

**COUNCIL SUMMARY BACKGROUND BRIEFING:
KING COUNTY REGIONAL COMMITTEES AND OTHER ISSUES
*February 2017***

This briefing summarizes recent actions taken by the three regional committees formed as a result of the merger of King County and Metro. The three regional committees are the Regional Policy Committee, the Regional Water Quality Committee, and the Regional Transit Committee. We will also include updates on other regional issues (e.g., King County Flood Control District, King Conservation District, Growth Management Policy Committee) as appropriate. This is intended as a summary briefing; staff can provide more details on any of the items below.

REGIONAL POLICY COMMITTEE (RPC)

February 8 meeting summary:

- **Adopted the 2017 RPC Work Plan.** The RPC adopted its 2017 work plan that includes countywide plans and policies related to health and human services, flood control, solid waste management, public safety, transportation and housing. Staff from the Sound Cities Association (SCA), the King County Council, and the City of Seattle compiled the draft 2017 RPC work plan with input from committee members. This work plan is more focused than in 2016, with the goal of utilizing RPC time on items the RPC has an ability to act on or to provide briefings on topics where future legislation is anticipated. RPC members may request briefings on items not included in the work plan and may also amend the work plan to add items if necessary. Items on the adopted work plan include the following:
 - Implementation of the Public Safety Emergency Radio Network
 - E911 Strategic Planning
 - Homelessness
 - Affordable Housing Strategies
 - Mental Illness and Drug Dependency Levy (MIDD) evaluation and implementation
 - Veterans and Human Services Levy (VHS) renewal and implementation plan
 - Regional transportation related to King County roads and bridges
 - Best Starts for Kids Levy (BSK) evaluation and performance measurement
 - Solid Waste Management
- **Accepted two reports on the Veterans and Human Services Levy (VHS).** The current VHS Levy is set to expire at the end of 2017. In September 2016, the RPC and King County Council approved a motion directing the King County Executive to prepare two reports assessing the scope for a renewed levy and the effectiveness of the current levy investments. The first report provided some key recommendations related to human services needs throughout King County. The second report focused on capacity needed to house the growing population of homeless veterans. Below are some key findings/recommendations from the reports:

VHS Levy Assessment Report

- Consider adding a major strategy area to serve older adults and promote healthy aging in King County. This strategy should also include investments in support for caregivers of eligible older adults.

- Consider supporting civil legal services for VHS Levy populations served through the levy.
- Consider increasing support to assist the priority population served by the levy to gain or maintain affordable housing, with particular attention to targeted investments to make homelessness rare, brief, and one-time for VHS Levy priority populations.
- Consider investments to support survivors of human trafficking, to include commercially sexually exploited youth; the unmet needs of survivors of domestic violence; access to services for low-income residents of rural communities; and identify and support targeted investments for immigrants and refugees, persons with disabilities, and survivors of sexual assault to keep them engaged, healthy, and housed within King County.

The Veterans Housing Assessment Report Findings

- The report found that nearly 2,100 veterans are experiencing homelessness in King County. This is a significant increase from prior estimates (a 2015 estimate placed the number at 403)
 - Every month, approximately 40 veterans are housed in King County but 106 newly-homeless veterans enter the system each month.
 - The report found that in order to provide housing to every King County veteran who needs and seeks housing would require an estimated \$312 million over six years, while the current levy generates about \$18 million annually.
- **Received a Briefing on the All Home System Performance Dashboard.** The dashboard was launched in early January to track how the King County homelessness system is meeting both performance targets as well as the minimum standards. The targets and standards were developed by the All Home Coordinating Board in response to the System-Wide Analytics and Projection which is required under the federal Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH) Act.

