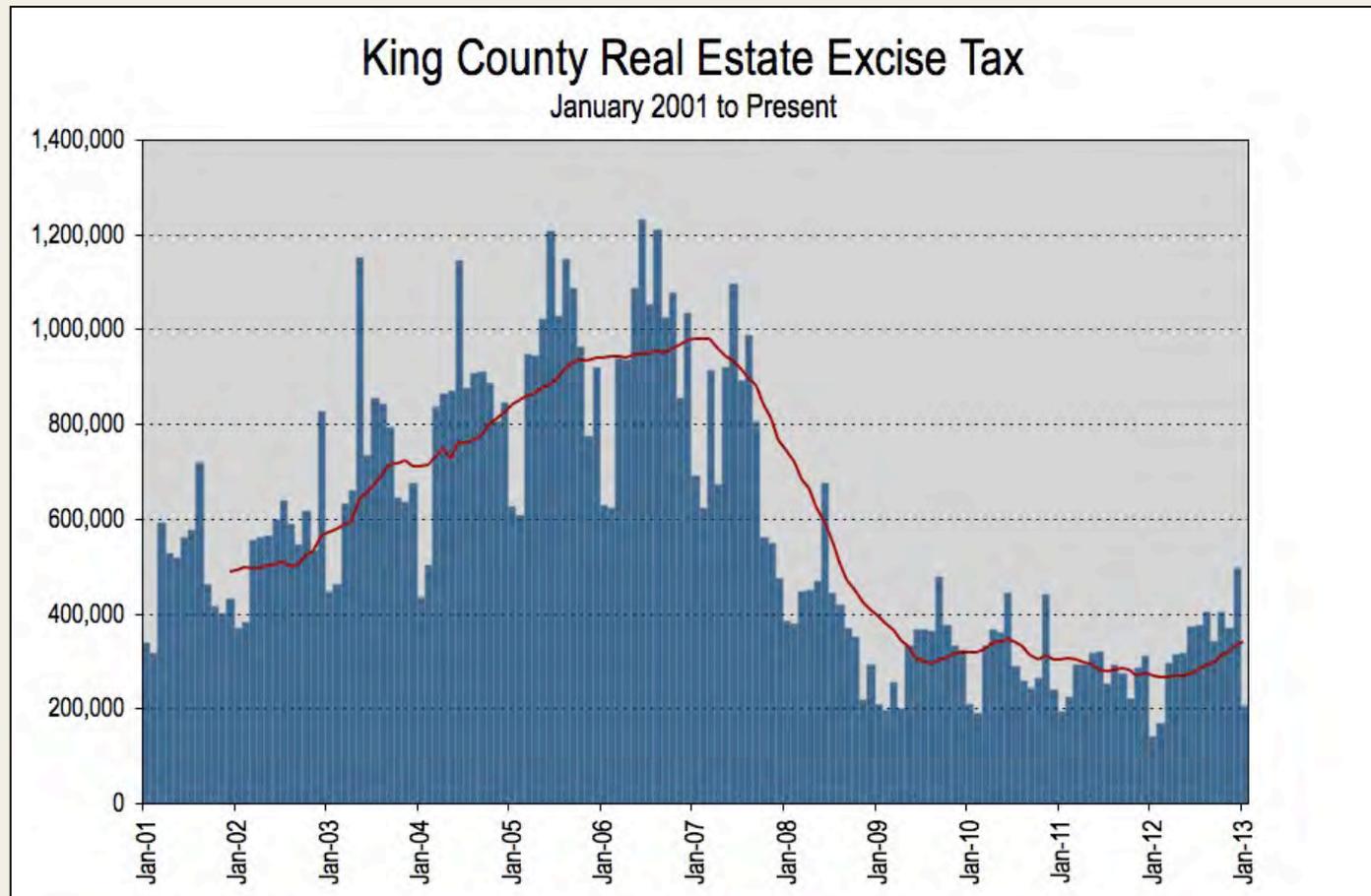
King County REET

Economic context: Real estate taxes

2012 had a strong finish due to some large sales.

REET will rise as prices and sales volume pickup.

Annexations will exert downward pressure on this revenue.



