



City of Bothell™

## **Legislative Platform**

**Adopted by City Council on November 21, 2017**

### Purpose Statement

The City of Bothell's Legislative Platform, to be adopted annually, provides a framework for the City's legislative program and priorities. The City's Legislative Platform is the foundation of a focused advocacy strategy and serves as a reference guide for legislative positions and objectives that provide direction for the City Council and staff throughout the year.

### Primary Objective

The primary objective of the Legislative Platform is for the City Council to adopt official City positions on clearly stated legislative issues prior to the start of the legislative session. This provides staff with clear direction at the beginning of the legislative session on pertinent legislative issues and streamlines the legislative approval process as staff can then monitor and quickly act upon proposed legislation that may impact the City.

This Legislative Platform was developed and will be maintained using the goals and objectives of the City Council, a review of legislative priorities from the Association of Washington Cities, input from City Council and staff, research of current law and pending litigation, as well as discussions with local legislative staff.

### Legislative Program

Federal and state legislative proposals and policies consistent with the Legislative Platform may be supported by the City. Those policies or proposals inconsistent with this agenda may be opposed by the City. For proposed legislation, either consistent with the City's Legislative Platform or consistent with legislative positions the City has taken in the past, City staff shall be authorized to prepare position letters for the Mayor's signature. Items not addressed in the City's Legislative Platform may require further Council direction.

Legislative priorities may only address issues directly relevant to or impacting the provision of municipal services. Generally, the City will not address matters that are not pertinent to the City's local government services, such as international issues.

City departments are encouraged to monitor and be knowledgeable of any legislative issues related to their discipline. Any requests for the City to take a position on a legislative matter must be directed to the City Manager's Office. City departments may not take positions on legislative issues without the City Manager's Office review and approval.



## City of Bothell™

### Program Goals

- Advocate the City's legislative interests at the federal, state, and county levels.
- Inform and share information with legislators, City Council, and staff on the legislative process and key issues and legislation that could have a potential impact on the City.
- Serve as an active participant with other local governments, the Association of Washington Cities, other regional agencies and local professional organizations on legislative/regulatory issues that are important to the City and our region.
- Seek grant and funding assistance for City projects, services, and programs to enhance services for our community.

### Program Strategies/Actions

1. Communicate legislative positions on proposed federal, state, and county legislation, measures, initiatives and governmental regulations.
  - a. The City will take positions only on proposals that clearly impact our city or are a threat to local control.
  - b. Work with City departments to develop positions on proposed federal and state legislative measures.
  - c. Staff will review the positions and analysis done by the Association of Washington Cities and other local government/professional associations for possible inclusion and Council's consideration in the annual legislative platform.
  - d. Actively track key bills through the legislative process, utilizing various legislative websites and government/professional associations.
  - e. Communicate the City's position to federal, state, and county legislators, bill author(s), committees, and Legislature, through correspondence, testimony, and in-person meetings.
  - f. Work cooperatively with other cities, associations, and the Association of Washington Cities on advocating the City's legislative positions.
  - g. As necessary, participate in the drafting and amending of proposed federal and state measures that have the potential to significantly impact the City.
  - h. Meet with legislators and their representatives, as well as other federal, state, and county government officials on a regular basis, to discuss local government issues, proposed legislation, requests for funding assistance, and City programs and services.



## City of Bothell™

2. Seek federal, state, and county funding through appropriations, grants, and other discretionary funding for City projects, services, and programs.
  - a. Annually identify City projects for potential submittal for federal and state appropriations consideration. Develop a submittal packet for legislators that provides information and explains the need for the projects.
  - b. Provide information to City departments on potential grant funding opportunities and recognition programs.
  - c. Advocate and request letters of support for City projects and grant applications or other resources that are being considered for federal, state, and county funding.
3. Work closely with the Association of Washington Cities, Sound Cities, other cities and organizations in advocating for the City's federal, state, and county legislative interests.
  - a. Actively participate in the Association of Washington Cities' activities, including active involvement in AWC's briefings and activities, in order to stay updated on trends, upcoming initiatives, and pending legislation.
  - b. Support the Association of Washington Cities initiatives and advocacy strategies.
  - c. Interact with other cities on issues of mutual concern or impact.
  - d. Interact with local and regional groups that are involved with legislative programs (e.g., Greater Bothell Chamber of Commerce, University of Washington Bothell/Cascadia College, Puget Sound Regional Council).
  - e. Review requests from other governmental and regional organizations to consider supporting their legislative positions and/or funding requests.
4. Share information with the City Council, staff, and community on legislative issues.
  - a. Work closely with department directors and staff to determine the City's legislative priorities and funding needs for the upcoming legislative session.
  - b. Provide updates on legislative issues to the Council and departments throughout the year.
  - c. Educate and involve the community in the City's advocacy efforts on legislative issues and state/federal/county funding requests.



City of Bothell™

## 2018 Legislative Priorities

The City of Bothell strongly promotes local control and home rule for cities and will support or oppose legislation and proposed constitutional amendments based on whether they advance maximum local control by city governments over city revenues, land use, community development, and other municipal activities.

### Administrative and Employment Related

- Oppose legislation that shifts payment into City employees' pension and benefit programs from the state to cities.