A particularly useful feature of the dashboard is that individual agency data is displayed for the first time which has the potential to significantly enhance the level of coordination between agencies resulting in better service delivery. King County, the City of Seattle, and United Way of King County have signed a Memorandum of Understanding to phase in compliance with the performance targets and minimum standards over the next two years and including the targets in funding contracts. Cities in North, East, and South King County agreed not to include these in contracts as a condition of funding in order to better understand the impacts of these new performance targets and standards. However, since many programs receive funding from one of the three major funders of All Home the cities will be tracking agency/program performance over the next two years. The data are posted on a quarterly basis, and the dashboard results on the All Home web site cover the period from October 1, 2015 to September 30, 2016.
 - **Received a Briefing on the November Election.** At the request of the RPC Chair, the RPC received a briefing on the 2016 general election by King County Elections Director Julie Wise. She reported that King County elections mailed ballots to about 1.2 million registered voters for the November general election and counted more than 1 million returned ballots—the most that have ever been counted in King County. The turnout in King County was 82 percent. The total turnout rate for Washington State was about 79 percent. More than half of King County ballots were returned at drop boxes. Two additional ballot languages, Spanish and Korean, were added for the election as well as 33 new drop boxes.

Lessons learned noted by Ms. Wise included that greater preparation by King County is needed in elections where there are many measures/candidates on the ballot because many ballots require additional handling due to a greater number of less-frequent voters participating in the election. In November, King County anticipated a 16-17 percent “pull rate” for ballots requiring extra work based on the last Presidential election, but the actual rate was 23 percent. Additionally, there was also a delay in posting results on election night. Thereafter, King County Elections staff provided multiple postings per day for about two weeks. Staffing the closure of each drop box also proved to be labor-intensive, requiring two staff per drop box. Ms. Wise noted that Elections staff are already looking at ways to address these issues in future elections.

The next meeting of the RPC is scheduled for Wednesday, March 15.

REGIONAL TRANSIT COMMITTEE (RTC)

January 18 meeting summary:

- **Election of the RTC Vice Chair.** The RTC members elected Sammamish City Councilmember Kathleen Huckaby to the position of RTC Vice Chair for 2017.
- **Briefing on Metro Connects Development Program and Work Plan.** King County Metro staff provided an initial overview of the Metro Connects Development Program (MCDP) Work Plan. The MDCP will take up the bulk of the RTC’s meeting time in 2017 and the RTC will likely receive a briefing on the work plan at every meeting.

The RTC members provided extensive guidance on Metro Connects and the ordinance requiring a work plan for the MCDP. During the review of the Metro Connects plan, the RTC was concerned that after it approved the plan it would have no further role in the program. However, the committee still had several unanswered questions regarding how the plan would be implemented and financed. In this regard, the RTC felt it would be writing Metro a “blank check” with no further oversight from the cities. Metro proposed the MCDP as a way to reassure the RTC that the committee would still have a role in the plan’s implementation, and as a way to address the issues that cities noted needed more clarification, such as:

- The relationship between the 25-year Long Range Vision, the Strategic Plan, the Service Guidelines.
- Detailed baseline information (performance measures) and Metro financial assumptions.
- Clarification on how Metro will get from today to 2040, particularly in terms of partnership funding and implementation.

The Metro staff provided the RTC with an overview of the process that Metro intends to use to establish the MCDP work plan, as well as key elements of the plan. Key elements include:

- Policy guidance regarding the timing and substance of service and capital policy decisions that King County will make in implementing the Metro Connects long-range plan;
- The identification of policy guidance and deliberation needed to increase the effectiveness of the implementation of the Metro Connects long-range plan; and
- Collaboration between Metro and Metro’s jurisdictional partners and regional leaders, with the goal of enabling Metro to work with jurisdiction and agency staff, elected officials, the RTC and the King County Council to collaborate and provide meaningful input on project development

and implementation.

The process will include a technical work group from City staff throughout the County, much like the Metro Connects process, to provide policy updates with the RTC. Metro is planning to transmit the work plan to the RTC for review in March, with County Council adoption slated for May.

- **King County Metro Parking Initiatives.** King County Metro staff provided the RTC with an overview of the agency's new Parking Pilot Program. Metro launched the pilot program at six park and ride lots—Eastgate, Issaquah Highlands, Northgate, Redmond, South Kirkland and South Renton—on February 1. The program allows groups of two or more commuters who regularly drive together to catch transit, meet a vanpool, or another carpool to apply for a free permit that guarantees them a parking spot until 8:30 AM weekdays at one of the designated lots. Once a permit is issued, permit holders must average three days of ridership per week (12 days per month) to qualify for monthly permit renewals. The permit program will be enforced with violators getting a series of warnings, the third of which will result in the car being impounded.
- **Alternative Transit Service Update.** Starting with the recession of 2008, fluctuating funding and growing demand for mobility drove the development of alternatives to fixed-route transit service in communities that do not have the land use, density, or topography to support a productive fixed-route transit network.

