



SCA Public Issues Committee

MINUTES

November 12, 2025 – 7:00 PM

Online Meeting

1. Welcome and Roll Call

Shoreline Mayor, Chris Roberts, Public Issues Committee (PIC) Chair, called the meeting to order at 7:01 PM. 21 cities were represented. ([Attachment A](#)).

Guests present included: Tracy Taylor, Auburn (PIC Alternate); Cheryl Rakes, Auburn; Katie Halse, Bellevue Staff; Chris Searcy, Enumclaw Staff; Amy Tsai, Redmond Staff; Tania Mondaca, King County Staff; Misha Lujan, King County Executive Staff; Julie Horowitz, Public Health Seattle & King County (PHSKC); Joy Carpine-Cazzanti, PHSKC; Geoffrey Thomas, King County Sheriff's Office; Atar Baer, PHSKC; Gregory McKnight II, PHSKC; Sacha Taylor, Leone Solutions Group; iphone (unidentified); iphone-HP3MW74Y36 (unidentified); zoom user (unidentified).

Chair Roberts noted that any discussion in the chat for those joining online would be maintained for public records purposes and included in the PIC minutes ([Attachment B](#)).

2. Public Comment

Shoreline Mayor, Chris Roberts, SCA PIC Chair, asked if there was anyone in attendance who would like to provide public comment and encouraged any individuals with comment to contact sca@soundcities.org .

Hearing none, Chair Roberts closed this portion of the meeting.

3. Approval of Minutes – October 8, 2025 Meeting

Shoreline Mayor, Chris Roberts, PIC Chair, asked for any questions or amendments to the minutes of the October 8, 2025 SCA PIC meeting.

Mayor Kelli Curtis, Kirkland, moved, seconded by Councilmember Tola Marts, Issaquah, to approve the minutes of the October 8, 2025 SCA PIC Meeting. The motion passed unanimously.

4. Chair's Report

Shoreline Mayor, Chris Roberts, SCA PIC Chair, shared that Councilmember Joseph Cimaomo, Jr., SCA PIC Vice Chair, is currently losing his re-election. Roberts shared that, therefore, PIC is looking for a chair and vice chair for the next year and encouraged members to reach out with any questions and/or interest. Roberts thanked members who encouraged their councils to apply to SCA Regional Boards and Committees. He asked SCA Executive Director Robert Feldstein to share how many applications were received.

5. Executive Director's Report

SCA Executive Director Robert Feldstein shared that in 2021 and 2022, SCA received around 168 applicants to committees, which dipped down for the past few years. This year, SCA received 158 applicants to committees. Feldstein shared that he feels like this reflects renewed enthusiasm. He thanked the SCA staff for their work in this process and SCA members for their interest. Feldstein also shared that seats on the SCA Board of Directors are opening, including seats from the North Caucus, South Caucus, Snoqualmie Valley Caucus, PIC Chair, and Council Managers. Feldstein also shared that he will be part of King County Executive-Elect Zahilay's transition team.

Mayor Pro Tempore Mark Joselyn, North Bend, asked what applicants for committees can expect for next steps and notification of results. what the process is going forward for applicants to committees and when applicants will be notified. Shoreline Mayor, Chris Roberts, SCA PIC Chair, shared that the PIC Nominating Committee is meeting later this month to make recommendations, which will then be voted on at the December PIC meeting and subsequently voted on at the December SCA Board of Directors meeting. Feldstein added that this year was tumultuous with so many close elections. He shared that SCA staff pushed the due date back as much as possible but acknowledged the turnaround was still tight.

6. SCA 2026 State Legislative Agenda & County Priorities

Presentation by SCA Senior Policy Analyst Aj Foltz. Materials attached and available [here](#).

Foltz overviewed the timeline for refining these documents. PIC will review the draft documents at this meeting as a first touch; the Board will then review PIC's discussion at their November meeting. PIC members may submit their feedback to SCA staff any time through Monday, December 1. At the December PIC meeting, PIC will review and vote on the updated draft and proposed amendments. At the December Board of Directors meeting, they will review PIC's amendments and decisions, as well as make the final decision whether to adopt.

