

**COUNCIL SUMMARY BACKGROUND BRIEFING:
KING COUNTY REGIONAL COMMITTEES AND OTHER ISSUES
*March 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) as appropriate. This is intended as a summary briefing; staff can provide more details on any of the items below.

REGIONAL POLICY COMMITTEE (RPC)

March 15 meeting summary:

- **Briefing on the Heroin and Opioid Addiction Task Force.** Brad Finegood, Assistant Director, King County Behavioral Health and Recovery Division, briefed the Committee on the recommendations of the Heroin and Opiate Addiction Task Force. In March 2016, the King County Executive and the mayors of the cities of Auburn, Renton, and Seattle announced the formation of the Task Force. Comprised of stakeholders from cities, the county, the state and the federal government, as providers and representatives from criminal justice, the Task Force met five times and issued its final report and recommendations in September 2016. (NOTE: Battalion Chief Andy Adolfson represented the City of Bellevue on the Task Force and has since briefed City staff and members of the Human Services Commission on the recommendations.)

The Task Force recommendations are summarized as follows:

Primary Prevention of Opioid Use Disorders:

- Increase awareness of the possible adverse effects of opioid use, including overdoses and opioid use disorder.
- Promote safe storage and disposal of medications.
- Work with schools and health care providers to improve screening practices to prevent and identify opioid use.

Treatment Expansion and Enhancement:

- Make buprenorphine more accessible and available in communities with the greatest need.
- Make treatment on demand available for all types of substance-use disorders.
- Alleviate artificial barriers placed upon opioid treatment programs.

User Health Services and Overdose Prevention:

- Continue to distribute naloxone kits to reverse the effects of heroin overdose to more locations such as treatment providers, homeless shelters, law enforcement, and first responders.
- Create at least two locations where adults with substance-use disorders will have access to on-site services while safely consuming opioids or other substances under the supervision of trained healthcare providers. These are referred to as Community Health Engagement Locations (CHEL sites).

Questions from the Committee centered around data on the effectiveness of CHEL sites in other

countries helping people to get into treatment, e.g. sites in Europe have had up to a 70% success rate in persons accessing treatment. Other questions included community education efforts and a request for more specific data on who the opioid users are in King County. The full Task Force report and more details on the implementation of the recommendations can be found at: <http://www.kingcounty.gov/depts/community-human-services/mental-health-substance-abuse/heroin-opiates-task-force.aspx>.

- **Briefing on the Puget Sound Emergency Radio Network Implementation.** The RPC received a first quarter update on the status of the implementation of the Puget Sound Emergency Radio Network (PSERN) project. King County staff reported that the voter-approved nine-year, \$273 million property tax levy to replace the King County emergency radio communications system is on schedule for completion in September of 2021 and within budget.

The project will replace and upgrade King County's nearly 20-year old emergency radio communications system, which is used to dispatch emergency responders to incidents and allow them to communicate via radio at those incidents. Countywide, the current system consists of more than two dozen transmitter sites and supports over 100 agencies and approximately 17,000 radio users, each with a portable radio handset and/or installed mobile radio in a vehicle. The upgrades will improve system reliability, increase coverage capacity from 94 percent coverage to 97 percent coverage, provide better security on the network, and nearly double the number of radio transmitter sites. King County staff reported one revision to the project timeline related to site leasing and final site design. This milestone was scheduled for May 2017 but now projected in January 2018 due to delayed lease agreements for radio sites which will not impact the completion date for the overall project.

The next meeting of the RPC is scheduled for Wednesday, April 19.

REGIONAL TRANSIT COMMITTEE (RTC)

The February RTC meeting occurred after the materials deadline for the February Regional Issues packet. Both the February and March RTC meeting summaries are included in the March Regional Issues packet this month.

February 23 meeting summary:

- The RTC received a briefing on the Metro Connects Development Program (MCDP) proposed work plan delivery schedule. There is a four-step cycle which guides the development program, and focuses the MCDP's two main components: technical development and policy guidance and input. This four-step cycle, 1) Plan, 2) Do, 3) Check, and 4) Adjust, will be completed continually and in line with the County's budget cycle.

The technical development portion of the program includes the first two steps to, 1) Plan (project and capacity identification) and 2) Do (develop/revise MCDP project schedule). The development of a regional project schedule will include participation from, and collaboration with, Metro's jurisdictional partners and agencies. Metro will convene a Technical Advisory Committee (TAC) that will assist in the creation of a regional project schedule. Bellevue staff will participate on this committee.

The policy guidance component of the program includes the second two steps to, 3) Check (review schedule and policy guidance) and 4) Adjust (changes to schedule and policy guidance). The RTC will have a key role in the policy guidance component of the MCDP. The Committee is charged with ensuring that Metro has the policy guidance needed to implement the vision, and sharing and gathering input on project schedule and how to put policy guidance into practice.

- The RTC received a refresher briefing on how the Service Guidelines are used to guide transit investments and changes. The presentation included a discussion on system needs and constraints, fiscal conditions, and budget recommendations to the County Council. In addition, Metro provided an overview of the 2017-2018 operating budget and service investments, and capital program investments for 2017-2022.

March 15 meeting summary:

- The RTC heard an update on the Metro Connects Development Program. Metro staff began to discuss clarifications to the MCDP 1) Plan, 2) Do, 3) Check, and 4) Adjust cycle. The briefing was cut short due to time, and staff is expected to cover this topic in additional detail at a future meeting.
- The RTC received a briefing on “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.