During review of the Strategic Plan update, the RTC identified the alternative services program as a priority topic of continuing interest. Metro staff provides quarterly alternative services updates to assist the RTC in monitoring the implementation of the alternative services program, which includes all non-fixed route metro services, and considering potential future amendments to the Strategic Plan and Service Guidelines.

At this quarterly update, which was postponed from December, the RTC learned about the needs based on a community outreach process as well as specific project implementation updates. The implementation phases include: planning, rollout, baseline data collection, and performance evaluation.

The next meeting of the RTC is scheduled for Thursday, February 23, which is after the time of this writing. The agenda is anticipated to include:

- A briefing on the Metro Connects Development Program Work Program
- A briefing on how transit policy guides service and capital investments

Informational Regional Transit Item: "One Center City"

The City of Seattle, King County Metro, Sound Transit and the Downtown Seattle Association have launched a new effort—known as "One Center City"—to strategize how to effectively maximize the transportation system in Seattle's downtown core in the face of ongoing growth and construction activity. Although the effort is in its early stages, One Center City is expected to provide a briefing to the Regional Transit Committee later this year.

One Center City is guided by a nearly 40-member community advisory council and will create a 20-year plan for moving people and goods through, and connecting to, Seattle's urban core. One Center City will also include strategies to address future mobility issues facing the downtown core due to temporary

construction challenges occurring from 2018 – 2023. These projects include:

- Demolition of the Alaskan Way Viaduct and construction of a new Seattle waterfront;
- Construction of a new downtown streetcar (connecting First Hill and South Lake Union streetcar lines via 1st Avenue and Stewart Street);
- Continuing public and private construction, including expansion of the Washington State Convention Center set to begin in late 2018; and
- Conversion of the Downtown Seattle Transit Tunnel to a rail-only facility.

Without action, studies show the resulting congestion on downtown Seattle streets will slow cars and buses on major thoroughfares to a walking pace during the afternoon rush hour. The potential strategies currently under consideration by One Center City include:

- Street and traffic improvements such as priority transit treatment, such as transit signal priority and transit only lanes for example, through downtown Seattle, channelization, changes to curb uses, improvements to pedestrian walkways, and new protected bike lanes.
- Restructuring transit service options that anticipate the shift of all bus service out of the downtown Seattle transit tunnel and integration with light rail stations at the north and south ends of downtown Seattle.

One Center City collected initial public input on the potential strategies under consideration in early February. The four partner agencies will use the initial input to develop a package of recommended strategies for further outreach and evaluation. Metro Transit and Sound Transit will conduct outreach over the coming year on potential changes to transit service, and no changes to transit service can be made without the approval of the King County Council and the Sound Transit Board of Directors.

The circumstances and mobility issues in downtown Seattle and surrounding neighborhoods often affect the entire region, in part, due to the many people who commute to Seattle from all over King County and the region. Bellevue staff will continue to monitor the One Center City effort and advocate for the interests of Bellevue and the greater Eastside as necessary.

REGIONAL WATER QUALITY COMMITTEE (RWQC)

February 1 meeting summary:

- **Nominations for Vice Chair.** This item was deferred to the next meeting to allow the King County Council to complete its reorganization of committees for 2017.
- **Discussion of 2017 Work Plan.** This item was a briefing on potential work plan items for the RWQC and a discussion of any potential additions or revisions. Action was not requested at this meeting.

Many of the potential work plan items for 2017 carry forward work from 2016. The RWQC's body of work addresses water quality in the County, primarily through a review of policies in water quality comprehensive plans and long-range capital improvement plans. Much of the committee's work focuses on the Regional Wastewater Services Plan (RWSP) as the comprehensive plan for wastewater services. The RWQC has tracked progress and recommended policies as needed.

Potential work plan items include:

- RWSP review and update
- Wastewater rate (although no increase is expected for 2017)
- Water Works (this is the new “Culver” fund and provides grants for water quality projects. RWQC will receive an annual briefing on the program)
- Combined Sewer Overflow Plan and Facilities
- Capital Cost Estimating
- Conveyance System Improvements
- Infiltration/Inflow
- State Water Quality Standards
- Potential Options for Assistance with Capacity Charge for Low-Income Customers
- Resiliency and Recovery Master Plan (see Briefing Item 9 below)

The Committee discussed the list at this meeting, and action is currently scheduled for the March meeting.