### Community, Human Services, Parks and Recreation

- Support legislative efforts and additional funding to help address homelessness.
- Support funding for a coordinated and comprehensive approach to address the needs of youth in the community.
- Support legislative efforts and additional funding to combat the heroin/opioid epidemic and to aid those hampered by addiction.
- Support legislative efforts toward fair housing and anti-discrimination.

### Environment

- Support stable funding for contaminated site remediation and associated Department of Ecology staffing

### Land Use, Planning, and Community and Economic Development

- Support legislation that expands community and economic development tools and funding options for infrastructure and affordable housing.
- Support legislation that enhances the City's ability to promote economic development and job creation.
- Oppose legislation that requires cities to modify their permitting process.
- Oppose legislation that limits City's ability to set and collect impact fees.

### Public Safety

- Support municipal criminal prosecution and mental health funding.
- Support funding for additional training academies for entry-level police officers.



## City of Bothell™

- Support legislation that makes it easier for public service agencies to collaborate with social service providers in order to implement emergency prevention and risk reduction programs for at-risk populations.
- Support legislation that provides funding support for disaster preparedness, Homeland Security, and other local emergency management and law enforcement activities.
- Support and promote programs that enhance the benefits of mutual aid agreements between local governments.
- Support legislation and budget actions to fund immediate and critical court services and provide funding consistent with court workloads.

### Revenue and Taxation

- Address property tax cap limits.
- Protect shared revenues (liquor, marijuana, MRSC).
- Expand LIFT/adopt tax increment financing.
- Support full cost reimbursement to the City for all federal, state and county-mandated programs.
- Oppose any legislation that would impose State-mandated costs for which there is no guarantee of local reimbursement or offsetting benefits.
- Oppose any legislation that would pre-empt or reduce local discretion over locally-imposed taxes.
- Support any legislation that preserves tax exempt municipal bonds and advanced refundings of municipal bonds
- Support any legislation that preserves an individual's deduction of state and local taxes.

### Transportation, Utilities, and Public Works

- Support continuation of Transportation Improvement Board funding and restoration of the Public Works Trust Fund.
- Address I-405 capacity deficiencies by implementing the Washington State Department of Transportation's I-405 Master Plan.
- Support legislation that provides a fair, reliable, equitable, and continuous funding source for transportation projects, allocates funding for local street maintenance projects, and increases revenues for infrastructure repair and maintenance.
- Support legislation or policy that provides funding to local governments for local transportation, water, sewer, and storm system projects.
- Support efforts to ensure and protect the water supply for local agencies.



## City of Bothell™

- Oppose legislation that seeks to lessen the City's ability to enforce contractual language agreed to and contained with existing franchise documents.
- Oppose any legislation that diminishes or does not assure local franchise fees for all utilities' use of City right-of-way.

### Education

- Support capital funding for UW Bothell/Cascadia College.
- Provide state schools funding without local revenue cuts/impacts.



City of Burien  
400 SW 152nd Street  
Suite 300  
Burien, WA 98166-1911

P 206.241.4647  
F 206.248.5539

burienwa.gov

## 2018 FEDERAL LEGISLATIVE PRIORITIES

### 1. FAA Reauthorization Legislation

- Monitor and work with our Congressional delegation on the Congressional reauthorization of the Federal Aviation Administration (FAA) legislation;
  - work with the delegation to address issues with the House bill's aircraft noise sections;
  - support Congresswoman Jayapal's amendments addressing airport infrastructure and aircraft noise.
- Monitor the implementation of the Next Generation Air Transportation System (Next Gen) for airport noise and emissions standards.

### 2. Sustainable Airport Master Plan (SAMP) Traffic Mitigation Funding

- Work with the federal delegation and the Port of Seattle to identify appropriate traffic mitigation funding for Burien due to impacts from the SeaTac Airport Master Plan (SAMP).

### 3. Airport Noise/Emissions

- Monitor and support Congressional bills that will address reducing aircraft noise and emissions around airports.
- Work with the Congressional delegation, other impacted cities, the Port of Seattle, and the FAA to reduce aircraft noise and emissions at SeaTac Airport.
- Support and engage in federal efforts to study future regional air capacity.
- Increase FAA responsibility for direct engagement with local communities near airports, both to respond to community concerns as well as inform residents of any proposed changes.
- Confirm the eligibility of airport-area public schools for FAA AIP noise insulation grant funding.
- Support efforts to have the FAA and other federal agencies research the relationship between aviation activity and ultrafine particulate emissions, as well as their associated impacts.

- Support changes to regulations that would create greater flexibility for airports to address community needs – including workforce & economic development, priority hire requirements, and disadvantaged business contracting.
  - Work with the Congressional delegation and others to insist that the FAA communicate with surrounding communities when flight paths deviate or when other changes are made that affect aircraft noise or emissions.
4. Federal Fiscal Year (FFY) 2019 Appropriations Process
    - Monitor the FFY 2019 Appropriations process with particular attention to the FAA budget.
  5. Support TIGER CUBS Legislation / Infrastructure legislation
    - Support the TIGER CUBS legislation that creates federal transportation grants to mid-sized cities; work to include an amendment to the TIGER CUBS legislation changing the city upper population threshold to 60,000 from 50,000.
    - Monitor the federal infrastructure legislation and seek federal infrastructure resources to support state and local infrastructure needs.
  6. Funding for Homelessness and Human Services
    - Continue to support federal legislative initiatives that provide funding for resources to respond to homelessness issues on a local and regional level.
  7. Funding for Mental Health and Chemical Dependency Services
    - Continue to support federal legislative initiatives that provide funding for mental health, opioid addiction, and chemical dependency services.
  8. Drones
    - Monitor federal drone legislation / rules with particular attention to the jurisdictional role of local governments.