Blue = Actual Red = 12 month rolling average



King County

The inflation rate in the Seattle area has accelerated between 2010 and 2012

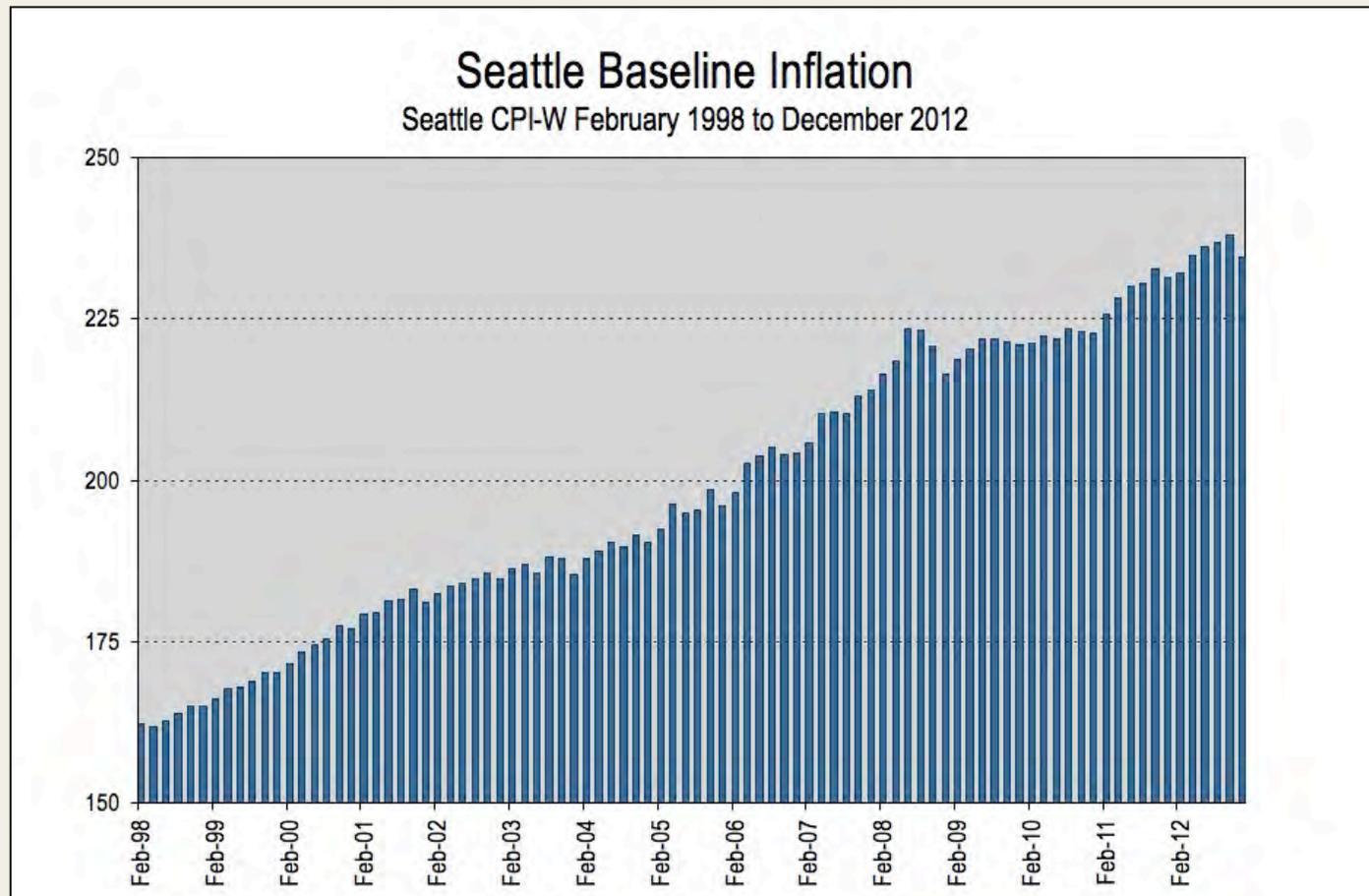
Forecasts: Inflation

Inflation measures are weighted

Housing makes up about 40%

Housing costs (rents) have been a factor.

High gas prices were also a driver.





June-June Seattle CPI-W Forecast

Forecasts: Inflation

Inflation in the Seattle area is forecast to be modest.

The preliminary 2014 COLA is forecast to be 2.00%.

March 2013 June-June Average Seattle CPI-W Forecast
Office of Economic and Financial Analysis

Tax Year	Value	Annual Growth	Change from August 2012 Forecast
2011	1.81%	1.19%	0.00%
2012	3.26%	1.44%	0.00%
2013	2.10%	-1.16%	0.00%
2014	2.23%	0.13%	-0.15%
2015	2.32%	0.09%	-0.03%
2016	2.33%	0.01%	-0.06%
2017	2.33%	0.00%	-0.12%
2018	2.45%	0.12%	-0.04%
2019	2.53%	0.08%	-0.04%
2020	2.53%	0.00%	-0.03%
2021	2.54%	0.01%	new
2022	2.56%	0.02%	new

Questions?