Foltz stated the purpose of the State Legislative agenda is to communicate legislative priorities to the Washington State Legislature for the 2026 session. When developing the agenda, SCA's Legislative Committee considered that the upcoming session is a short session and that the State is facing budgetary constraints. The County Priorities document aims to provide a roadmap for SCA and King County to collaborate on key issues and strengthen jurisdictional partnerships. When developing the priorities, the SCA Legislative Committee considered that there is a new King County Executive and that the document will allow SCA staff to act on these priorities in conversations with the County and regional partners. These documents can be found on pages 17-20 of the PIC Packet ([linked here](#)). Shoreline Mayor, Chris Roberts, SCA PIC Chair, opened discussion on the State Legislative Agenda.

Mayor Pro Tempore Ronn Mercer, Duvall, stated he liked the language in the beginning and expressed he was concerned about the one-size-fits-all approach around growth targets, particularly since smaller cities like Duvall struggled with inventory and tools. He stated that he is concerned about the agenda items of transportation and housing since Duvall does not receive a lot of investment from King County and meeting housing targets has been a challenge. Foltz replied that the agenda is flexible and said Mercer is welcome to suggest a bullet point around a

broader range of options for smaller cities to either the housing or transportation segments. She shared that the needs of small cities were not lost on the committee, though edits can be made to more prolifically reflect this sentiment throughout both documents. Foltz also shared that SCA is putting together a small cities group next year and invited Mercer to partake in that group. Foltz also invited Mercer to send in edits to the documents, to which Mercer replied that he would. SCA Executive Director Robert Feldstein echoed the sentiment that the first bullet point in the housing section is meant to address this idea but could be edited to reflect these concerns more clearly. Mercer replied there is local control throughout the document and appreciates it. He stated he wants to ensure the message is properly conveyed to state legislators.

Councilmember Tola Marts, Issaquah, asked about the status of marijuana public safety dollars and how amounts are calculated for marijuana versus alcohol. Foltz replied she is unsure and will look into it.

Feldstein shared that SCA staff met with AWC to discuss State Legislative Agendas. AWC's position on indigent defense funding is that they would like the state to fund different increments as they arise, rather than the state entirely funding indigent defense. Feldstein also stated that AWC staff seemed interested in clarifying the restrictions on the HB 2015 sales tax, while Feldstein heard from SCA cities that the cities felt there should be fewer restrictions. He also shared that he has heard Kent and a few cities may be working on the liability law and dig line rules.

Roberts asked whether SCA is collecting city legislative agendas, to which Feldstein replied that SCA is, though not through a formal process.

Roberts opened discussion on the County Priorities document.

Foltz shared that areas in the document may apply to all cities, but that there may also be gaps. She encouraged PIC members to provide feedback so the document properly addresses the concerns of all SCA cities.

Mayor Kelli Curtis, Kirkland, complimented SCA on the document, and especially appreciated the first bullet around collaboration on levy development.

Feldstein shared that this document is an experiment, as SCA has never done one before. He said that it feels helpful in providing direction, especially when meeting with the new Executive.

Mayor Jim Ribail, Carnation, complimented both documents. He stated that cities will provide feedback on them, and suggested cities also provide examples to Feldstein so he can use them during his meetings with various partners. Feldstein appreciated the suggestion of examples.

7. Transit Safety and Security Briefing

Presentation by Transit Safety Task Force Facilitator Sacha Taylor, Leone Solutions Group. Materials attached and available [here](#).

Taylor shared that the Regional Transit Safety Task Force came into existence in early 2025, prompted by the tragic murder of Shawn Yim. The Amalgamated Transit Union called for something to be done. In response, the King County Council passed a motion to convene a task force on the issue. Since the motion's passage in March, they worked with a broad group of stakeholders to identify challenges and gaps facing transit safety goals around the region. This work included 14 working sessions which generated over 150 proposed solutions which were presented to the Transportation District Board. In July, they held a public commitment event where various groups provided feedback on the recommendations. They then circulated the draft implementation plan.

