



SCA Public Issues Committee Minutes October 12, 2011 – 7:00 PM Renton City Hall

	<ul style="list-style-type: none"> ▪ Welcome, Roll Call and Introduction of Guests PIC Chair, Sonny Putter, called the meeting to order at 7:01 p.m. 25 cities were represented (Attachment 1 to these minutes). Guests included Mark Funk, Mark Funk Public Affairs; Jay Watson, LHWMP; Maria Wood, Board of Health; Bob Edwards; Derek Baker; Debra Ross, Regional Wastewater Services Plan; King County; Ken Thomas, Kent; Tim Ceis.
MSP	<ul style="list-style-type: none"> ▪ <u>Approval of Minutes</u> To approve the minutes of the September 14, 2011 meeting of the PIC.
MSP	<ul style="list-style-type: none"> ▪ <u>Action Items</u> <ol style="list-style-type: none"> 1. <u>Statewide Initiative 1183</u> Bob Edwards from the Yes Campaign and Tim Ceis from the No Campaign spoke to Statewide Initiative 1183. To table the recommendation to the SCA Board of Directors that SCA support the passage of Statewide Initiative 1183, until the November 2, 2011 meeting of the PIC. Motion passed unanimously.
MSP	<ul style="list-style-type: none"> ▪ <u>Presentations/Updates</u> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p style="text-align: center;"><u>Special Presentation</u></p> <p>Members of the PIC recognized Karen Goroski, SCA Executive Director, with a card and a cupcake cake (Attachment 2 to these minutes), for her dedication and hard work on behalf of SCA over the past 7+ years. Members shared their appreciation with Karen as a group and individually. Karen responded that it has been a pleasure to work with this group and she has learned from its members. She reflected on how the PIC came to be through a membership retreat and its role in relation to the SCA Board of Directors. Karen commended the members of the 28 SCA Caucuses to Regional Boards and Committees for bringing recommendations that are of a regional perspective and can be supported by the PIC as well as the Board of Directors.</p> </div> <ol style="list-style-type: none"> 1. <u>Update and Recommendation on T2040 Prioritization (TPB)</u> Don Gerend provided an update on the work of the Transportation Policy Board (TPB) concerning the Transportation 2040 (T2040) Prioritization Process. SCA caucus members from TPB, Growth Management Policy Board (GMPB), and Prioritization Working Group T2040 (PWG T2040) have been working together on this process. T2040 includes a commitment for PSRC to develop a prioritization process that would apply to projects and programs within the plan or those seeking admittance into the plan. The most recent approach separates projects into seven or eight categories and evaluates transportation investments within each category to determine prioritization. PSRC is currently planning to use scorecard (“Consumer Reports”- style) approach to compare projects. He encouraged members to review the T2040 Draft Prioritization Decision Guide Summary for more information (Attachment 3 to these minutes). To move forward for possible action, as early as the next meeting of the PIC, the recommendation to the SCA Board of Directors that SCA support Transportation 2040 (T2040) Prioritization in accordance with the following guiding principles. T2040 Prioritization should include: <ol style="list-style-type: none"> 1. Separate investment categories that prioritize like investments against like investments (i.e. bicycle/pedestrian/complete streets is its own category); 2. Overarching measures that are used within each category to assess a project’s likelihood of furthering a desired outcome (i.e. jobs – this measure considers the extent to which projects support businesses and job creation); 3. Addressing maintenance, preservation and operations beginning with an inventory of the existing conditions of the Regional Transportation Network. 2. <u>Veteran’s and Human Services Levy (RPC)</u> Pete Lewis provided an update on the work of the Regional Policy Committee (RPC) concerning the Veteran’s and Human Services Levy. He reminded members that the SCA-RPC Caucus members brought the idea of the Veteran’s and Human Services Levy to the RPC. The 2012-2017 Service Improvement Plan (SIP) guides the goals and investments of the levy for the next six years. One of the greatest additions to the plan is that it serves family members of veterans, who are also severely impacted by their family member’s service. The all-volunteer Veterans Citizen Levy Oversight Board and Regional Human Services Levy Oversight Board will continue in their valuable role. Funding provided is need-based.

MSP

To move forward for possible action, as early as the next meeting of the PIC, the recommendation to the SCA Board of Directors that SCA support continuity of services pursuant to adoption of the Service Improvement Plan (SIP) to guide the goals and investments of the Veterans and Human Services Levy for the next six years.

