SCA Public Issues Committee
DRAFT MINUTES
September 10, 2014 – 7:00 PM
Renton City Hall
1055 S Grady Way, Renton WA 98057

1. Welcome and Roll Call
PIC Chair Mayor Bernie Talmas, Woodinville, called the meeting to order at 7:03 PM. 24 cities had representation (Attachment A). Guests present included Mary Jane Goss, Mayor of Lake Forest Park; Bob Keller, Sammamish City Council; Bill Peloza, Auburn City Council; Michael Hursh, Auburn; Dawn Dofelmire, Algona City Council; Diane Carlson, King County; Edie Gilliss, City of Seattle; Eben Sutton, Public Health – Seattle & King County; Maria Wood, Public Health – Seattle & King County; Patty Hayes, Public Health – Seattle & King County.

2. Public Comment
Chair Talmas asked if any member of the public had any public comment. Seeing none, Talmas closed the public comment portion of the meeting.

3. Approval of the July 9, 2014 Minutes
Council President Hank Margeson, Redmond, moved, seconded by Councilmember Tom Odell, Sammamish, to approve the July 9, 2014 meeting minutes.

The motion passed unanimously.

4. Chair’s Report
Chair Talmas reported that the SCA Leadership met with King County Executive Dow Constantine earlier in the day and discussed regional issues including funding for roads and transit. The Executive’s recommended transit cuts have changed, reducing some of the impact to SCA member cities.

5. Executive Director’s Report
Deanna Dawson, SCA Executive Director, thanked members for attending the pre-PIC workshop that provided an overview of human services. Dawson noted that she is available to follow up on any of the items covered in the workshop. Dawson passed out a flyer (Attachment B) that listed four community conversations that will take place in October at different locations around the county for the Youth Action Plan. She noted that these conversations will highlight the needs of youth in communities and identify where additional services are needed. Dawson reported that there isn’t a north end location however, Shoreline has offered to host and there may be an additional meeting scheduled for that location. Deputy Mayor Catherine Stanford, Lake Forest Park, thanked Dawson for working on a north end location. Dawson asked members to let her know if they’re able to participate in these discussions. There is a growing recognition that investing in prevention, especially in children, is our best hope for getting ahead of budget challenges. Many of the budget challenges we see, from public health to public safety, could be prevented through early intervention. Dawson continued that this is the message behind both the Executive’s Health and
Human Services Transformation Plan, as well as the Youth Action Plan that the County Council initiated. The need for investment in youth was something the Executive spoke about during the leadership meeting with the Executive earlier in the day.

Dawson reported on a “sneak peek” of Executive Constantine’s proposed budget that the SCA Leadership received earlier in the day. Dawson highlighted the following items of interest to cities: no solid waste rate increase for 2015-2016; no changes for district court contracts with cities; no change to city bookings at the jail; no change to city contracts for Sheriff services, although they are taking a look at some other items relating to the Sheriff’s office, and some of the services that are largely paid for by residents of unincorporated county, but are regional services. Dawson noted that more information regarding the public health funding crisis will be addressed in an agenda item but, the Executive noted that the county is working with cities that are facing clinic closures. Dawson reported that on transportation, budget gaps for roads funding may mean that the county needs to eliminate some maintenance contracts with cities, but contracts for technical services will continue. On transit, Executive Constantine mentioned that the budget will have something to ramp up alternative services for some of the less urbanized areas of the county.

Dawson stated that while transit funding will be addressed later in the agenda, she wanted to note a couple additional items from the discussion with the Executive earlier today. Dawson reported that in the next week or so, we will be seeing the release of the peer review that was done earlier this summer. Dawson reminded members that SCA had the opportunity to meet with the peer review panel consisting of CEOs from various transit agencies across the country. SCA was represented by Dawson, Deputy Mayor Chris Eggen of Shoreline, and Mayor Bill Allison of Maple Valley. One of the points that was pushed on heavily in that meeting was the fact that the way Metro currently looks at the productivity of a route may not fairly consider differences from across the county. Comparing a route serving rural areas to one serving heavily urbanized areas is like comparing apples to oranges. In that meeting, several of the CEOs agreed with this, and noted that their agencies had different productivity measures for different types of communities (such as urban, suburban, and rural).

Dawson continued that during our meeting with the Executive this morning, there was discussion on how to incorporate these and other suggestions on moving forward on transit. It was agreed that rather than simply having the division make changes, or having an Executive Order, it would be wise to reconvene a group (similar to the Regional Transit Task Force, or RTTF) to ensure that the process is fair and transparent. SCA will work with the County on convening that process after the county, and cities, have completed their budget processes. Dawson stated that it is important to ensure that we are not just looking forward to when and if we have additional funding, but also looking at routes already cut and communities already affected.

Dawson noted that the SCA Leadership also discussed with the Executive ways to continue working with the county to address ongoing needs for transportation funding. Options for funding local transportation needs for both roads and transit were discussed as well as methods to continue to partner on pressing the state legislature for a statewide transportation package. An option that was discussed was looking at a more regional approach of looking at the Puget Sound area (the 3 large counties of King, Pierce, and Snohomish, possibly adding Kitsap as they are a PSRC member) and seeking a funding option to deal with our critical infrastructure needs in this area.