The Motion required the Task Force to convene a broad membership, engage stakeholders, and develop a work plan addressing operator safety, accountability, interagency coordination, and response times. The Task Force has published various items from their work: notes and insights from the kickoff, recommended solutions as refined, focus session guides, and the implementation plan.

Taylor overviewed 7 critical gaps identified by the task force: fragmented emergency response infrastructure, inconsistent enforcement and lack of clear rider rules, drug use and behavioral health crises on transit, staffing shortages across safety roles, unsafe and neglected transit environments, broken communication and reporting systems, and fragmented and inconsistent safety data.

Recommendations to address these gaps were shaped into six top priority areas. Two of which are regionally focused: regional coordination and alignment, and regional responder and outreach staffing. The others are transit agency focused: field staffing and operator support, workforce training and support, safe transit environments, and employee and rider reporting systems. Despite being subdivided by region or transit agency, all six of these areas are meant to be collaborative. Taylor then detailed the various workstreams that fall under the priority areas.

The plan includes activities with local jurisdictions around coordinating emergency response and public safety protocols. This could include establishing MOUs and protocols to ensure consistent responses across jurisdictions and transit agencies, or adoption of consistent fire/EMS entry standards, designating local safety contacts, and implementing and honoring regional exclusion and information-sharing policies.

Other activities with jurisdictions are around accountability and community partnerships. This could include participating in a regional Code of Conduct campaign, coordinating prosecutors and courts to prioritize transit-related offenses, supporting the creation of community court models, partnering with long-term case management programs, and formalizing partnerships with various organizations near transit.

Next, Taylor overviewed activities with local jurisdictions around transit environment and community activation. This could include coordinating with transit agencies and WSDOT on CPTED assessments, expanding art and beautification programs, supporting pop-up vendor

activations, investing in design improvements under city ownership, and growing community stewardship programs.

Taylor then overviewed activities with jurisdictions around community safety and data. This includes adopting standardized incident definitions, participating in cross-agency data sharing systems, providing outcome data, using unified reporting tools alongside Metro and Sound Transit, and supporting transparency dashboards.

Taylor stated that the requirements of the Motion have been fulfilled. The next steps are to move from developing the work plan to establishing a task force oversight body, including drafting and ratifying a charter to launch the body. Next steps also include developing a detailed transit safety action plan which would ensure all identified gaps and challenges are being advanced through near-term actions or are documented as items that have been resolved or need to be addressed in future work. They will then establish regional workgroups for each regional-focused workstream and report on progress regularly to King County Council and stakeholders.

Mayor Kelli Curtis, Kirkland, shared that she was at the launch meeting and is excited about the progress. She stated her police department is concerned around additional calls for transit safety, and asked how feedback is being collected. Taylor replied that they always accept feedback via the email she placed in the meeting chat and are also holding meetings with different law enforcement agencies. She stated that they will provide ample notice on workgroup meetings so members can send the appropriate individuals.

Mayor Jim Ribail, Carnation, asked whether organizations Metro supports will be part of the document, such as Snoqualmie Valley Transit. Taylor said that they would potentially be included as action partners assuming they will be impacted by this work, and shared they are continuing to expand which stakeholders are involved.

SCA Executive Director Robert Feldstein thanked them for their inclusion and shared that engaging with the County involves a lot of layers. He shared that cities will need to be engaged in various ways, including law enforcement and public works, and stated that no one of us can speak for all of the different aspects involved.

8. Unapproved Food Vendors Briefing

Presentation by Public Health Seattle & King County (PHSKC) staff, including Food & Facilities Section Deputy Atar Baer, Food & Facilities Supervisor Greg McKnight, and Environmental Health Services Division Strategic Advisor Julie Horowitz. Materials attached and available [here](#) .