City of Burien  
400 SW 152nd Street  
Suite 300  
Burien, WA 98166-1911

P 206.241.4647  
F 206.248.5539

[burienwa.gov](http://burienwa.gov)

## 2018 STATE LEGISLATIVE PRIORITIES

### 1. Shared Maintenance and Operations Center

The City is seeking capital funds for a partnership opportunity with Highline Public Schools, and possibly other entities, for the design and construction of a Shared Maintenance and Operations Center. The City needs a facility that includes and consolidates maintenance shops, a warehouse area, vehicle and materials storage (i.e. aggregates, salt, and other materials), and an Emergency Operations Center (EOC). A collaboration between multiple agencies would result in operational efficiencies, enhanced emergency management operations between jurisdictions, and the opportunity for education programs through the Puget Sound Skills Center.

### 2. Capital Project Funding for Moshier Sports Field

Pursue \$2 million to convert existing grass sports fields into year-round, multi-purpose artificial turf fields that support baseball, football and soccer. This builds on stormwater system design funding already approved and would increase field use from 4,000 hours to 10,000 hours per year.

### 3. Tax Incentives Warehouse Remittance

Current incentives allow for sales tax remittance on the construction and expansion of warehouses unless any portion of the warehouses is used for manufacturing. In order to incentivize job creation, this sales tax remittance should also be eligible for buildings that can be subdivided into both warehousing facilities and manufacturing facilities.

### 4. Funding for Additional Classes at the Basic Law Enforcement Academy

Support efforts to pursue additional funding for Basic Law Enforcement Academy (BLEA) classes. Under the current budget authorization, there is a shortage of eight classes at the Academy. The current four- to six-month wait times experienced now by cities and counties for training new officers could grow to 12 to 18 months if funding commitments are not put in place. Providing \$2.4

million in the second supplemental budget allocation for 2017, would enable the Criminal Justice Training Commission to add eight BLEA classes and prevent an increase in wait times.

- Funding for Homelessness and Human Services  
Continue to support legislative initiatives on a local and regional level that provide state funding for resources to respond to homelessness issues.
- Funding for Mental Health and Chemical Dependency Services  
Continue to support legislative initiatives on a local and regional level that provide state funding for mental health, opioid addiction, and chemical dependency services.
- Long-Term Air Transportation  
Support legislation involving further analysis of Washington's current and future statewide aviation capacity and efforts to develop a plan to address Washington's future air transportation needs, including siting new airports.
- Public School Funding  
Support full funding for a comprehensive basic education program, and complementary school construction program, to meet the needs of Highline School District students. The Legislature should provide for partnerships, strategies and investments that create better bridges from high school to post-secondary career and technical education.
- Trans-Pacific Fiber Cables  
The Legislature should act to support the state's competitive advantage as a "landing site" for trans-pacific fiber cables, specifically cables coming from the Asia continent. Cost comparisons between Washington and Oregon data and fiber hub installations show Oregon's costs to be significantly lower which is jeopardizing the ability to recruit tech related business to our state and the South Sound region.

### ***Additional areas of support and engagement***

- Legislation that would re-establish and finance a statewide tourism marketing program.
- Legislation that gives local governments the option to replace the arbitrary annual 1% cap on property tax increases with a limit tied to inflation plus population growth.
- Funding of public and mental health services provided by local health jurisdictions.
- Legislation that strengthens city tools to address housing conditions in Burien.
- Funding directed to mental health, chemical dependency, and social safety net programs.
- Economic development tools and programs that foster business development in cities.
- Preservation of state shared revenues with cities.
- Funding and financing options to address Parks and Recreation maintenance and operations.
- Funding of grant programs and budgetary items that help youth and adults live active and healthy lifestyles.
- Opposition to legislation that places new regulatory hurdles on the use of crumb-rubber infill on synthetic playing fields.



# CARNATION 2018 LEGISLATIVE PRIORITIES

The City of Carnation, Washington supports an active partnership between the State of Washington and the Local Governments of our State in growing our economy, enhancing community quality of life and protecting the health and safety of our communities. In that regard, the City of Carnation generally supports the efforts represented on our behalf by the Sound Cities Association and Association of Washington Cities. Additionally, the City of Carnation specifically seeks the State's assistance as follows:

## **Enhance Economic Development Tools**

- ✓ In Carnation's case, gaining approval of the 2017 Capital Budget with \$1,525,000 in State assistance towards our Tolt Avenue Downtown Revitalization Project is crucial.
- ✓ Create stable, reliable infrastructure assistance funding for cities to assist in repairing roads and other public infrastructure that support economic development.