Dawson reported that to address this and other transportation topics, Mayor Marchione as SCA President will be convening a meeting to allow all SCA member cities to discuss not just transit, but
roads and other transportation infrastructure needs, and to start developing a strategy. SCA will also be looking to coordinate more broadly with cities throughout the region, and will be convening a discussion with city leaders in other Puget Sound counties. Dawson stated that SCA will continue to work closely with the County and Seattle on these efforts. Dawson noted that Seattle Mayor Murray has invited cities to a discussion on transit on Friday morning.

Dawson passed around a handout (Attachment C) on transportation regarding Executive Constantine’s announcement of a new integration initiative between Sound Transit and Metro.

Dawson reported that the SCA Leadership and the Executive briefly discussed the August 7 State Supreme Court ruling that psychiatric boarding, the warehousing of mentally ill patients without treatment because of a lack of funds, is not justified. On September 5, the State Supreme Court stayed the order related to boarding for 120 days to give the state and counties time to plan and deploy state resources. Additionally, the state released $30 million in funding to address psychiatric boarding. King County Mental Health Division staff is asking the King County Council for spending authority of $5 million in MIDD fund balance as a contingency to address boarding issues if necessary. Monies would potentially be used to purchase bed space and treatment for patients. The Division Director for Mental Health and Substance Abuse is feeling optimistic that the county will not need to rely on MIDD resources given the release of the $30 million but it is possible that a portion or all of the fund balance could be used to meet the Supreme Court motion. This is a different message than MIDD members heard at their August meeting; at that meeting it was stated the money was going to be used for boarding without discussion of council approval for such spending. Another remaining issue of concern to SCA’s MIDD member, Dave Asher, Kirkland, is where the fund balance came from. It was the understanding of MIDD members that the fund balance would be in the red in 2015. The ordinance setting up the MIDD and the committee’s operating rules state that the Committee will, “Review, make recommendations and comment on emerging and evolving priorities enhancements for the use of the MIDD sales tax revenue”. SCA has therefore pushed to ensure that any use of funds go through the committee.

Dawson reported that the SCA Executive Committee of the Board recently met with King County Councilmembers Dembowski, Hague and Lambert to discuss regional issues. Dawson continued that the SCA Executive Committee is scheduled to meet with Seattle Mayor Murray next week.

Dawson reported on future SCA Networking Dinners. There will be a joint dinner with AWC on October 22 and the SCA Annual Meeting and Networking Dinner is scheduled for December 3. Additionally, after taking the summer off, SCA will be reconvening the women’s leadership group. If you are interested in participating, please contact Deanna Dawson at 206-433-7170 or deanna@soundcities.org.

6. RLSJ, RWQC, TPB Appointments
Redmond Council President, Hank Margeson, PIC Nominating Committee Chair, reported that the PIC Nominating Committee met.

Chair Margeson, moved, seconded by Mayor Dave Hill, Algona, to appoint Council President Dana Ralph, Kent, to an alternate seat on the Puget Sound Regional Council (PSRC) Transportation Policy Board (TPB); Councilmember Joseph Cimaomo, Jr., Covington, to a member seat on the Regional
Law, Safety, and Justice (RLSJ) Committee; and Councilmember Ed Prince, Renton, to a member seat on the Regional Water Quality Committee (RWQC).

Deanna Dawson, SCA Executive Director, commented that there were good applicants for all of these committees, but since each committee was currently overrepresented in the North and underrepresented from the South, the recommended appointees are from cities in the South in order to ensure geographic equity.

There was no further discussion. The motion passed unanimously.

Chair Margeson reported that there are two openings, one member and one alternate, on the King Conservation District (KCD) Advisory Committee. Chair Margeson inquired if the PIC would give permission to the PIC Nominating Committee to review nominees for these open seats and make a recommendation directly to the SCA Board of Directors at its September 17, 2014 meeting.

Mayor Dave Hill, Algona, moved, seconded by Councilmember Amy Ockerlander, Duvall, to authorize the PIC Nominating Committee to make appointment recommendations for the openings on the King Conservation District (KCD) Advisory Committee directly to the SCA Board of Directors at its September 17, 2014 meeting.

Chair Margeson noted that the KCD Advisory Committee is a very active committee and filling these seats now would be very advantageous to the work of the committee. Dawson noted that initially SCA had considered filling the seats at the end of the year, as the Committee had already sent its proposed program of work to the County. But given the amount of work the Committee would be doing in the fall, it made sense to fill the vacancies late in the year.

There was no further discussion. The motion passed unanimously.