Horowitz shared that Environmental Health Services is a division within Public Health Seattle & King County (PHSKC) that covers areas such as clean water and food, with food safety as their largest program. Baer overviewed that the program completes plan reviews, conducts regular inspections, provides food safety trainings, responds to complaint, and takes enforcement actions.

A food permit indicates a vendor has undergone the processes and procedures to operate safely. The mission of their food safety program is to protect the public from foodborne illness by ensuring safety measures are in place. Unpermitted vending includes risks like lack of access to plumbed restrooms, no sink/water for handwashing, lack of temperature controls, food preparation in unapproved home kitchens, and no oversight for excluding ill workers. Foodborne illness can be severe, with youth and elderly populations at increased risk of kidney failures or death. Impacts also extend to public safety and environmental health, such as how propane tanks represent a fire risk. They added that they have heard from permitted vendors that unpermitted vendors hurt the bottom line of permitted vendors, and that they have seen increased threats to the safety of unpermitted vendors, permitted vendors, and staff.

The program has taken various steps to address unpermitted vending, focused around outreach and partnerships, services and resources, permitting and inspections, and regulatory items. Specific examples include hosting events to help new vendors obtain permits, establishing contracts with community-based organizations to conduct outreach, prorating permit fees, providing multilingual services, broadening access to commissary kitchens, and expanding the food safety rating system.

Historically, there were fewer unpermitted vendors. These vendors typically lacked the knowledge and resources to engage in the permitting process but were willing to come into compliance. For these vendors, the strategies previously described worked well. However, there has been a recent and substantial increase in a more organized type of unpermitted vending activity across county and state lines. These vendors have no interest in engaging with PHSKC inspectors and do not want to obtain a permit despite knowing it is required and having the finances to do so. They have observed identical hot dog stands, cut fruit carts, and pop-up stands, suggesting it is not a “mom and pop” operation.

PHSKC has set up a dashboard to track unpermitted vending trends. Their response to unpermitted vending includes following up on every complaint they receive and conducting targeted inspections in the evenings at venues where unpermitted vendors congregate. They have also partnered with other agencies, including code enforcement and law enforcement, as well as with local police and the King County Sheriff's Office to protect staff safety. Other responses include directing vendors to cease operations.

The food safety code was designed for regulating permitted food businesses, not regulating the current unpermitted landscape. For instance, code allows them to inspect and close unpermitted vendors, but they typically reestablish very quickly. A hold order for food does not work if a vendor walks away, and fines only work for property owners. The Code is currently unclear regarding whether they have the authority to destroy food.

Horowitz overviewed collaborations needed for this issue. PHSKC is working to get clarifications on their authority and increase it where necessary. They have engaged with the Washington Department of Health, Attorney General, State Patrol, and Labor & Industries. They are looking more broadly for longer-range strategies with the Big Cities Health Coalition, West Coast Health Alliance, and other local health jurisdictions. PHSKC is also working with coalitions that permitted

vendors have formed. PHSKC has published blogs, conducted media interviews, and conducted other measures to send the message that this is a public health risk.

Their next steps include continued collaboration with cities to coordinate responses to unpermitted vending, proposing a survey to city officials, and convening a forum with city staff to plan further collaboration.

Mayor Jim Ribail, Carnation, suggested that members reach out to their local fire departments, as food trucks must be inspected annually for fire concerns.

Councilmember Susan Honda, Federal Way, shared that recently a group in her area had an extensive setup of hot pots on a street corner on a weekend night. She stated that their police chief said they could speak with these vendors, but Honda was unsure what could be done. Baer replied that this has been a consistent story they have heard. McKnight suggested that they could coordinate with their police department and other groups, such as business licensing groups. He also suggested finding the makeshift commissaries the individuals are preparing food at as a way to prevent food preparation upstream.

Honda also asked whether police have the authority to stop unpermitted vending operations, to which McKnight replied that they do.