3. Rural Schools and Sewers (GMPC)

Bob Sternoff provided an update on the work of the Growth Management Planning Council (GMPC) regarding rural schools and sewers and the Countywide Planning Policies (CPPs). The CPPs were scheduled for a vote at the September 21, 2011 meeting of the GMPC. The CPPs were passed with the exception of the four sewer policies, which were set aside to be addressed at a later date. A motion was brought forward to convene a task force on sewers and schools in February of 2012. The SCA-GMPC Caucus succeeded in securing a seat for Black Diamond on the task force and secured two seats for SCA representatives. King County will provide the funding for a professional facilitator for the task force. The approved portion of the CPPs included an affordable housing target policy. Bob thanked members for working on this issue together and with each council.

4. City of Kent – Gang Violence Initiative

City of Kent Police Chief Ken Thomas provided a report on the Gang Violence Initiative. Gang violence is a regional issue and South King County cities have banded together to help address the issue. There are two parts to managing gang violence, enforcement or suppression and prevention. A pilot program, written specifically for investigators by the Department of Homeland Security, has been implemented at the King County Regional Intelligence Group. If approved, the pilot program could be made available as a web-based tool to patrol units.

Members were interested in follow-up information and working together collaboratively.

5. Pharmaceutical Take Back Program (LHWMP)

David Baker provided a report on the work of the Local Hazardous Waste Management Program (LHWMP) concerning the Pharmaceutical Take Back Program. David has been working on this issue not only at LHWMP but also as a Board member of the National League of Cities (NLC) working with the White House Office for National Drug Control. He encouraged members to take the draft resolution (Attachment 4 these minutes) back to their councils for discussion and adoption so that each SCA member city can join with others to provide a larger voice to support proper drug disposal.

6. Radio Executive Policy Committee (REPC)

Allan Van Ness gave an update on the four safety communication systems that are being evaluated by the Radio Executive Policy Committee (REPC). The goal of the REPC is to design, build and operate a single voice network and a single data network or set of integrated networks that meet local and regional needs, including those for capacity, coverage, and functionality, and to migrate from the region's current public safety communications networks to the improved networks.

Members asked for a white paper to be provided for further review when available.

7. Regional Wastewater Services Plan (RWQC)

Bill Peloza provided an update on the work of the Regional Water Quality Committee (RWQC) concerning the Regional Wastewater Services Plan (RWSP). Councilmember Peloza highlighted recent accomplishments, including the opening of the Brightwater Treatment Plant, on September 24, 2011. Over 300 gallons of reclaimed water were produced at the South, West Point and Carnation treatment plants and used for landscaping irrigation, wetland enhancement and industrial processes. More than 119,000 wet tons of biosolids were recycled last year. Bill encouraged members to go to the website, download the RWSP, and review it with their councils. More information on the RWSP is available at <http://www.kingcounty.gov/environment/wtd/Construction/planning/rwsp.aspx>.

8. Tobacco-Free Parks (BOH)

Dave Hutchinson gave a brief report on the work of the Board of Health (BOH) concerning Tobacco-Free Parks. He encouraged cities to develop policies regarding Tobacco-Free Parks. Caroline Hughes, Tobacco-Free Parks Project Officer for Public Health – Seattle and King County, has offered to visit with City Councils to explain more about this program, please contact Caroline at 206-263-9298.

9. King County Executive's Proposed Budget

Sonny Putter provided an update on the King County Executive's Proposed Budget. He highlighted a few areas that may impact the suburban cities, such as the reduction in the roads budget for rural area maintenance and less maintenance in the Potential Annexation Areas (PAAs). Another issue affecting cities is a \$1M one-time funding mechanism for Human Services. The King County budget has a two-year funding package for transit that includes the congestion reduction fees and Metro Transit reserves.