7. Public Health Funding
Doreen Booth, SCA Policy Analyst, gave a briefing on the public health funding crisis and solutions proposed by the public health department to the County Executive in their budget request. The Public Health – Seattle and King County (PHSKC) shortfall for 2014 is estimated at $12 million and the shortfall for the 2015/2016 biennium is estimated at $30 million. The intent of the briefing was to provide background information on the structural shortfall at PHSKC and to describe the department’s proposed solutions to address the shortfalls. The solution to address the shortfalls includes the closure of public health clinics. Booth noted that 4 of the 10 public health clinics are proposed to be closed, with 3 of the clinics proposed for closure located in South King County, creating a disproportionate impact in the area of the county with the greatest concentration of low-income residents and the highest documented need for public health services. Booth addressed the overarching issue, the lack of sustainable funding for public health and she reviewed the work to date of the Board of Health’s Legislative and Funding Committee.

Executive Director Deanna Dawson asked members for feedback on whether they would be supportive of advocating for additional funding options for public health. She noted that Mayor David Baker, Kenmore, discussed with her an effort by Representative Pollet to tax e-cigarettes and use some portion of the proceeds to fund public health. There may be other options for funding that could also be considered.
Councilmember Dini Duclos, Federal Way, noted that Federal Way is extremely upset about the disproportionate cuts proposed for public health centers in South King County. Duclos noted that South King County has the highest concentration of people who need these services and public transportation to those clinics proposed to stay open is not great. She noted Federal Way Mayor Jim Ferrell is reaching out to South King County cities to create a coalition to address the proposal and noted he had also reached out to the County Executive.

Councilmember Kate Kruller, Tukwila, noted that more people are moving into suburban areas and poverty is increasing. This means the needs are greater than ever in South King County.

Mayor Nancy Backus, Auburn, noted that all mayors were working together in South and Southeast King County to maintain clinics there; she noted many cities’ residents use the Auburn clinic. Backus also noted that Metro services are being cut to South and Southeast King County. Backus further stated that if we don’t pay for public health services upfront, we will pay it down the road at a much greater cost. She noted that we need to make sure our residents have opportunities to access public health services.

Dawson offered the assistance of SCA in these efforts, and asked how SCA might be helpful. Councilmember Duclos stated that the South King County cities may ask for a letter of support from SCA.

Mayor Dave Hill, Algona, noted that Algona citizens use both the Federal Way and Auburn clinics. Hill stated we will likely see an increase in police activity and have other expenses in communities if there are fewer public health services available. Hill does not understand why the proposed clinic closures are weighted so heavily towards South King County.

Booth explained that the PHSKC has to maintain two primary care clinics to retain Federally Qualified Health Center (FQHC) status and the increased reimbursement such status brings. Booth also noted that dental services are proposed to be retained as there are few other adult dental providers for low-income residents and the reimbursement rate for such services generates revenue. Booth noted that the four clinics proposed for closure are not primary care facilities nor do they have dental services.

Councilmember Toby Nixon, Kirkland, asked for a clarification about decreases in programs for infectious disease outbreaks and the medical examiner’s office.

Patty Hayes, Interim Director of Public Health – Seattle and King County, responded. She noted that while the shortfall hits the prevention division, they are proposing extra cuts in the office of the director to minimize cuts in the prevention division. Hayes stated that the department would still be able to respond to disease outbreaks, even with the proposed cuts. She noted a critical potential public health issue – Enterovirus D68 affecting young children - and shared that King County had just had its 1st confirmed case. Public health is working hard not to undermine the prevention area with the proposed cuts. Hayes noted that in the medical examiner’s office, they are looking for efficiencies and to help leverage resources in other ways.
Councilmember Barry Ladenburg, SeaTac, shared that there is a petition being circulated asking King County not to close South King County clinics. Ladenburg suggested that the lack of funding should be a state issue.

Dawson noted that Mayor Baker has proposed supporting finding a new dedicated funding source for public health. Dawson asked if this is a priority for members.

Noting that “full service” clinics were not being closed, Councilmember Ladenburg asked if one South King County clinic could be made a full service clinic. Dawson noted that there was hope that some services offered by clinics could be served by other providers, particularly now that more residents were covered by insurance under the Affordable Care Act. But she noted that there were some services (including Women, Infant, and Children services (WIC)) that the county provided that may not be offered elsewhere. Booth also noted that public health clinics serve undocumented residents, people who are not eligible for insurance coverage under the Affordable Care Act.

Deputy Mayor Catherine Stanford, Lake Forest Park, would welcome a resolution coming to the PIC so she can take it back to her council. Stanford noted that the health of the community is important to all cities in King County and noted that this is the tip of the iceberg for shortfalls.

Deputy Mayor Chris Eggen, Shoreline, agreed with Catherine Stanford on the need for a resolution coming to PIC. Eggen felt personally that there is legitimate need and growing need for public health services. Eggen stated that King County will need to come up with overriding strategy to deal with this and noted that it may require new tax authority from the state. Eggen would like to have a position that favors finding a way to fund public health clinics, but further noted he does not want to fight about which clinics are closed.

Councilmember Kruller concurs with Deputy Mayors’ Stanford and Eggen. Kruller noted that even though the South King County public health centers are not primary care centers by definition, the people who utilize them consider their services primary care.

Mayor Backus asked how the remaining clinics could absorb the roughly 23,000 clients from the 3 South King County clinics proposed to be closed.