Deputy Mayor Harry Steinmetz, Des Moines, shared that he has seen the setup Honda is referring to and stated Des Moines has among the lowest ratio of population to police. He asked whether there is an emergency number to report this to or any other emergency response. McKnight shared that emergency enforcement is not usually part of their response, though PHSKC can send individuals to join if the city sends out a response. Horowitz also shared that members can submit complaints if there are specific areas of concern.

Shoreline Mayor, Chris Roberts, SCA PIC Chair, stated that the presentation assumes that unpermitted food vendors are a problem. He shared some people believe these unpermitted food vendors bring vibrancy to neighborhoods and are largely seen as a good thing, particularly if they can be permitted. Roberts also shared some community members feel targeting these unpermitted vendors is especially fraught now given the larger political landscape. He asked whether PHSKC has comments on these sentiments. McKnight shared that PHSKC has avenues to compliance available to vendors, but that these are larger vendors taking hundreds of thousands of dollars out of local communities as they are based in California. He stated that PHSKC is not trying to impinge on anyone's rights but is concerned given the seriously unsafe food conditions. McKnight also shared that immigration status could become a scapegoat in the event of a foodborne illness outbreak, and that he feels protecting public health and preventing tension is ideal.

Mayor Nancy Backus, Auburn, stated that their code enforcement group will work two weekends and a couple of late nights each month will work two weekends each month. The group will carry a packet of information to advocate and educate prior to enforcement, but she shared that many individuals they encounter do not want to comply.

Mayor Jim Ribail, Carnation, asked what the permitting fee is. Baer replied that it depends on the type of operation (for instance, whether it is a cart, trailer, truck) and the type of food being sold (as a measure of risk level). Baer added that permit fees are one component of other licenses needed.

Steinmetz asked whether there is any money for outreach. He expressed that the “smiley face” system had great outreach and that this issue would benefit from similar increased outreach. McKnight shared that an attitude of excitement around unpermitted vendors has arisen and added a challenge. He stated that PHSKC is looking into placarding the unpermitted carts to tell public not to eat at the food stand.

SCA Executive Director Robert Feldstein shared that there seems to be a potential avenue to convene cities to share strategies and outreach tools.

9. PSRC Committee Restructuring

Presentation by SCA Senior Policy Analyst Aj Foltz. Materials attached and available [here](#) .

Foltz shared that the Puget Sound Regional Council (PSRC) has been discussing restructuring their boards in an ad-hoc committee, though the decision on restructuring has been delayed until next year. Every three years, PSRC is required to review the composition of the PSRC Executive Board. It was determined that this year’s review will also include the PSRC Transportation Policy Board (TPB) and the PSRC Growth Management Policy Board (GMPB). PSRC convened an Ad Hoc Committee to conduct this review.

The Executive Board is the governing body of PSRC that makes policy and operational decisions and approves actions made by TPB and GMPB. It includes seats for King County, the City of Seattle, SCA cities with a population above 80,000, and three seats for other cities and Towns in King County that are appointed by SCA. TPB has seats for King County, the City of Seattle, the City of Bellevue, and three seats for other cities and towns in King County that are appointed by SCA. GMPB has seats for King County, the City of Seattle, the City of Bellevue, and three seats for other cities and towns in King County that are appointed by SCA. All committees also include representatives from Kitsap, Pierce, and Snohomish Counties (including the county, the largest city, and other cities and towns), as well as Federally Recognized Tribes and statutory membership representing regional government entities.

The initial restructuring proposal would provide permanent voting seats on TPB and GMPB for cities with a population above 80,000 residents, which adds seats for the Cities of Kent, Federal Way, Renton, Auburn, Kirkland, and Redmond. They would reduce SCA appointed seats from 3 to 1 and increase the seats assigned to other cities and town seats from 1 to 2 for both Pierce and Snohomish Counties. An additional proposal has been put forward that would provide the additional seats for cities with a population above 80,000 as listed above, but the number of SCA-appointed seats would remain at three.

Councilmember Tola Marts, Issaquah, asked which problem this is intended to solve, to which Foltz replied she was unsure.