	<ul style="list-style-type: none"> ▪ <u>Reports</u> <i>Small Cities Subcommittee</i> Barre Seibert reported that the Small Cities Subcommittee had its planning meeting to assemble potential future meeting topics. He thanked Karen for providing a brief history of the Small Cities Subcommittee. Barre also thanked Doreen for preparing the presentation of past meeting topics. <i>Executive Director's Report</i> Karen Goroski reminded members that the 2012 Call for Nominations for Regional Boards and Committees, as well as PIC Chair and Vice Chair, is circulating with a deadline of Friday, October 14, 2011. She referred to the SCA marketing brochure and encouraged members to talk with businesses about the benefits of becoming a Regional Associate Member of SCA. Members responded positively when Karen asked if there was interest in having a study session on the PSRC Transportation 2040 Prioritization Process. She also informed the members that each year, staff assesses the available venues for PIC and Networking Dinner meetings, based on meeting requirements. A formal RFP will be provided to member cities. Those venues that meet the meeting requirements will be researched and visited by staff for consideration.
	<ul style="list-style-type: none"> ▪ <u>Other</u> <ol style="list-style-type: none"> 1. November 2, 2011 PIC Meeting – 7:00 p.m. Small Cities Subcommittee – 6:00 p.m. 2. SCA Annual Business Meeting and Networking Dinner – November 16, 2011 – 5:30 p.m.
	<ul style="list-style-type: none"> ▪ <u>Adjourn</u> The meeting was adjourned at 9:01 p.m.

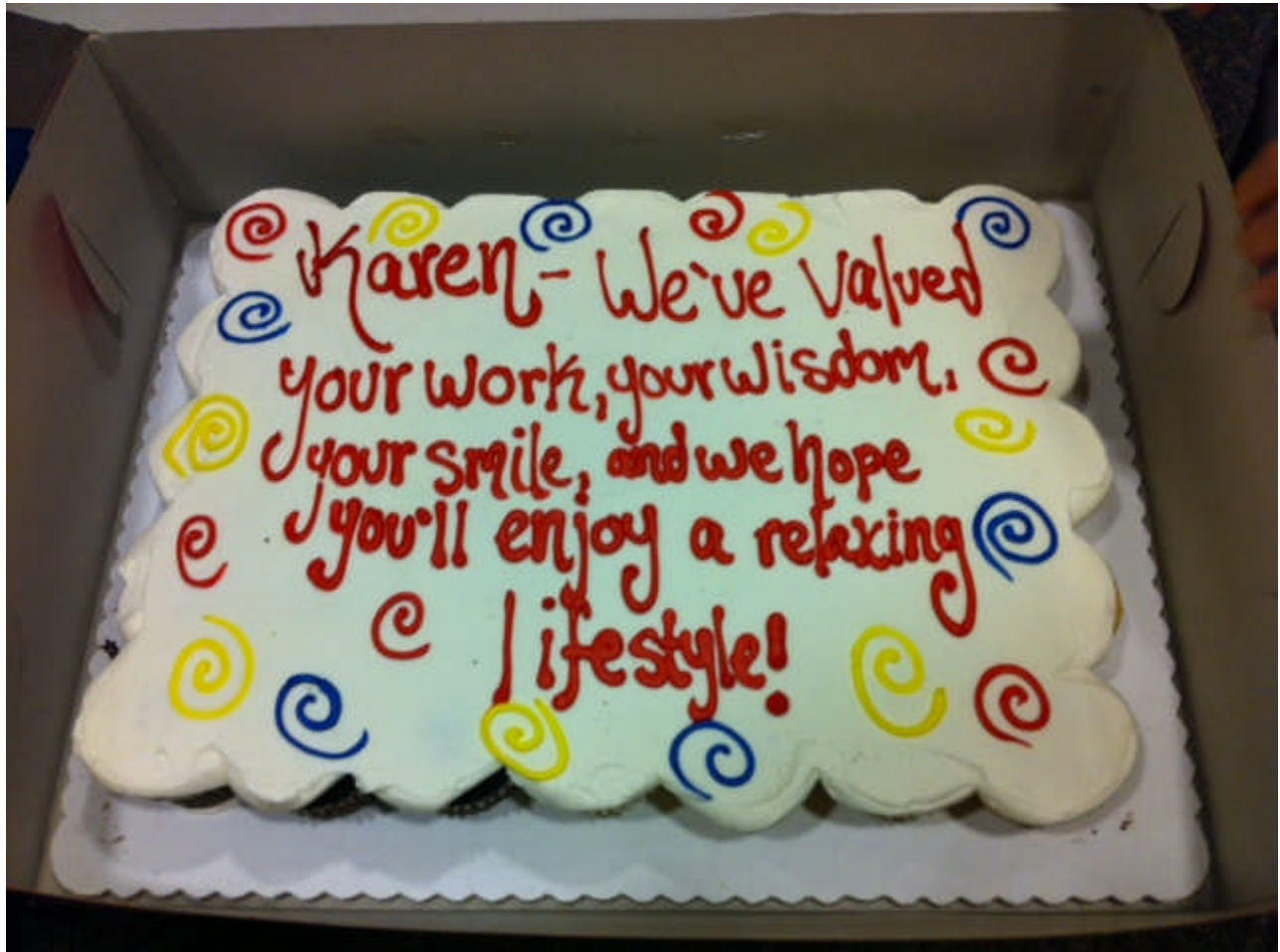
AFIS – Automated Fingerprint Identification System
BoH – Board of Health
RTC – Regional Transit Committee
CEH – Committee to End Homelessness in King County
CPPs – Countywide Planning Policies
EDDB – PSRC's Economic Development District Board
ETP – Eastside Transportation Partnership
GMA – Growth Management Act
GMPB – PSRC's Growth Management Policy Board
GMPC – Growth Management Policy Committee
KCD – King Conservation District
KCPEC – King County Project Evaluation Committee
KCFCDAC – King County Flood Control District Advisory Committee
LEOFF 1 – Law Enforcement Officers and Fire Fighters Disability Board
LHWMP – Local Hazardous Waste Management Program
MIDD – Mental Illness and Drug Dependency Plan
MKCC – Metropolitan King County Council
MPP – Multi-county Planning Policies
MSWMAC – Metropolitan SW Management Advisory Committee