Councilmember Tom Odell, Sammamish, noted a public health epidemic will affect all cities. Odell noted that the United States has substandard health services. Odell is supportive of a resolution coming back to the PIC related to public health funding.

8. Metro Transit Service Reductions
Lyset Cadena, SCA Senior Policy Analyst, gave a briefing on the current status of service reductions and provided an update on the work of the SCA ad hoc committee on transit service. The cuts to Metro service are guided by Metro’s Service Guidelines. The Service Guidelines calculate the need for transit service as well as provide the framework to measure the performance of current bus routes. The performance data is used to determine a route’s ranking for reduction in priority order. In April, the County Executive proposed four series of reductions and on July 21, the County Council approved a compromise plan on bus service reductions. The compromise plan reduced Metro bus service by 161,000 hours in the routes deemed the least productive. It also approved cutting an additional 188,000 hours of service in February 2015 without designating the specific routes to be
eliminated or revised. The 188,000 hours could be adjusted based on the recommendations of an ad hoc committee consisting of the Executive and County Councilmembers. Any additional cuts to Metro bus service would be evaluated by the County Council during the budget process. The King County ad hoc committee reviewed Metro’s finances, enterprise financial plan, cost reductions, savings and the July and August revenue forecasts. On September 2, the County Executive transmitted the February 2015 service reduction ordinance based on the recommendations from the King County ad hoc committee. The ordinance reduces Metro service by 180,000 hours and of this total 11,000 hours is held in reserve. Cadena passed around a handout (Attachment D) on the February 2015 service reductions compared to the original service reduction proposal.

Cadena noted that if the Seattle November ballot initiative passes, the February 2015 service cuts will be deferred until June to allow for service contracts to be created. Cadena passed around two handouts (Attachments E and F) on the Community Mobility contracts program.

Cadena mentioned that in response to Metro’s transit cuts, the SCA board created an ad hoc committee to come together and develop cohesive policies on transit. The SCA ad hoc committee met twice during the month of August to provide input and further define policy statements. The ad hoc committee would like to feedback from the PIC committee.

Cadena reported that the King County Transportation, Economy, and Environment (TrEE) committee heard the service reduction ordinance on Wednesday, September 10, and plans to take action on September 16 and will expedite the ordinance to the County Council for their action on September 22.

Deanna Dawson, SCA Executive Director, noted that the new RTTF will provide the platform to incorporate changes to the Service Guidelines. She stated she was not sure what the next step are in creating the committee but it will look similar to the original RTTF. Dawson mentioned that all communities need to be treated fairly and the Executive and County Council have been listening to the concerns of SCA member cities. She also noted that cities have provided good feedback on the proposed service reductions and that is what led to the change in the current service reduction ordinance. Dawson noted that Mayor Murray will be hosting a regional transit summit on Friday, September 12, to make sure the system works for all. She also mentioned she would be attending a meeting in Snoqualmie on Thursday, September 11, in regards to the service reductions in the Snoqualmie Valley.

Mayor Dave Hill, Algona, mentioned that King County has been responsive to SCA concerns on this issue. A shortfall still exists and it needs to be addressed, but service reductions are being softened by reforms and the economic recovery.

Councilmember Toby Nixon, Kirkland, stated that the Kirkland City Council reviewed the SCA ad hoc committee draft statements and had concerns over the harshness of the language. Nixon mentioned that the statement seemed to reverse some of the previous SCA positions, and he had submitted proposed edits. Mayor Bernie Talmas, Woodinville, mentioned that the second meeting of the SCA ad hoc committee took place before the Executive released the February 2015 service reduction ordinance. Dawson stated that the SCA ad hoc committee pulled back their policy statements due to the recent service reduction ordinance and will be formulating a more overarching policy position to
bring back to the PIC for consideration. Other cities had also raised some concerns about the draft language being considered by the ad hoc committee.

Deputy Mayor Chris Eggen, Shoreline, noted Kirkland’s representative on the SCA ad hoc committee, Councilmember Dave Asher, had expressed similar concerns to the committee. Eggen noted that the committee would focus on looking at whether the productivity measures were fair to different communities, and whether there should be a minimum level of service provided to all communities.

Council President Hank Margeson, Redmond, noted that Redmond was very well represented on the SCA ad hoc committee, as Councilmember Allen serves as co-chair. Margeson stated that the RTTF created guiding principles of productivity, geographic balance, and social equity. But the cuts all seem to be focused on the productivity measure and suburban cities are penalized when buses deadhead back across the lake. Margeson mentioned that a one-size fits all solution does not fit most of our cities.

Deputy Mayor Eggen agreed with Council President Margeson that the issue of geographic value is shortchanged. Eggen stated that Seattle has identified many centers that generate points for them under the Service Guidelines, which benefits Seattle. SCA should continue to push reexamining the Service Guidelines.

Dawson mentioned that this issue would be a good discussion for the new RTTF. She clarified for members that the Service Guidelines mention geographic “value,” not geographic “equity.” Some SCA members of the RTTF including Deputy Mayor Eggen have questioned whether the guidelines as enacted truly reflect the discussions of the RTTF on this point.