- **Recovery and Resiliency - Wastewater Physical Plant.** The Committee received a briefing regarding King County Wastewater Treatment Division’s (WTD) undertaking of a resiliency and recovery project to prepare for and recover from a major event such as an earthquake. The facilities managed by WTD have significant exposure to such an event in light of public health considerations. Facilities include three large and two small treatment plants, CSO treatment plants and outfalls, pipelines, pump stations and a Supervisory Control and Data Acquisition (SCADA) system that provides local and regional control of facilities.

The resiliency and recovery project will involve identification of specific vulnerabilities, approaches to limit impacts of a major events and increase the ability to recover. It is part of a larger County effort initiated in 2013 by King County Executive Dow Constantine to identify the needs, resources and roles of stakeholders as well as obstacles and opportunities for recovery.

The WTD’s project approach includes:

- Review and incorporate best available data and fill data gaps as required,
- Form a team of experts,
- Complete focused review of existing facilities, and
- Develop a recovery approach and put in place elements to reduce recovery time from a major event.

The WTD is estimating completion of its master plan by the end of 2017.

NOTE: The importance of the WTD’s recovery and resiliency work is highlighted by events at the West Point Treatment Plant in February. About a week after this RWQC meeting, the West Point Treatment Plant experienced a massive equipment failure during a period of exceptionally heavy rainfall. The Plant experienced extensive damage, and millions of gallons of untreated sewage mixed with storm water were dumped into Puget Sound. Recovery activities are still underway, beginning with cleaning and sanitizing the Plant, to be followed by work on the electrical and mechanical systems. The final cost to clean the Plant and repair the damage has not been determined

yet but could impact future rates. The March RWQC meeting will be entirely devoted to discussion of this event.

- **Capital Project Cost Estimating Technical Work Group Report.** In response to an audit report by the County Auditor noting the need for strengthening cost estimating processes in planning level cost estimates for wastewater capital projects, the King County Council included a proviso in the 2015-2016 budget to address planning level cost estimating. The proviso required the establishment of a technical work group to make recommendations regarding: (1) the processes to establish and update planning level cost estimates from the time of preliminary design to 30 percent design, and (2) the processes to reconsider projects as they move from project identification to 30 percent design.

The RWQC was updated in both 2015 and 2016 on the progress of the review. This agenda item updated the RWQC on the technical working group's Final Report. The technical working group included two Metropolitan Water Pollution Abatement Advisory Committee (MWPAAAC) representatives, including one from Bellevue, Andrew Lee, Utilities Deputy Director.

The Report provides recommendations in the following key areas: cost estimating, trend analysis, contingency, risk management and project formulation. The RWQC presentation described the following recommendations: the development of standardized documents, tools and techniques; continued education and training; and incorporation of best practices. The goal is to have improved cost models that adequately reflect project complexity and better communication of changes throughout the project. The Report also includes an implementation schedule which notes that the recommendations are to be implemented by the end of 2017.

The next meeting of the RWQC is scheduled for Wednesday, March 1.

METROPOLITAN SOLID WASTE MANAGEMENT ADVISORY COMMITTEE (MSWMAC) UPDATE

The Metropolitan Solid Waste Management Advisory Committee (MSWMAC; Alison Bennett is the current Bellevue representative) has begun its work to update the Comprehensive Solid Waste Management Plan (Plan), adopted in 2001. A new draft Plan was developed in 2013 after a series of meetings with MSWMAC; this 2013 draft is the starting point for the current review schedule. Bellevue staff will be reviewing and providing input on each chapter, with particular attention to transfer station policies, recycling policies, financial policies and overall consistency with City goals.

The King County Solid Waste Division (SWD) has developed a schedule for adoption of the new Plan:

| | |
|----------------------------------|-----------------------------|
| MSWMAC review and input | January – September 2017 |
| Public comment | October – December 2017 |
| State review and feedback | February – May 2018 |
| RPC/King County Council adoption | June – September 2018 |
| City ratification* | October 2018 – January 2019 |
| Final state approval | March, 2019 |

*In order to go into effect, the Plan must be approved by cities representing $\frac{3}{4}$ of the population of the jurisdictions taking formal action to approve/disapprove the Plan within 120 days of receipt of the Plan.