MVET – Motor Vehicles Excise Tax
PAA – Potential Annexation Area
PIC – Public Issues Committee
PSRC – Puget Sound Regional Council
REET – Real Estate Excise Tax
REPC – Radio Executive Policy Committee
RPEC – PSRC Regional Project Evaluation Committee
RLSJ – Regional Law Safety and Justice Committee
RTTF – Regional Transit Task Force
RWQC – Regional Water Quality Committee
SCA – Suburban Cities Association
SCAACG – South Central Action Area Caucus Group
SCATBd – South County Area Transportation Board
SeaShore – Seashore Transportation Forum
SWAC – Solid Waste Advisory Committee
TPB – PSRC's Transportation Policy Board
UGA – Urban Growth Area
WRIA – Water Resource Inventory Area (often called Watershed Resource Inventory Area and/or WIRA)

2011 Roll Call –Public Issues Committee Meeting October 12, 2011

City	Representative	Alternate	Other	Staff
Algona	Dave Hill	Lynda Osborn		
Auburn	Pete Lewis	Sue Singer	Bill Peloza	
Beaux Arts	Richard Leider			
Black Diamond	Rebecca Olness	Bill Boston		
Bothell	Tom Agnew	Patrick Ewing	Bill Evans	
Burien	Brian Bennett	Jerry Robison		Lisa Clausen
Clyde Hill	Barre Seibert	George Martin		
Covington	Marlla Mhoon	Mark Lanza		
Des Moines	Matt Pina			
Duvall	Amy Ockerlander	Will Ibershof		
Enumclaw	Liz Reynolds			
Federal Way	Linda Kochmar	Jeanne Burbidge		
Hunts Point	Fred McConkey			
Issaquah	Tola Marts	John Traeger		
Kenmore	David Baker	Allan Van Ness		
Kent	Dennis Higgins	Suzette Cooke		
Kirkland	Amy Walen	Bob Sternoff		
Lake Forest Pk	Sandy Koppenol	Dave Hutchinson		
Maple Valley	Layne Barnes	Erin Weaver		
Milton	Bryan Ott			
Newcastle	Sonny Putter	Lisa Jensen		
Normandy Pk	Shawn McEvoy	Doug Osterman		
North Bend	Ross Loudenback	Ken Hearing		
Pacific	Leanne Guier	John Jones		
Redmond	Hank Margeson	Richard Cole		
Renton	King Parker	Denis Law		
Sammamish	Nancy Whitten	Tom Odell	Don Gerend	
SeaTac	Mia Gregerson	Tony Anderson		
Shoreline	Shari Winstead	Will Hall		
Skykomish	Henry Sladek			
Snoqualmie	Matt Larson	Kingston Wall		
Tukwila	Jim Haggerton	Kathy Hougardy		
Woodinville	Bernie Talmas			
SCA				Karen Goroski Monica Whitman Doreen Booth Kristy Burwell