9. School Siting Guidance Policy
Chair Talmas reported that this item has been postponed at the Growth Management Planning Council (GMPC) and will come back to the PIC at a future date. Deanna Dawson, SCA Executive Director, reported that this item was continued from the PIC meeting and that the policy continues to be worked on and refined by the Interjurisdictional Team (IJT), the staff group to the GMPC.

Council President Hank Margeson, Redmond, moved, seconded by Councilmember Tom Odell, Sammamish, to continue the School Siting Guidance Policy to a future SCA Public Issues Committee (PIC) meeting.

The motion passed unanimously.

10. Sustainable Solid Waste Management Study
Doreen Booth, SCA Policy Analyst, gave an overview of the Sustainable Solid Waste Management Study. Booth noted that the Solid Waste Division was looking at getting feedback on the three 2015 strategies that have a 2015 funding request; anaerobic digestion, private industry solicitation to manage part of the county’s mixed waste stream, and to explore rate redesign and undertake a feasibility assessment. Booth handed out a memo (Attachment G) from Pat McLaughlin dated September 5, 2014 asking Metropolitan Solid Waste Advisory Committee (MSWAC) members if they agreed with the direction of the division with regard to the three 2015 strategies that have a funding request.
Council President Hank Margeson, Redmond, hoped that restaurant waste could be addressed.

Booth noted this was an internal Solid Waste Division study. She also noted that MSWAC has a motion to accept the study on their meeting agenda; Redmond had presented an amended motion to the Solid Waste Division:

"MSWAC supports King County Solid Waste Division’s Sustainable Solid Waste Study as a list of potential options that could be employed toward achieving King County Comprehensive Plan waste reduction, recycling and solid waste targets. As a regional partner in the solid waste system, MSWAC recommends that the feasibility of any option be analyzed in greater depth, that analysis shall include potential impacts on rates and that the option consideration process provide opportunities for stakeholder input prior to any option being implemented."

Deputy Mayor Chris Eggen, Shoreline, asked for clarification on what Best Practice 16 – private industry solicitation to manage part of the county’s mixed waste stream – entailed.

Council President Margeson noted that each of the three strategies comes with a $150,000 price tag. He asked if it is a price tag or placeholder. Booth replied that it is a placeholder. With regards to rate redesign – Margeson noted rates always go up, not down. He noted that as tipping fee revenue decreased, to be revenue neutral, fees for things like recycling would have to increase. That was a concern.

Councilmember Barry Ladenburg, SeaTac, discussed improvements to recycling rates and services that occurred when SeaTac entered into a new contract for services with a waste hauler. Ladenburg was concerned that the private sector is already doing some of the things discussed and he would not want the county in the same business.

Mayor Bernie Talmas, Woodinville, stated he would like to see a full waste-to-energy proposal done. If there is money available, he would advocate studying waste-to-energy options.

Councilmember Tom Odell, Sammamish, toured Republic’s facility and was impressed by the amount of materials diverted from the waste stream. He noted that Sammamish has high recycling rates but other areas, for example, industrial areas or multi-family buildings, may have different priorities. Odell noted he is interested in the waste-to-energy issue.

Mayor Dave Hill, Algona, echoed his interest in the waste-to-energy issue. He noted it could make us self-sustaining and lead to lower tipping fees. Hill also reiterated that if something is already being done in the private sector, than the county should not move into that business.

Booth noted the purpose of the solicitation was to ask the private sector to propose how they will use a portion of King County’s waste stream.

Deputy Mayor Eggen said the Solid Waste Division, in response to a question, felt the investigation they did into waste-to-energy as part of the Sustainable Solid Waste Management Study fulfilled the PIC’s request to consider waste-to-energy solutions. Dawson asked PIC members to give feedback on whether they agreed.
Councilmember Kate Kruller, Tukwila, felt that given the amount of time the division had to work on this, it is a good product. She noted she was not opposed to the top three strategies. She agreed that the placeholder numbers are not detailed enough. Kruller was encouraged but wanted more detail.

Council President Margeson wanted more detail around the funding proposed for the strategies. Margeson echoed earlier comments, that if the private sector is doing something, the county should not get in the same business.

11. Transfer Station 2 Review
Doreen Booth, SCA Policy Analyst, provided an overview of the process of the new Transfer Station Review Committee. She also reviewed the purposes of the Committee: to address King County Council Motion 14145; to address recommendations of the Transfer Plan Review Final Report; to address questions and concerns expressed by cities and other stakeholders; and lastly, to inform revisions of the 2006 Solid Waste Transfer and Waste Management Plan and the pending Comprehensive Solid Waste Management Plan.

Deputy Mayor Chris Eggen, Shoreline, co-chair of the Transfer Station Review Committee, noted that the committee will also be looking at demand management strategies to address options for additional traffic resulting from potential closure of the Houghton and Renton transfer stations.

Council President Hank Margeson, Redmond, noted that Redmond would like to see the Northeast Transfer Station removed from planning documents.

Mayor Bernie Talmas, Woodinville, concurred with Margeson.