Shoreline Mayor, Chris Roberts, SCA PIC Chair, asked who is on the ad-hoc committee. Foltz replied that it includes Mayor Dana Ralph, Kent, as chair of TPB and Councilmember Ed Prince, Renton, as chair of GMPB, along with representatives from Seattle, King County, Tacoma, Pierce County, and Everett. The full list can be found on pages 28-29 of the PIC Packet ([linked here](#)).

Mayor Pro Tempore Mark Joselyn, North Bend, expressed that this proposal diminishes North Bend's voice. He shared that commuting by bus takes two hours, and that the lack of accessible public transit jeopardizes grant funding for North Bend's efforts to build affordable housing. He echoed Marts's question and shared that it does not help people in his community.

Marts shared that the proposal strikes at the heart of why SCA exists he feels it is a bad idea and strikes at the heart of why SCA exists, which is the idea that cities in King County have more in common than different and want a common voice on regional issue. He stated that this proposal undermines this idea and feels like a diminishment of SCA's common voice.

Mayor Jim Ribail, Carnation, supported Joselyn's and Marts's points.

Foltz stated that SCA was not consulted before this was brought to PSRC's boards and once SCA heard, it was brought to leadership immediately. Foltz also shared that she has heard concerns from SCA cities around this decision diminishing SCA's unified voice.

SCA Executive Director Robert Feldstein shared that PSRC has paused the proposal at this point due to the number of concerns. He stated that under the second proposal, where SCA has three seats and 7 cities get their own seats, it could be viewed as SCA having ten seats, particularly if we continue working together.

Mayor Pro Tempore Ronn Mercer, Duvall, asked why seats on the PSRC Executive Board are portioned the way they are, as he expressed they feel disproportionately weighted. Roberts shared that PSRC membership is set by state law where cities with a population above 80,000 get a seat and that a principal city in each county gets a seat.

Roberts also shared that a couple of cities are edging closer to the 80,000 population threshold and that he is unsure what will happen when cities cross that threshold such that there are many guaranteed seats on the Board.

10. Election Results Roundtable

This agenda item was skipped due to time constraints.

11. Updates/Informational Items

SCA Executive Director Robert Feldstein shared that the Rate Summit is this Friday, an idea which first appeared in SCA conversations. Feldstein stated the Summit is the beginning of a process to hopefully set the groundwork and call attendees to action for future work around utility rates.

SCA Senior Policy Analyst Aj Foltz presented this standing agenda item to offer an opportunity for questions from PIC members. She also highlighted the Rate Summit, as part of the upcoming issues in Boards & Committees. Foltz stated that the November newsletter was recently released and encouraged cities to submit City Wins for the newsletter. She also encouraged PIC members to submit information around their upcoming levies and ballot measures. Foltz shared that the EMS levy was the most recent regional levy to be voted on.

Feldstein also shared that some regional committees will begin discussions on their upcoming work plans and that SCA as an organization will also engage in conversations on these work plans.

12. For the Good of the Order

There were no items for the good of the order.

13. Adjourn

The meeting adjourned at 8:58 pm.