## **Preserve State-Shared Revenues**

- ✓ The Transportation Improvement Board funding is critical to the City's efforts to maintain and rebuild our crumbling street infrastructure.
- ✓ The State should build the Public Works Trust Fund, which funds transportation and utilities projects, to support this critical ongoing source of low cost C.I.P. funding for cities.
- ✓ Include Local Governments in any new streets or roads funding to offset the declining gas tax in streets funding. Resist cutting Local Government shared revenues (i.e. liquor tax, marijuana tax, etc.) to fund State needs.

## **Support Action needed to support the Financial Health of Local Governments**

- ✓ Cities depend on health revenues streams to meet the demand for service. A review of the 1% Cap of Annual property taxes is needed. Look at other forms of growth limits including adding funding flexibility and opportunities that can be managed at the local level.
- ✓ Protect State and Local Government Financing tools against Federal Tax Revisions. Help protect the deductibility of State and Local taxes under Federal Law, and preserve the tax-exempt status of Municipal Bonds.

## **Provide Support for Mental Health, Opioid/Chemical Dependency**

- ✓ Support State, County and City programs funding lifesaving, prevention and recovery services for opioid/chemical dependency.

## **Retain Local Government Authority over the use of our Public Rights-of-Way**

- ✓ Do not grant Telcoms and other large utilities exemptions from local right-of-way use regulations and fees.





9605 NE 24<sup>th</sup> Street • Clyde Hill, Washington 98004  
425-453-7800 • Fax: 425-462-1936 • [www.clydehill.org](http://www.clydehill.org)

## **-2018 LEGISLATIVE PRIORITIES-**

### **Background:**

On a periodic basis the City of Clyde Hill reassesses its Legislative Priorities to keep pace with the political situation at the Regional, State and, occasionally, the Federal level. The City provides these Priorities to the AWC, the SCA and its State Legislators in order to bolster their efforts and, in doing so, the City's. This year the City has identified nine (9) legislative subjects that it considers to be priorities. In order of importance, those subjects (and requests) are:

1. Lid Maintenance. Support legislation to provide funding for WSDOT maintenance and upkeep of the SR-520 lids in the Points Communities.
2. Maintain Local Authority. Prevent State from divesting pre-existing powers from local jurisdictions for wireless communications and rights-of-way.
3. Amend "McCleary Fix". Support legislation to roll back the State property tax increase (passed to address K-12 education) due to the disproportionate negative impacts in the Puget Sound region.
4. Adjust Property Tax Cap. Replace the 1% property tax cap with one that takes into consideration inflation and population growth.
5. Preserve Pension Plan Funding. Oppose changes in State pension plans that shift costs from the State to local jurisdictions.
6. Support Police Training. Provide increased funding to the Criminal Justice Training Center for basic law enforcement training academy classes.
7. Protect Shared Revenue & Avoid Unfunded Mandates. Ensure fiscal sustainability for local jurisdictions and WSDOT (e.g. SR-520 Bridge) through protected/restored funding from the State (e.g. liquor revenue) and through avoidance of unfunded mandates (e.g. liquor privatization).
8. Remove Burdensome Requirements For Small Cities. Absolve small, local jurisdictions from requirements that are overly burdensome to perform and that provide minimal, if no, public good (e.g. using prevailing wages).
9. Create More Affordable Housing Tools. Support legislation to provide more tools for local jurisdictions to increase the affordable housing supply.

# 2018

CITY OF COVINGTON

# LEGISLATIVE PRIORITIES



## TOWN PLAZA FUNDING

The City of Covington respectfully requests funding to realize its vision of a thriving Town Center and a “sense of place” for the Covington Community and the greater southeast King County area. The City envisions a mixed-use development, with a town plaza, and new city hall. The City requests that the Legislature pass a 2017-19 Capital Budget that allocates \$820,000 to the Covington Town Plaza. The most recent proposed Capital Budget (released on 7/20/17) includes this funding allocation. This state funding as well as city generated funds will allow Covington to complete Phase 1 of the greater Town Center project.

## TRANSPORTATION FUNDING

The City of Covington is thankful for the funding allocated in the Connecting Washington funding package to widen SR 516 between Jenkins Creek and 185th and the Covington Connector. The City will monitor the implementation of the Connecting Washington package to ensure timely and efficient delivery of both of these projects.

- Additionally, the City will collaboratively work with the cities of Maple Valley and Black Diamond to continue lobbying for additional support on state routes running through our communities.
- A pressing need for local governments is councilmanic sales tax authority for Transportation Benefit Districts (TBD). Therefore, the City of Covington supports additional revenue tools that provide councilmanic authority to fund local transportation.

## PARK FUNDING

The City of Covington is grateful for state investments in its parks. The City plans to continue working with the Washington Recreation and Parks Association to increase local park and recreation opportunities in the city. Additionally, the City plans to explore grants and other external sources of funding. In the future, the City hopes to continue its partnership with the state in funding a key project for the City, Phase 3 of Covington Community Park.

## HIGHER EDUCATION

The City of Covington is thankful for the funding allocated in the 2017-19 Operating Budget to develop a student cohort in Covington, in coordination with Green River College. The City of Covington will be working closely with Green River College to ensure successful implementation of this initial step to bring higher education to the Covington community.

\*The City supports the efforts of the Association of Washington Cities and Sound Cities Association.



growing toward greatness.