Councilmember Barry Ladenburg, SeaTac, asked if the committee will look at traffic implications for remaining transfer stations. Booth replied that this would be reviewed.

12. Environmental Health Fees
Doreen Booth, SCA Policy Analyst, provided an overview of the work being done. A committee of the Board of Health (BOH), chaired by BOH member Largo Wales, Auburn Councilmember, has been working on developing a new rate structure for permit fees for the Environmental Health Services division. These fees apply to restaurants, pet stores, and similar facilities which require an annual fee and inspection. The BOH committee considered three options originally, one of which, a unified rate, was determined to be infeasible. The committee is leaning towards recommending a section rate, a rate where permits in the same section of the division use the same hourly rate in calculating permit fees.

Council President Hank Margeson, Redmond, asked if the committee looked at efficiencies for staffing; does the food program need 50 people to process permits?

Maria Wood, Board of Health Administrator, responded that the Environmental Health Services Division had undergone an efficiency study recently and continues to study employee productivity.

There was a brief discussion about the difference in revenues for the different rates and a discussion about rebuilding the reserve fund.
Councilmember Toby Nixon, Kirkland, raised an issue of concern in Kirkland. For homeowners’ associations that have a regular pool and a baby pool, they are charged as if they have two pools, although the water circulates to both pools. Nixon noted the water is only tested once and they should be considered one pool. Booth will look into the issue.

Councilmember Barry Ladenburg, SeaTac, questioned if the division had the infrastructure to support the program rate. Booth noted there is a higher administrative cost for the program rate.

Councilmember Tom Odell, Sammamish, asked if the divisions’ excess revenue could be applied to the public health clinic crisis. Maria Wood noted that the division is not permitted to do that.

There was a brief discussion about the rates themselves and a discussion of what a weighted average rate would be.

Councilmember Kate Kruller, Tukwila, speaking from her experience as a Metropolitan Parks District Commissioner, noted that she supported the proposal for a section rate. She suggested that facilities should be paying for their own inspectors.

13. Informational Items
Chair Talmas highlighted two informational items: 2014 work of the South Central Action Area Caucus Group (SCAACG) and Washington Transportation Plan 2035 public review draft. Any questions on the SCAACG item should be directed to Doreen Booth, SCA Policy Analyst, 206-433-7147 or doreen@soundcities.org. Feedback on the Washington Transportation Plan 2035 public review draft should be sent to the Washington State Transportation Commission, and questions should be directed to Lyset Cadena, SCA Senior Policy Analyst, 206-433-7169 or lyset@soundcities.org.

14. Upcoming Events
The next Public Issues Committee Meeting is scheduled for Wednesday, October 8, 2014 at 7:00 PM at Renton City Hall.

The next SCA Networking Dinner will be a joint event with Association of Washington Cities (AWC) on Wednesday, October 22, 2014 at 5:30 PM at the Renton Pavilion Event Center.

15. For the Good of the Order
Mayor Dave Hill, Algona, reflected on the anniversary of September 11, 2001. Hill also noted that Mayor Nancy Backus, Auburn; Mayor Leanne Guier, Pacific; and he are planning to go to New York to participate in the Tunnel to Towers event to support first responders and service members.

16. Adjourn
The meeting was adjourned at 8:55 PM.
# 2014 Roll Call – Public Issues Committee Meeting
## September 10, 2014

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<td>Tola Marts</td>
<td>Stacy Goodman</td>
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<td>Kenmore</td>
<td>David Baker</td>
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<td>Kent</td>
<td>Bill Boyce</td>
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<td>Shelley Kloba</td>
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<td>Layne Barnes</td>
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<td>Benson Wong</td>
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<td>Lisa Jensen</td>
<td>John Drescher</td>
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<td>Susan West</td>
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<td>Ross Loudenback</td>
<td>Ken Hearing</td>
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<td>Vic Kave</td>
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<td>SCA</td>
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<td>Deanna Dawson,</td>
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<td>Kristy Burwell,</td>
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<td>Lyset Cadena,</td>
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<td></td>
<td></td>
<td>Doreen Booth</td>
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Electeds present are highlighted in gray. Cities represented are bolded.
King County wants to ensure that all of its young people have the chance to thrive as children and succeed as adults. That’s why the county is creating a Youth Action Plan.

The voices of children and youth, and adults who care about them, are vital to creating a plan that can make a difference in our community.

Now is your chance to help shape the future of youth in King County by joining any of the October Community Conversations being held in 4 different locations throughout the county.

Come learn about the Youth Action Planning process and share your thoughts!

King County

Find out more:
www.kingcounty.gov/YAP (206) 477-1001
Getting there together
Metro and Sound Transit transit integration initiatives

To provide riders with a seamless transit experience through increased coordination of service, customer products and facilities, the agencies are launching a series of initiatives.