Waste Prevention and Recycling:

At its February 17 meeting, MSWMAC discussed regional goals for waste prevention and recycling as well as specific strategies to achieve those goals. The current overall waste prevention and recycling goal is to achieve zero waste of resources by 2030 through waste prevention and reuse, product stewardship, recycling and composting. Most members seemed supportive of this goal as an aspirational goal. The group also discussed the difficulties associated with a 70% recycling goal. That goal is challenging because it masks the true state of what is occurring on the ground – which is that the single-family recycling rate is very high and the multifamily recycling rate is very low. It may be more useful to separate out the different recycling goals and strategies.

MSWMAC also discussed specific implementation strategies for achieving waste prevention and recycling goals. Tools range from mandates (mandatory garbage and separation of garbage/recycling/organics at the curb for all regional customers and/or mandatory recycling for self-haulers at the transfer stations) to increased education and coordination.

Most cities at MSWMAC do not support mandates and want to have a choice about what actions to take, although many are open to coordination on actions and messages to the extent possible. Cities also supported having King County lead with its own actions to support increased waste prevention and recycling in the unincorporated areas.

One action being discussed by the King County SWD for the unincorporated area is to move to a requirement that customers separate recycling and food scraps (after extensive education) and switch to every other week garbage collection. These proposals are currently being worked on by SWD staff and will be brought forward to the King County Council for consideration in 2018.

Background on the upcoming comprehensive plan transfer station system topic:

Currently the transfer station chapter includes a plan to develop a new northeast transfer station when the Houghton Transfer Station is closed. Consistent with Bellevue Council direction, Bellevue staff will continue to support the development of a new northeast station in order to ensure regional equity and the avoidance of disproportionate negative impacts to Bellevue's rates, roads, traffic and the environment.

As you will recall, the County is proposing to implement a demand management pilot study (close Houghton, extend Factoria hours and increase rates during certain operating hours) in 2018 in order to evaluate demand management as an alternative to building a new northeast transfer station. Bellevue staff has serious concerns with demand management and with the proposed pilot due to the lack of regional equity and the potential serious consequences to Bellevue's traffic and environment; closing Houghton will double the number of trips to Factoria, and increasing rates during certain hours will shift additional traffic into Bellevue's peak rush hour.

The Factoria Transfer Station operates in Bellevue pursuant to a Conditional Use Permit. Bellevue staff met with King County staff in mid-January to discuss the County's current permit, needed updated traffic analyses and modifications to the permit that may be required. The County must now initiate the permit review process with an application. Bellevue staff encouraged King County to schedule a pre-application meeting to determine the appropriate process for moving forward with permit modifications.

Future Levies and Ballot Measures in King County

To help Council stay informed on upcoming regional ballot measures, staff will provide an overview of upcoming ballot measures in King County as part of the Regional Issues packet on a quarterly basis or more often if appropriate.

| Potential Future Ballot Measures—Cities in King County | | | |
|--|-------|--------------|---------------------------------------|
| Year | Month | Jurisdiction | Measure |
| 2018 | TBD | Seattle | Families and Education Levy (renewal) |
| 2019 | TBD | Seattle | Library Levy (renewal) |
| 2019 | TBD | Seattle | Transportation Levy (renewal) |

| Potential Future Ballot Measures—Countywide | | | |
|---|---------|--------------|---|
| Year | Month | Jurisdiction | Measure |
| 2017 | Aug/Nov | King County | Cultural Access (developed by Cultural Access WA) |
| 2017 | Aug/Nov | King County | Veterans and Human Services Levy (renewal) |
| 2018 | TBD | King County | AFIS Levy (renewal) |
| 2019 | TBD | King County | Medic One |
| 2019 | TBD | King County | Regional Parks |

| Potential Future Ballot Measures—School and Special Purpose Districts | | |
|---|-------|---|
| Year | Month | Measure |
| 2018 | TBD | Shoreline School District Operations Levy |
| 2018 | TBD | Shoreline School District Capital Levy |