In addition to the City's 2018 adopted legislative priorities, the city has adopted the following policies. The policy document provides direction to city staff and the city lobbyist. These are issues that the city will monitor and support along with AWC and other stakeholders, but are secondary to the 2018 legislative priorities of the City.

## TRANSPORTATION

**Walkways and Street Grant Policies** – The City of Covington will explore and support legislative proposals to create new grant programs and/or amend existing grant programs to prioritize streets with high average daily traffic flow counts or state routes through city centers.

**Councilmanic Authority** - The City of Covington supports additional revenue tools that provide councilmanic authority to fund local transportation.

**I-90 and State Highway 18 Improvements** - Collaboratively work with applicable jurisdictions to lobby for the widening of I-90 & Highway 18 in the next transportation package.

## PROPERTY TAX

The City of Covington supports lifting the 1% property tax ceiling to allow city revenues to increase with inflation/increasing costs.

## STATE-SHARED REVENUES

The City of Covington requests that the Legislature continue to fully fund local-state shared revenues, and further asks that the Legislature restore full funding to the liquor revolving account. The City supports legislation that restores liquor profit revenues to pre-2012 levels by removing the 2011 cap, and restoring the 50/50 revenue sharing relationship over multiple biennia and dedicating the revenue to public safety.

## AWC & SCA LEGISLATIVE PROGRAMS

Support the Association of Washington Cities (AWC) and Sound Cities Association (SCA) legislative programs. Support other local government professional associations' legislative programs when consistent with the aforementioned programs.

### **ECONOMIC DEVELOPMENT FUNDING**

Support constitutional amendments and/or legislation to create pure tax increment financing. Support funding for the Local Infrastructure Financing Tool (LIFT) and Local Revitalization Financing (LRF) programs. Support efforts to make LIFT and LRF simpler, more flexible, and user-friendly.

### **INFRASTRUCTURE FUNDING**

The City of Covington supports reforming and restoring the Public Works Assistance Account to meet local infrastructure needs.

### **JOINT LEGISLATIVE AGENDA**

The cities of Covington, Maple Valley, and Black Diamond will continue to advocate jointly for federal and state funding for State Route 169 and State Route 516 improvements and for transit alternatives in the three rapidly growing communities.

### **UNFUNDED MANDATES**

Oppose unfunded and under-funded mandates on local government. Support funding for existing mandates including comprehensive plan updates, Shoreline Management Act updates and National Pollution Discharge Elimination System (NPDES) requirements.

### **LOCAL CONTROL**

The City of Covington supports legislation that provides greater local control of city regulatory issues, particularly around fireworks, marijuana lounges, liquor establishments, etc.

### **AFFORDABLE HOUSING TOOLS**

The City of Covington supports additional local option funding tools for affordable housing. Additionally, the City joins housing advocates in requesting funding for the Housing Trust Fund, and increasing the document recording fee.

### **STORMWATER & CULVERT FUNDING**

The City of Covington has significant stormwater and culvert funding needs. The City requests funding for current and new grant programs for local stormwater and culvert projects.

### **COST SAVINGS**

The City of Covington will work with the Association of Washington Cities to advance legislation that brings cost savings to the city.

**City of Des Moines**  
**2018 Legislative Priorities**

**\* DRAFT \***

The 2018 State Legislative session will begin in January, 2018. There are several issues critical to the well-being of the City and discussed below:

- Funds to replace the north bulkhead in the Marina. This is critical to maintaining the structural integrity of the Marina. It also will shore up the north parking lot that can serve as a staging area for air, land and sea operation in an emergency situation. Appropriate capital investment in the Marina serves the public interest by continuing to provide a safe, accessible location for public access to Puget Sound, the Marina, pier and Beach Park.
- Relief from the DNR lease payment that has increased considerably in recent years. The funds that are used to pay for the DNR lease can be reinvested into the Marina and provide enhanced recreation, emergency management options, economic development activities and public access. (Attached is the DRAFT White Paper on this issue prepared by staff).
- Provide legislative language that would allow the proceeds from the surplus of SR 509 assets (right of way) to remain with the SR 509 project, as opposed to being returned to the State's general fund. Also, include language that proceeds from the surplus of SR 509 assets should be applied against the "local contribution" share of the SR 509 project.
- Several public safety items, including
  - Improving the Mental Health System: Without better resources, LE will be faced with an increasing number of violent encounters.
  - Increase DNA Testing Capacity: We need additional funding so that the WSP Crime Lab's DNA Testing capacity can be increased and turn-around times decreased.
  - Address the Unintended Consequences of the Public Records Act: There needs to be tighter restrictions so that the abuse can be stopped.
  - Ensure Sufficient and Consistent Funding for Statewide Public Safety Training. This includes Academy Training and other programs that allow for regional information sharing and technology upgrades.
  - Increase Funding Opportunities for Small Agency Regional Partnerships: Create funding incentives that encourage LE agencies to create regional partnership models.
- Furthering issues identified in the City Council Intergovernmental Policies and Positions for 2018.
- Any additional items that come up during the Legislative Session that can further the City Council Goals and Objectives.