Taking early actions
- Manage impacts of Metro service reductions (Examples: Restructure Metro services in Kent/East Hill to connect with Sounder trains; Coordinate service along SR 522 to shift riders from Metro services to more Sound Transit buses)
- Integrate bus and rail with the opening of University Link (Benefits: Expand transit system service hours and destinations; Increase mobility for riders between neighborhoods and across network)

Mobilizing for future gains
- Combine long-range planning efforts underway at both agencies to ensure maximum integration (Examples: joint Sound Transit/Metro planning teams, coordinated outreach, regional transit vision showing integrated networks, clearinghouse of transportation modeling data)
- Continue service and facility integration planning and implementation for future planned Link light rail extensions
- Jointly study fully integrated bus/rail networks in system planning to prepare for likely future Sound Transit ballot measure

Improving customer experience
- Implement a new low-income fare (King County introducing in spring 2015; Sound Transit Board in late 2014 will consider similar action)
- Release a new joint trip planning app for smartphones
- Launch a new joint mobile ticketing pilot program enabling riders to pay fares using smartphones
- Provide cellular service in Downtown Seattle Transit Tunnel and University Link tunnels
- Provide combined open transit data to third-party software developers for app development
- Introduce a parking pilot program that provides parking availability information to transit riders
- Start pilot project to jointly test real-time information at select transit stations
- Coordinate new signage/way finding including simplified signage in Downtown Seattle Transit Tunnel
- Evaluate potential customer experience improvements such as optimizing coordination for rider alerts, centralized customer response, collaborative ADA initiatives, and joint development of other tech tools

Developing the right infrastructure
- Continue coordination at Tukwila Sounder station to integrate local, regional and intercity services
- Build Northgate light rail station to facilitate rider transfers between bus and rail services
- Develop coordinated plan to connect bus and rail at Mercer Island working with local jurisdictions and the public
- Jointly evaluate highest and best use of facilities such as Downtown Seattle Transit Tunnel and bus bases

Managing for maximum efficiency
- Explore opportunities for operational efficiencies in areas such as security and public safety
# Alternative February 2015 Service Reductions Proposal

<table>
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<tr>
<th>Reduction priority</th>
<th>Area impacted</th>
<th>Original Feb 2015</th>
<th>Alternative Feb 2015</th>
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<td>1</td>
<td>Countywide</td>
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<tr>
<td>2</td>
<td>East King County</td>
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<td>Queen Anne, Capitol Hill, Central and Southeast Seattle</td>
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<tr>
<td></td>
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<td>29,000</td>
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<tr>
<td>3 and 4</td>
<td>Countywide</td>
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Subtotal of hours with reserve: 192,000 - 180,000
Reserve 6%: 11,000 - 11,000
Subtotal (net cuts): 181,000 - 169,000

Cumulative total hours: 353,000 - 341,000
Cumulative total (net cuts): 333,000 - 320,000
Community Mobility Contracts program cost model and assumptions

The Community Mobility Contracts program requires Metro to recover the full cost of providing transit service. Costs will vary depending on the time of day the service is provided, the type of vehicle needed to provide the service, and whether the purchase of additional buses is required to deliver the service. The assumptions in the Community Mobility Contracts cost model are below.

Service assumptions
- A city, group of cities, or other partners can request to purchase any new transit service that complies with federal, state, and local laws. Any form of charter service that isn’t open and available to the public cannot be purchased through this program.
- Service purchasers and Metro will determine if the requested service falls within the definition of peak-period service. Metro defines peak-period service as service operating on weekdays between 5-9 a.m. and 3-7 p.m. Non-peak service is any service outside of those hours.
- Vehicle types needed for the service will be determined by Metro, using existing schedule information and standard business practices for determining and assigning vehicles.
- All service will continue to be planned, scheduled, described, operated, and branded as part of the King County Metro transit system.

Financial assumptions
- Hourly rates, bus costs, and fare revenue adjustments will be updated annually. Estimated rates will be available in October. Final rates for the following year will be available in December after the adoption of the King County biennial budget or mid-biennial budget update.
- If buses must be purchased, costs for buses will be based on an assumption that new/additional buses will require debt financing, with an assumed interest rate of 3 percent. The actual interest rate will be determined at the time of financing. Service purchasers will be responsible for an annualized cost of the bus for the time of their contract.
- The cost of buses is assumed to be spread over 12 years for diesel hybrids. The cost for trolley buses, RapidRide buses, and DART vehicles will be subject to additional discussion to determine pricing because these fleets are not interchangeable with other fleets and have additional purchases have unique limitations.
- Metro’s baseline hourly rates for each bus type are set biennially based on Metro’s adopted budget and the assumptions in the cost allocation model. These hourly rates are consistent with rates used for other service purchases.
- Hourly rates will be adjusted for fares collected on contracted service using a systemwide average fare recovery ratio. In 2015, Metro estimates that the fare adjustment will be 27 percent of operating cost.
- For the purposes of providing 2015 cost estimates, the inflation rate for operating cost is assumed to be 3 percent. Final rates will depend on Metro’s final budgeted costs and, as noted above, will be provided each December.
- No cost is assumed or applied for non-bus capital program elements such as shelters, transit centers, and other facilities. Operating costs for these facilities will be accounted for within the fully allocated cost per hour. Metro will maintain responsibility for determining and funding needed passenger facilities.
Fleet assumptions
Metro’s current fleet plans have been developed based on reduced service levels. Peak-period purchases may require additional fleet investments. The number of buses in Metro’s fleet is set based on the number of buses required to operate peak service, when the maximum number of buses are in use.