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



Transportation 2040
Prioritization Decision Guide
Last Updated: November 4, 2011

ABSTRACT

This document outlines a new approach to Transportation 2040 Prioritization. The central goal of the approach is to provide benefit information regarding how well transportation investments implement VISION 2040. The approach separates projects into seven categories, and would evaluate transportation investments within each category, by decade. The approach identifies nine consistent measures (based on VISION 2040 and Transportation 2040) which would be used to evaluate and prioritize projects. The measures may be weighted to reflect their relative importance. The evaluation of projects would use a scorecard approach (see System Improvement section for more detail), augmented with travel demand modeling for major highway and transit projects. Project benefit results would be reported in a "Consumer Reports" format. Cost information would be combined with this benefit information to provide information to decision makers. Significantly funded projects, those that are near completion and have secured the majority of required project funds would not be evaluated. The estimated costs to preserve, maintain, and operate the system would be addressed by setting a desired regional condition level (low, medium, or high) for each element (roads, bridges, transit, ferries, etc.). In addition to project scoring, three cross-checks (regional growth strategy, financial, and programmatic) would be applied to review consistency between actual investments and regional policy in VISION 2040 and Transportation 2040. This information would be used to inform decision-making. Existing conditions information would also be incorporated into the information provided. After action by the General Assembly in spring 2012, the Prioritization Decision Guide would be used to prepare an update to Transportation 2040, scheduled for completion in 2014.

WHAT IS TRANSPORTATION 2040?

Transportation 2040 was adopted in 2010 as the region's long range multimodal transportation plan. Transportation 2040 serves as the transportation component of VISION 2040, the region's integrated growth, transportation, economic, and environmental strategy. Transportation 2040 lays out a 30-year program of investments to improve mobility and reduce congestion, add more transportation choices, maintain and preserve the existing transportation system and services, reduce transportation's impact on the environment, define a sustainable financial strategy, support the regional growth strategy, enhance freight mobility, reach under-served populations, and strengthen the economy.

WHAT ARE THE KEY ELEMENTS OF TRANSPORTATION 2040?

Transportation 2040 includes a broad range of investments in transportation modes and investment categories. For instance, the plan includes projects and programs in the following areas:

- Regional and Local Transit
- Bicycle and pedestrian facilities (including complete streets)
- Car and passenger ferries
- Freight mobility
- Arterials and State Routes
- Highways

In addition, the plan contains many other programs to increase safety, improve efficiency, manage demand, and maintain and preserve the transportation system. These include:

- Preserve and maintain existing systems and services
- Improve system operations
- Enhance efficiency and safety (includes Transportation Demand Management/Transportation System Management & Operations, Intelligent Transportation Systems, and other programs)
- Serve special needs and environmental justice populations

WHAT DOES TRANSPORTATION 2040 SAY ABOUT PRIORITIZATION?

When Transportation 2040 was adopted in 2010, it directed the region to change the way transportation investments are prioritized. Working with PSRC committees and boards, this directive was captured in the following mission statement, adopted in December 2010:

[The mission of the prioritization process is] To prioritize transportation projects in a manner that reinforces and implements VISION 2040. This will include the development and application of an evaluation process to prioritize projects/programs that are within the plan as well as the means for allowing projects to be entered, modified or removed.

HOW WILL VISION 2040 BE IMPLEMENTED IN THE PRIORITIZATION PROCESS?

Implementing VISION 2040 is a foundation of the Prioritization effort. To accomplish this goal, the proposed approach to prioritization is built around a series of VISION screens (see chart below). These screens include regional growth strategy, financial plan, and programmatic cross-checks. In addition, the nine measures contained in the proposed prioritization approach were drawn directly from the goals, policies, monitoring measures, and environmental framework contained in VISION 2040.

HOW WILL THE RESULTS BE USED?

The results of the VISION 2040 screens will be provided along with existing transportation investment condition information. This is information, not the answer. The intent of this Prioritization Decision Guide is to supply comprehensive information in order for decision-makers to balance competing demands and fiscal realities.

HOW WAS THE PRIORITIZATION PROCESS DESIGNED AND WHO IS INVOLVED?

Late in 2010 a Prioritization process work scope was approved and work began in early 2010. The Regional Staff Committee and a special Prioritization Working Group have led the effort. The Working Group includes members of the Transportation Policy Board, Growth Management Policy Board, Economic Development District Board, Executive Board, and liaisons from the Regional Staff Committee. These groups have met monthly to direct PSRC staff in designing the Prioritization process. In addition, PSRC staff has consulted with PSRC's standing committees and sub-area groups to share information and receive input and advice.