**City of Des Moines**  
**2018 Intergovernmental Policies and Positions**  
**\* DRAFT \***

A. State of Washington Intergovernmental Positions

1. The City supports investigations into whether or not Streamlined Sales Taxes are being properly collected and remitted to cities into which purchased items are delivered.
2. The City supports added state funding to meet local and regional transportation maintenance and capacity needs and supports providing cities and counties additional councilmanic revenue authority to fund local transportation needs.
3. (See updated #5 incorporating this position).The City supports restoring state-shared liquor revenues to 2011 levels.
4. The City supports legislative review of the Growth Management Act in an effort to restore local control.
5. The City supports legislation that treats City leases of DNR aquatic lands equal to Port leases and/or eliminates or reduces rental rates. The City opposes legislation that increases the City's current lease rate.
6. The City supports Association of Washington Cities' (AWC) position that the State of Washington should fund and clarify new city responsibilities from the recent changes to state laws regarding recreational marijuana and marijuana taxation.
7. The City supports restoration of and additional funding for the planning, acquisition, restoration and development of recreational and boating facilities and wildlife habitat.
8. The City opposes legislation which reduces the authority of cities to assume special purpose districts.
9. The City supports additional state funding for local criminal justice needs and training.
10. The City supports proposals that will help cities manage public records requests.

11. The City supports the restoration of historic levels of Public Works Trust Fund and Transportation Improvement Board funds and re-authorization of funding for the Community Economic Revitalization Board (CERB) and the Local Infrastructure Financing Tool (LIFT) program for local government infrastructure projects.
12. The City supports tort reform that reduces municipal liability and exposures.
13. The City opposes legislation that preempts local zoning control, including siting of essential public facilities for mental health services, addiction services, and resources to respond to homelessness.
14. The City opposes personnel and labor relations legislation which diminishes its management rights or mandates additional unfunded programs and benefits. (This policy also applies at the federal level.) The City supports legislation providing civil immunity from reference checks.
15. The City supports legislation which would abolish the 1889-1890 right-of-way vacation by operation of law statutes.
16. The City supports legislation that requires either sponsors of essential public facilities or jurisdictions in which EPF's are located to fully mitigate environmental, social, and economic impacts of the EPF in neighboring impacted jurisdictions.
17. The City opposes legislation that would reduce municipal control over city streets and rights-of-way.
18. The City supports legislation to elect Port commissioners by district.
19. The City opposes mandatory requirements for affordable housing, housing growth, and residential density targets.
20. The City supports legislation clarifying the right of cities to exercise use and zoning powers with respect to gambling activities, including the power to adopt moratoria, interim zoning controls, and prohibit gambling activities.
21. The City supports legislation to increase the local share of municipal court fines and forfeits.
22. The City supports legislation to allocate any surplus LEOFF I pension funds to local government to assist in meeting LEOFF I medical and long term care obligations.
23. The City supports legislation establishing a state process for siting an additional major airport at a location at least 15 miles from SeaTac International Airport and other essential public facilities of a regional nature.

24. The City supports legislation returning to Des Moines at no cost and with no conditions any portions of the SR-509 right-of-way south of South 216<sup>th</sup> Street not used for traffic improvements.
25. The City supports legislation and legal appeals that overrule Washington Utilities and Transportation Commission decisions regarding city rights-of-way and Puget Sound Energy. Cities should not be required to purchase private easements for utilities and rules regarding utility relocates and undergrounding should be re-enacted.
26. The City supports retention of full local authority to operate municipal courts. Additionally, the City supports the position that cities may contract with another city to provide municipal court services and opposes legislation that would erode or eliminate this ability.
27. The City supports flexible use of Real Estate Excise Taxes.
28. The City opposes any legislation which directly or indirectly aids in the expansion of Sea-Tac International Airport or the lengthening of any of its runways. (This policy also applies at regional and federal levels.)
29. The City supports State tax policies that assist cities in meeting infrastructure needs for new development in airport noise impacted areas.
30. The City supports amendments to binding interest arbitration criteria that require arbitrators to have a minimum level of experience and training, particularly in public finances, and allows arbitrators to consider a city's ability to pay when making arbitration rulings.
31. The City opposes the State's proposal to streamline the collection of B&O taxes and issuance of business licenses unless the new processes are revenue neutral to cities.
32. The City supports legislation that creates a true tax increment financing mechanism to support economic development and infrastructure investment.
33. The City supports full state funding for Shoreline Management Plan updates.
34. The City supports continued implementation of court mandated K-12 funding reforms to provide adequate and equitable educational opportunities that prepare all students for college, career, and citizenship, support the unique demographic needs of Southwest King County and the state's long-term economic vitality, and do so without negatively impacting existing funding levels for higher education or health and human services programs.

35. The City supports addressing college budget funding shortfalls created by tuition reductions and partially funded salary increases.
36. The City supports legislation that allows all cities to impose a moorage fee and not incur any liability.