- One bus is required for every 1,000 combined a.m. and p.m. peak-period service hours purchased. This assumption is consistent with the assumptions used in Metro’s overall fleet planning.
- Non-peak service investments would not include costs for fleet purchases because Metro has sufficient fleet available to operate more service in non-peak periods.
- The time period for financing the buses is assumed to be 12 years for hybrids. This reflects the Federal Transit Administration minimum life span.
- Metro will continue to maintain exclusive ownership of its buses. Service purchasers would pay the annualized cost of the buses for each year of additional peak-period service.
- Bus costs are based on the most current information about total purchase and preparation costs. This includes the vendor price plus Metro’s costs to bring the new fleet into service. These costs vary by bus type.

Fleet type distinctions
- Cost for trolley buses will be subject to additional discussion due to the unique aspects of the trolley fleet, including lack of ability to operate on non-trolley routes and limited procurement options.
- Cost for RapidRide buses will be subject to additional discussion because of features that limit interchangeability with other fleets, including branding and door configurations.
- Cost for DART vehicles will be subject to additional Metro discussion with the DART contractor. Purchases of peak-period DART service could require additional funds to procure DART vehicles.
Community Mobility Contracts program

The Community Mobility Contracts program allows cities or a public or private organization to purchase transit service above what Metro is currently able to provide. This program is similar to Metro’s existing Service Partnership program, requiring a more significant investment that covers the full cost of providing the service.

The Community Mobility Contracts program is based on three principles:

- Contracts must reflect the full cost of providing the service.
- Contracts cannot come at the expense of other cities or the regional allocation of service.
- The program is intended as a bridge to keep buses on the street until a sustainable funding tool for local transportation is secured.

Metro will offer technical assistance to interested parties to help identify service investments that meet the communities’ transit and economic objectives. Once a contract is signed, service would begin at the time of Metro’s next quarterly service change, when practical.

Community Mobility Contracts program cost model

The Community Mobility Contracts program requires Metro to recover the full cost of providing transit service. Costs will vary depending on the time of day the service is provided, the type of vehicle needed to provide the service, and whether the purchase of additional buses is required to deliver the service. A summary of the cost model assumptions is provided below. Further cost assumption details are included in the attached document.

- Any new transit service that meets federal, state and local laws can be purchased. The service must be available to the general public.
- If the service falls in the weekday peak period (5-9 a.m. and 3-7 p.m.), pricing will include necessary bus costs.
- Full cost will include an hourly rate and bus costs (if applicable). These costs will be adjusted by a systemwide fare revenue collection rate.
- Hourly costs will be estimated each year in October and will be specific to the size and type of bus used. The final rates will be provided in December after the adoption of the King County biennial budget or mid-biennial budget update.
  - For 2015, the estimated hourly rate ranges from $140 to $165.
  - The fare adjustment is estimated to be 27 percent.
- Bus costs will be included for purchases of services that fall into the peak periods.
- The costs for buses will be debt-financed over 12 years. Service purchasers will pay the annualized costs for the period of the contract.

For additional information, contact Michelle Allison, King County Department of Transportation, 206-477-3813 or Michelle.Allison@kingcounty.gov

King County Metro Transit
King Street Center, KSC-TR-0415
201 S Jackson St
Seattle, WA 98104
www.kingcounty.gov/metro
Date: September 5, 2014
To: Metropolitan Solid Waste Management Advisory Committee
From: Pat D. McLaughlin, Division Director
Re: Sustainable Solid Waste Management Study

The Metropolitan Solid Waste Management Advisory Committee was created in 2004 to serve as a sounding board for the King County Solid Waste Division and provide guidance on all matters relating to the prevention and management of solid waste in King County. Annual work plans identify key issues that are planned for discussion each year such as responding to studies or work products of the division, some of which will likely result in the committee taking action in the form of a motion.

The purpose of this memo is to summarize key facts related to a recent division work effort that has significant implications to the future strategy of solid waste services in King County. Given the importance of recent work by the division, the following is being provided to the committee for consideration.

The division has wrapped up the Sustainable Solid Waste Management Study and is ready to move on to scoping three follow up projects:

1) A feasibility assessment of anaerobic digestion at division facilities which would evaluate available technologies, appropriate facility size and location, feedstock potential, product markets, and cost

2) A process to solicit proposals that would explore the private industry’s interest and ideas for managing a portion of the waste stream using alternative technologies

3) An assessment of a possible new fee structure which would consider what services would be funded by the new fee, how the fee would be structured, how the fee would be collected, and how tip fees would be affected

As we progressed through the Sustainable Solid Waste Management Study, we received valuable feedback and advice from you that informed how we proceeded and where we ended up. Before we move forward now, we would like to hear from you in your official advisory committee capacity – do you concur with proceeding with the three follow up projects? We will be asking for your input and advice again as we begin scoping these projects, so if you do not concur, it is important that we know that.

Thank you for your time and valuable attention.