HOW MIGHT PRIORITIZATION BE APPLIED?

After a recommendation is approved in spring 2012, the results of the prioritization Process could be used to:

- Update Transportation 2040 (next update is scheduled for 2014)
- Implement VISION 2040
- Rank transportation projects within the plan, by categories, by decade
- Communicate regional transportation priorities to the legislature
- Improve alignment between state, regional and local investments
- Identify priority projects as inspiration and guidance for future project proposals

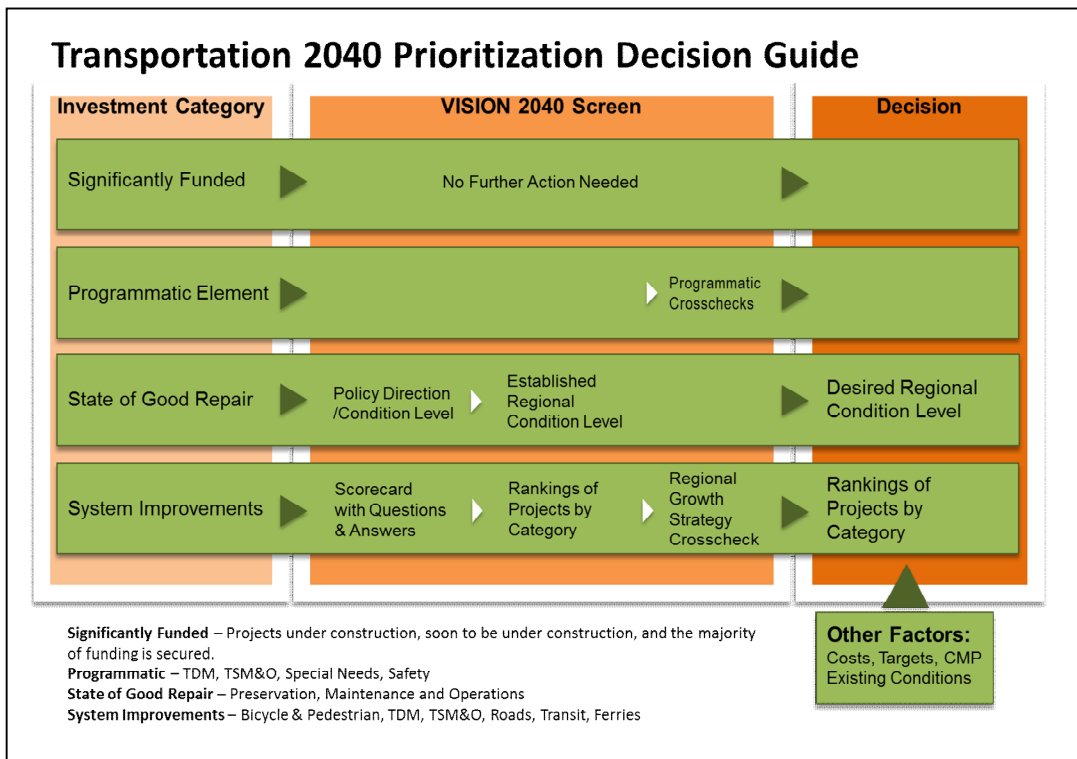
WHAT IS THE CURRENT PROPOSAL FOR A PRIORITIZATION PROCESS

With the help of PSRC's committees and boards, staff has developed a Prioritization Decision Guide. The guide outlines what is included in the prioritization process and how it might be applied. The graphic below displays the overall process. For more detailed information visit the Prioritization Process website at www.psrc.org/transportation/prioritization/.

The Prioritization Decision Guide divides investments into four categories:

- **Significantly funded** projects, those that are near completion (under construction or soon to be constructed) and have secured the needed finances would not be subjected to further review.
- **Programmatic** investments are those that are not included in the project list but instead are represented in the financial plan as an estimate. This includes local transit and roads, TDM, ITS, and special needs. Because there is no specific information, these investments would not be reviewed formally as part of the Prioritization process, but would be reviewed using a set of cross-checks to assure investments are consistent with policy direction in VISION 2040 and Transportation 2040.

- **State of Good Repair** would be addressed by setting a desired condition level (with associated cost) for system components (bridges, roads, transit, ferries, etc.) – see more detail below.
- **System Improvements** would be evaluated using a consistent set of nine measures – see more detail below.