B. Federal Intergovernmental Positions

1. The City supports passage of the Maritime Goods Movement Act (S. 1509) to keep the Ports of Seattle and Tacoma competitive with west coast Canadian ports and east coast U.S ports by changing how the Harbor Maintenance Tax is assessed and what projects/activities it funds.
2. Airport – The City supports expansion of the noise mitigation program to provide insulation to all buildings within the noise contours that trigger such action for single-family homes. The City supports construction of a Ground Run-up Enclosure but only if the hours ground run-ups are allowed are not expanded. See Policy A.30.
3. Personnel – see Policy A.15.
4. The City supports continued Community Development Block Grant funding.
5. The City opposes legislation that nationalizes cable television and telecommunications franchising, reduces or eliminates cities’ ability to manage their rights-of-way, or reduces or eliminates cities’ ability to impose franchise fees and utility taxes.
6. The City supports increasing federal funding of emergency preparedness for local first responders.
7. The City supports declassifying marijuana as a schedule 1 drug, as defined by the Controlled Substances Act.

C. Metropolitan King County Intergovernmental Positions

1. The City supports continued King County funding of regional human service needs from current or future county revenues. The City should remain a provider of local human services.
2. Any King County budget or service reductions should treat residents of incorporated and unincorporated areas equally.

3. King County Metro should provide the following transit services to Des Moines residents.
  - a. Existing routes.
  - b. Metro should restore service lost to cutbacks since 2000.
  - c. Enhance and increase east-west connections for Des Moines residents to transit service provided on Pacific Highway South, and with proposed service by Sound Transit.
  - d. Provide service to the Woodmont and Redondo areas of Des Moines to include the future 272<sup>nd</sup> Street Sound Transit Station at I-5.
  - e. Provide Dial-a-Ride service to the citizens of Des Moines.
  - f. Continue to fund the Access Transit Program.
  - g. Continue to fund the Senior Services Des Moines/Normandy Park Shuttle.
  - h. Provide service from the Des Moines Creek Business Park to the Angle Lake Light Rail Station.
4. If the Legislature authorizes King County Metro to councilmanically enact a revenue stream to fund transit, then Metro should restore and enhance services in Des Moines
5. The City supports development of the Lake to Sound Trail System in south King County.
6. The City will participate in the WRIA9 water quality improvement process. Any changes in or new sources of revenue from Des Moines residents to support projects should be subject to City Council review and authorization.
7. The City supports other suburban cities in their negotiations to have King County fund infrastructure improvements in unincorporated areas prior to annexation. New unincorporated developments should provide urban level improvements such as adequate right-of-way, curb, gutter, underground utilities, etc.
8. King County should respect previous agreements regarding regional governance.

D. Interjurisdictional and Regional Intergovernmental Positions

1. The City supports a phased approach to the extension of SR-509 and Legislative efforts ensuring the full funding and timely completion of the project. Phase I should guarantee completion of the route from I-5 to SR-509 and include the following features: the I-5 collector/distributor lanes, a grade-separated interchange at South 200<sup>th</sup> Street, the planned South Access with interchange to SeaTac International Airport and provisions for 24<sup>th</sup>/28<sup>th</sup> Avenues to continue uninterrupted beneath or over SR-509.

2. The City supports clear, transparent, planning efforts on the part of Sound Transit that create positive, cooperative relationships and result in all stakeholders having in depth knowledge of all potential Sound Transit plans, studies, and projects such that they can provide Sound Transit with timely and thoughtful input.
3. The City supports completion of the higher speed south access route from the SR-509 extension to the south end of the airport, to be funded by the Port of Seattle.
4. The City supports the development and implementation of a comprehensive regional and state Emergency Management, Response, and Communication System.
5. The City supports straightening the Kent-Des Moines boundary on Highway 99 south of Kent-Des Moines Road so that Highway 99 would be the dividing boundary between the two cities.
6. The City generally supports local, state, and regional efforts to proactively improve salmon habitat to avoid imposition of more restrictive and less flexible federal standards and efforts to continually improve and upgrade surface water capital facilities.
7. The City supports and encourages local water districts to engage in regional and local efforts to ensure adequate future water through conservation and development of new supplies.
8. The City supports retention of local control over its roads.
9. The City supports interlocal agreements with its neighboring cities to coordinate the collection of traffic impact fees and imposition of appropriate environmental mitigation for development projects near our respective boundaries.
10. The City supports continued coordination with utility and other special districts to plan for capital improvements within the City limits.
11. The City opposes any proposal extending Kent's cross-valley connector (South 228<sup>th</sup> Street) any further west than the south bound I-5/SR 509 proposed right-of-way.

### General Policies

1. Any new law, regulation, or requirement from the county, state, or federal levels should be matched with ongoing secure sources of revenue sufficient to fund the mandate.

2. Decisions affecting Des Moines are best made at the local level. Therefore, county, state and federal legislation or mandates should not erode or curtail local authority.
3. The City opposes any federal, state or regional actions which reduce the fiscal capacity of the City to provide services to its citizens.

Adopted by the  
Des Moines City Council  
At an open public meeting  
January XX, 2018

## Legislative Priorities

### Law Enforcement/Public Safety

Public Safety is the number one priority of the City of Federal Way. The City urges the Legislature to provide adequate and sustainable funding to maintain and expand high-quality statewide training for law enforcement personnel. In addition, Federal Way seeks a capital budget funding request in the sum of \$250,000 to add new and replace outdated or obsolete Safe City cameras.