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 Seattle 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, 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. 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—including the Eastside. The two One Center City proposals that will most impact Bellevue and the Eastside are bus service restructuring on SR 520 and I-90, which could happen as soon as September 2018.

- The One Center City proposal for I-90 includes truncating bus service at the International District Station. This would require ST 550 riders (and all other bus riders who currently use the tunnel) to transfer to Link at the International District Station to get into downtown Seattle.

The Eastside concern with this service change is mostly about timing—the truncation is expected to occur within approximately a year of the closure of the South Bellevue Park & Ride for East Link construction. This could mean that riders who formerly commuted in a one seat ride from South Bellevue to downtown Seattle could now need to make several transfers to get to their downtown Seattle destination (from a satellite parking lot to the ST 550, then from the ST 550 to Link lighttrail). Once East Link opens, this issue will be resolved because Link will carry passengers into downtown Seattle. Sound Transit has not begun public outreach for this potential service change.

- The One Center City proposal for SR 520 includes reorienting some all-day bus service from directly serving downtown Seattle to serving Montlake and the University of Washington. Metro routes 252, 255, 257, 268 and 311 and Sound Transit route 545 are under consideration for this change. Under this proposal, riders would need to transfer to Link at the University of Washington Station to access Downtown Seattle. The proposal includes a \$2-\$3 million investment into improving the transfer environment at the Montlake Hub.

Some Eastside RTC representatives expressed concern that the necessary Montlake Hub improvements would not be constructed prior to the bus service restructure, resulting in slow transfers and longer travel times for Eastside commuters. King County Metro has commenced public outreach on the SR 520 routes under consideration for One Center City.

Additional upcoming regional transportation coordination efforts

In addition to the regional coordination efforts occurring in the One Center City Plan, there are several other upcoming regional transportation coordination efforts, including:

- King County Councilmember Claudia Balducci will convene a regional construction coordination meeting to help jurisdictions and agencies better plan for the upcoming construction boom on the Eastside. The meeting is scheduled for May 5.

- King County and the Sound Cities Association have launched a regional initiative to help coordinate and fund improvements to ailing King County road and bridge infrastructure. The staff-level group includes representatives from cities throughout King County. Elected officials are expected to weigh in on the group's work periodically.
- The Puget Sound Regional Council is updating its Transportation 2040 plan, which is the region's plan for significant regional transportation planning and investment. The update is underway, with PSRC adoption of the revised plan slated for spring 2018.

Bellevue staff are tracking and participating in each of these endeavors and anticipate bringing a comprehensive presentation to Council for information later this spring.

The next meeting of the RTC is scheduled for Wednesday, April 19.

REGIONAL WATER QUALITY COMMITTEE (RWQC)

March 1 meeting summary:

- **Nominations for Vice Chair.** John Wright (Lake Forest Park) was elected Vice Chair of the RWQC.
- **2017 Committee Work Plan.** The Committee considered a resolution establishing a 2017 work plan for the RWQC. The work plan was discussed at the February meeting; the only changes proposed since February were to add an item regarding the West Point Treatment Plant emergency bypass event as well as an update regarding reclaimed water.

Many of the 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. Work plan items include:

- RWSP Review and Update
- West Point Treatment Plant Emergency Bypass Event – Causes and Recovery
- 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
- Reclaimed Water

The RWQC voted to approve the 2017 Work Plan.

- **Emergency Effluent Bypass Incident at County's West Point Treatment Plant.** The West Point Treatment Plant suffered a major system failure on the evening of February 9, 2017, resulting in the emergency bypass diversion of wastewater and stormwater effluent to Puget Sound. In addition, significant damage to the plant resulted when the lower tunnels of the plant flooded. The Committee received a report on the event and subsequent ongoing activities to clean and restore the plant to full operation.

In the early morning hours of February 9, the plant experienced a critical equipment failure during an exceptionally heavy rainfall event. The effluent pumps used to push flow out the discharge pipes failed and resulted in the backup of flows into the below surface chambers and tunnels that support the primary treatment systems of the plant. Flooding depth reached 12 to 15 feet in places, submerging pumps, motors, electrical conduits, panels and other equipment. An emergency bypass gate was opened, allowing the flow the bypass the plant and discharge untreated flow into Puget Sound.

There were no injuries, but the damage to the plant is extensive. The plant is currently operating at a diminished capacity and utilizing a lower level of treatment than normal; some flows are being diverted to the South Plant and Brightwater. Primary treatment is significantly reduced, and no secondary treatment is occurring. Cleaning and sanitizing the plant has been occurring as quickly as possible. Miles of electrical conduit must be replaced, along with motors, electrical panels and other equipment.

There is no projected date for a return to full functionality, and cost estimates for total system repair and restoration are also not available yet. King County does carry insurance for the facility for damages up to \$250 million.

Update since the RWQC Meeting: On Monday, March 13 the King County Council passed a motion providing for a report on the causes, consequences and appropriate response to the West Point Treatment Plant emergency bypass discharge event. This is intended to be an independent, third-party review to analyze the events leading up to the event as well as the actions during and after the event. The report will assess how flooding of the plant could have been averted, review the environmental and public health impacts of the flood and damage to the plant, and evaluate lessons learned and how to avoid such an event in the future. The County Council will lead the review and report on the findings by July 1, 2017.

The next meeting of the RWQC is scheduled for Wednesday, April 5.