HOW WILL PROJECTS BE ORGANIZED AND EVALUATED?

Projects are divided into seven investment categories, and evaluated within each category, and reported by decade.

INVESTMENT CATEGORIES

State of Good Repair	1. Maintenance and Preservation
	2. Operations
System Improvements	3. Bicycle, Pedestrian and Complete Streets
	4. Efficiency & Safety (TDM/TSM&O)
	5. Special Needs
	6. Arterials and State Routes
	7. Highway and Transit Expansion

STATE OF GOOD REPAIR

Maintaining, preserving, and operating existing transportation systems are already identified in VISION 2040 and Transportation 2040 as the highest priority. For these investments additional information will be collected to document the existing condition of the transportation system for each key element (highways, bridges, ferries, transit, etc.). Using this state of good repair data, staff proposes to develop and evaluate potential investment scenarios (high, medium, and low). For the scenarios future conditions will be forecast for each system element to assess the impacts of differing funding priorities. A desired regional condition level would then be chosen and funding decisions would follow.

SYSTEM IMPROVEMENTS

For system improvements the proposed Prioritization Decision Guide proposes a Scorecard Approach with a series of questions corresponding to nine consistent measures (listed below) to evaluate projects and programs. The measures may be weighted to reflect their relative importance. Maps with land use, Congestion Management System, and other data will be used to provide context information for each project. Projects will be assessed and compared with other investments within each category (rather than between categories). Each project will be evaluated on each measure, and results will be combined into a total benefit score. This information will then be presented in terms of cost and benefit.

PRIORITIZATION MEASURES

Support for Centers	Multimodal	Freight
Jobs	Equity	Climate
Travel	Safety	Puget Sound

The project evaluation will be implemented by advisory committee(s) and results will be reported in a “Consumer Reports” type scorecard format (see example below). For major highway and transit expansion projects the evaluation will be augmented with travel demand model results, which will be reviewed by an advisory committee.

T-2040 PRIORITIZATION - SCORECARD EXAMPLE										
PROJECT	SUPPORT FOR CENTERS	JOBS	TRAVEL	MULTI-MODAL	EQUITY	SAFETY	FREIGHT	CLIMATE	PUGET SOUND	TOTAL SCORE
Project 1	☐	●	☐	○	☐	○	☐	●	☐	-5
Project 2	●	●	●	☐	☐	☐	☐	○	○	10
Project 3	●	●	●	☐	☐	☐	☐	☐	☐	12
Project 4	☐	○	☐	☐	☐	○	○	●	☐	-1
Project 5	☐	☐	●	☐	☐	☐	○	☐	○	-2
Project 6	☐	●	●	●	☐	○	☐	●	☐	-6

Scoring symbols:	●	☐	○	☐	●
	beneficial	somewhat beneficial	neutral	somewhat detrimental	detrimental
Score:	2	1	0	-1	-2

For system improvement projects, reporting evaluation results in a “Consumer Reports” scorecard format will allow projects to be compared in a simple, consistent, and understandable way. This information will then be presented in terms of cost and benefit. Again, these results are still not a decision, only a reporting of information. This information will ultimately be used by PSRC boards and the General Assembly to prioritize investments in the long range plan updates, starting with the 2014 update of Transportation 2040.

CROSS-CHECKS

Three cross-checks are proposed: the Regional Growth Strategy Cross-check, the Programmatic Cross-check, and the Financial Cross-check. After system improvement projects are evaluated, results would go through a Regional Growth Strategy Cross-check to assess how well actual transportation investments match the geographic distribution of population and employment contained in VISION 2040, as a measure of the balance between spending and need. The Financial Cross-check would be designed to verify the financial sustainability of projects proposed in a plan update cycle as compared to the Transportation 2040 Financial Plan. Finally, a Programmatic Cross-check would be done to assess whether the level of programmatic investments (TDM, ITS, safety, special needs, etc.) is consistent with regional policy contained in VISION 2040 and Transportation 2040.

WHAT'S NEXT?

The PSRC General Assembly is scheduled to take action on a prioritization recommendation in spring 2012. Following this action PSRC staff will immediately use the approved approach to shape the Transportation 2040 plan update, scheduled for action in 2014. The Prioritization process will require a commitment from project sponsors to supply more accurate and detailed project information.

FREQUENTLY ASKED QUESTIONS

Q: How will Prioritization be used?