Public Issues Committee Meeting
October 8, 2025

City	Representative	Alternate
Algona	Troy Linnell	David White
Auburn	Nancy Backus	Tracy Taylor
Beaux Arts Village	Aletha Howes	
Bellevue	Jared Nieuwenhuis	Dave Hamilton
Black Diamond	Tamie Deady	
Bothell	Carston Curd	Rami Al-Kabra
Burien	Kevin Schilling	
Carnation	Jim Ribail	
Clyde Hill		
Covington	Joseph Cimaomo, Jr.	Kristina Soltys
Des Moines	Harry Steinmetz	Yoshiko Grace Matsui
Duvall	Ronn Mercer	Mike Supple
Enumclaw	Chance LaFleur	Corrie Koopman-Frazier
Federal Way	Susan Honda	Lydia Assefa-Dawson
Hunts Point	Joseph Sabey	
Issaquah	Tola Marts	Kelly Jiang
Kenmore	Nigel Herbig	Melanie O'Cain
Kent	Bill Boyce	Toni Troutner
Kirkland	Kelli Curtis	John Tymczyszyn
Lake Forest Park	Joe Lebo	Tracy Furutani
Maple Valley	Syd Dawson	Dana Parnello
Medina	Michael Luis	Jessica Rossman
Mercer Island	Dave Rosenbaum	Ted Weinberg
Milton	Tim Ceder	Shanna Styron Sherrell
Newcastle	Paul Charbonneau	Ariana Sherlock
Normandy Park	Sue-Ann Hohimer	Jack Lamanna
North Bend	Errol Tremolada	Mark Joselyn
Pacific	Kerry Garberding	Vic Kave
Redmond	Melissa Stuart	Osman Salahuddin
Renton	Ruth Pérez	Armondo Pavone
Sammamish	Sid Gupta	Amy Lam
SeaTac	Jake Simpson	Iris Guzmán
Shoreline	Chris Roberts	John Ramsdell
Skykomish	Henry Sladek	
Snoqualmie	Cara Christensen	Louis Washington
Tukwila	Hannah Hedrick	
Woodinville	David Edwards	James Randolph
Yarrow Point	Katy Kinney Harris	

Cities present at the meeting are **bolded**. Voting representatives present are **highlighted**.

SCA PIC November 12, 2025

Minutes of the SCA PIC November 12, 2025

Attachment B: Chat Log

19:51:50 From Sacha Taylor to Hosts and panelists:

hello@kingcountytransitsafetytaskforce.com

20:18:29 From Joy Carpine-Cazzanti, Public Health to Hosts and panelists:

<https://kingcounty.gov/en/dept/dph/health-safety/food-safety/unpermitted-food-businesses>

20:35:39 From Joy Carpine-Cazzanti, Public Health to Hosts and panelists:

For follow up food questions, you can contact Joy Carpine-Cazzanti at
jcarpina@kingcounty.gov. Thank you!

20:47:29 From Jim Ribail, Carnation to Hosts and panelists:

I just want to make clear that was not a slam on SCA. I appreciate SCA bringing this to our attention.

20:56:22 From Laura Belmont, SCA (they/them) to Hosts and panelists:

RSVP:

<https://forms.office.com/pages/responsepage.aspx?id=mgXluvB210mZlnLf6V1pxynwW55OOQBioloDyOoFxKVUNjk5MkiJSIRENE1NNDY3Q0FRRzYyTkFFVS4u&route=shorturl>

20:56:34 From Laura Belmont, SCA (they/them) to Hosts and panelists:

Briefing book: <https://links-1.govdelivery.com/CL0/>

https://links-1.govdelivery.com/CL0/https:%2F%2Fkc1.sharepoint.com%2Fb:%2Fs%2FDNRP-PublicFileSharing%2FIQCK5NY7XcvjTZWc_Mq61FSRAD9flaQpHdZqwZ8R8ig5nrY%3Fe=iWmD1J/1/0100019a7037fdbd-aff6ccdb-9c15-4d83-a6fa-19a14a332cdc-000000/htWsY6wElYwYi2vsGwUAGFOQVE2CJg5Md4wsB2Fxka8=430

20:56:45 From Laura Belmont, SCA (they/them) to Hosts and panelists:

Rate Summit Slides: <https://links-1.govdelivery.com/CL0/https:%2F%2Fkc1.sharepoint.com%2Fb:%2Fs%2FDNRP-PublicFileSharing%2FIQCnNF33T0QQR5JHQw6pWtDIAW8UTP9hMrddt-JFuk-bkZk%3Fe=NMOSci/1/0100019a7037fdbd-aff6ccdb-9c15-4d83-a6fa-19a14a332cdc-000000/6SYOm1hiYUSkmGZF8tkk6Q6uzeR5AWbJJ6lyszeXjwM=430>