A: The Prioritization Decision Guide will be used in several ways. The results of the project evaluation phase will provide INFORMATION for decision makers. Initially the process will be used for the 2014 update of Transportation 2040, but the framework will not affect PSRC’s existing federal funding process. Examples of how the process might be used in the future include:

- Implementing VISION 2040
- Ranking transportation projects within the Transportation 2040 plan, by categories, by decade
- Communicating regional transportation priorities to the legislature
- Improving alignment between state, regional, and local investments
- Identifying projects that score well as models for future project proposals
- Providing guidance to project sponsors as they identify new projects

Q: How will the process incorporate cost?

A: Information on the cost of projects will be provided to decision makers along with all other information items (benefits scores, cross-checks, etc). The costs of projects will also be displayed graphically in a simple manner allowing comparison across investments.

Q: How does Prioritization impact small cities?

A: The Regional Growth Strategy, developed through the countywide process, allocates future population and employment growth to regional geographies, one of which is small cities. The proposed Prioritization approach will include a Regional Growth Strategy Cross-check to assure transportation investments are being directed to small cities consistent with planned population and job growth in these areas.

Q: Will the process help rural areas?

A: In addition to making sure investments are serving all regional geographies, Transportation 2040 includes a Rural Town Centers and Corridors program, in which regional funds are allocated to projects in rural areas every other year.

Q: How will regional geographic equity be accomplished?

A: As part of the Prioritization Decision Guide, a Regional Growth Strategy Cross-check will be applied to assure investments are allocated across the region consistent with the way population and job growth are allocated in VISION 2040. The table below shows how the Regional Growth Strategy allocates future growth to the regional geographies.

ACTIVITY UNITS* GROWTH (share of each county’s future growth by geography – 2006-2040)						
County	Metropolitan Cities	Core Cities	Larger Cities	Small Cities	Uninc. UGA	Rural
Snohomish	26%	11%	20%	8%	26%	9%
Pierce	37%	20%	8%	14%	17%	5%
Kitsap	25%	16%	10%	10%	27%	14%
King	43%	35%	13%	4%	4%	2%

* Activity units include population and employment.

Model Pharmaceutical Disposal Resolution (v. 10-10-11)

WHEREAS drug overdose deaths, abuse of prescription pain killers, and abuse of pharmaceuticals by young people is a growing problem, and unwanted pharmaceuticals left in the home contribute to opportunities for drug abuse, drug diversion, and accidental poisonings; and

WHEREAS most pharmaceuticals, when discarded, designate as dangerous waste under the Washington State Dangerous Waste regulations (Chapter 173-303 WAC); or hazardous waste under the federal Resource Conservation and Recovery Act (RCRA) (42 USC 6901), or both; and

WHEREAS pharmaceuticals disposed of by flushing into sewers are not completely treated or removed by sewage treatment facilities, or onsite sewage systems, allowing pharmaceuticals to be released into the environment; and

WHEREAS pharmaceuticals disposed of in the garbage are not secure from diversion, or may eventually end up in landfill leachate which may be sent to sewage treatment facilities, eventually allowing pharmaceuticals to be released into the environment; and

WHEREAS the Drug Enforcement Administration, the White House Office of National Drug Control Policy, the Food & Drug Administration, and the Environmental Protection Agency recommend the use of pharmaceutical take-back programs where available as a safer disposal method than throwing pharmaceuticals in trash.

NOW THEREFORE BE IT RESOLVED THAT the _____ Council/Commission/ Board encourages the establishment and use of pharmaceutical take-back programs, that destroy collected drugs at appropriately permitted facilities, as the most safe, secure, convenient and environmentally sound method for the disposal of unused, unwanted, or expired pharmaceuticals from households.

BE IT FURTHER RESOLVED THAT pharmaceuticals should not be disposed of in any sewage treatment facility, as these systems are not designed to treat or remove these complex chemicals, which can be released into the environment; and

BE IT FURTHER RESOLVED THAT pharmaceuticals should not be disposed of in municipal solid waste at curbside, to minimize diversion, or at any transfer station or landfill, because they may end up in landfill leachate, which is often conveyed to sewage treatment facilities, eventually allowing pharmaceuticals to be released into the environment; and

BE IT FURTHER RESOLVED THAT at such time as an adequate, convenient, and secure pharmaceutical take-back system is available to residents, local actions will be explored to prohibit the disposal of waste pharmaceuticals to sewage and solid waste systems.