### Performing Arts and Event Center

The City of Federal Way is seeking \$1 Million in capital funds for a kitchen upgrade to the Performing Arts and Event Center. This upgrade will be utilized by the Native American Culinary Institute in partnership with the Muckleshoot Indian Tribe. The new Performing Arts and Event Center is a year-around conference and event center with a 716-seat theater hosting world-class talent, as well as education and culinary education programs.



### Former Weyerhaeuser Property/IRG Property/North Lake

For the purchase of the North Lake property and the maintenance of open space and public access opportunities on the entire Former Weyerhaeuser Property/IRG Property:

1. \$250,000 capital grant to Forterra for its work guiding this project AND
2. Seek additional legislative support



### Freshwater Algae Control

Increased funding for Freshwater Algae Control Program (FACP) grants. This is not a specific funding request, only a request that the State authorize more money to be spent on the FACP grants because the program has been seriously underfunded since being established in 2005 considering the increasing scope of the problem.



### Education

The City of Federal Way, in partnership with Federal Way Public Schools, encourages the State Legislature to:



- Fully fund education to meet the constitutional requirements as outlined in the McCleary ruling;
- Fully fund the cost of basic education and specifically, compensation costs so that Federal Way Public Schools can continue to attract the best and the brightest;
- Fully fund the cost of transporting students who are homeless;

This is needed in order to ensure Federal Way's more than 22,000 students are able to learn and thrive in the competitive environment of the 21st century.

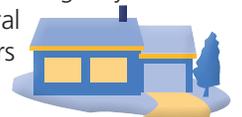
### University Initiative

The City of Federal Way completed a higher education needs assessment. This assessment shows a clear need for increased higher educational opportunities in our community. The City of Federal Way has been working with the University of Washington, Highline College, and the Federal Way Public Schools to start offering college courses in Federal Way. In support of that initiative, the City of Federal Way asks the Legislature to fund a one-time start-up budget request of \$800,000. Funds from this appropriation shall be used solely for costs associated with staffing, furniture/fixtures/equipment, rent/tenant improvement, and curriculum development.



### Shelter for Homeless Families

\$100,000 grant toward establishing an emergency shelter for homeless families with children in Federal Way, in support of our Homeless Mothers and Children Initiative (HMCI)



### Support for Amending RCW 53.54

Amending RCW 53.54 so that it fully authorizes the Port generally to conduct abatement, mitigation, monitoring, and research with respect to all negative impacts of airports on local communities, as recommended by the mayor's Quiet and Healthy Skies Task Force.



## City of Issaquah – 2018 Legislative Agenda Top-Priority and Key-Priority Issues at a Glance

Note to Area Legislators: While Issaquah recognizes the 2018 Session is a short, 60-day Session and that meaningful progress on revenue and infrastructure measures may be more difficult, the City urges lawmakers to think about revenue tools and options that can be used to address regional transportation corridor gridlock, Growth Management Act (GMA) related infrastructure costs, and more. Issaquah respectfully asks that lawmakers identify and fund those regional projects required to move goods, services and workers from urban area to urban area – if not in 2018 then in the 2019 Session. In particular those urban areas in southeast King County connected by state and county routes with insufficient capacity such as Hwy 169, SR 900 and Hwy 18, where the GMA has required growth be accommodated in local zoning, but no impact fees have been collected and no funding has been identified to provide regional infrastructure to connect workers to jobs.

### Top Priority Issues – Issaquah Specific

#### **Capital Budget – Ensure 2017-19 Funding for Lake Sammamish State Park & Confluence Park; Infrastructure Needs for Affordable Housing Project**

Issaquah urges legislators to act early in the 2018 Session to enact a 2017-19 Capital Budget. The City wants to ensure the budget retains **\$206,000** that can be used to install irrigation systems and make other upgrades to the grassy area of **Confluence Park** in the downtown core. Additionally, the City wants to ensure the Capital Budget retains **\$5.36 million** in State Parks and Washington Wildlife & Recreation Program funds to **redevelop the entire Sunset Beach picnic area**, including constructing a large shelter, installing a new lawn and tree canopy, and establishing a paved esplanade to connect Sunset Beach to Tibbets Beach within the State Park. Finally, Issaquah is beginning work on an ambitious affordable housing project adjacent to the Sound Transit parking structure at State Route 900 and Newport Way. That project will require infrastructure investments on which Issaquah hopes the state can partner – likely as part of a 2019-21 Capital Budget.

#### **Transportation Needs: I-90 Auxiliary Lanes, SR 18/I-90 Interchange, and Critical Gaps in Regional Roadway Network Funding**

Issaquah appreciates the work by the 2017 Legislature in expediting the I-90/SR 18 interchange project by six years, allocating \$1.5 million for the SR 900/12<sup>th</sup> Avenue Northwest turn-capacity project, and providing direction to WSDOT to evaluate construction of an SR 900/May Valley Road round-about. The City hopes that additional revenue tools can be provided in future years, and anticipates bringing forth other needs in connection with the 2019-21 Transportation Budget. In the meantime, however, the City wants to ensure that area lawmakers protect investments made under the 2015 “Connecting Washington” and fine-tuned in 2017. One pending investment involves eastbound and westbound auxiliary lanes for I-90.

#### **Requests for 2018 Supplemental Operating Budget Matching Funds to Allow State to Partner with City**

Issaquah is working on three projects in collaboration with state agencies or with zones designated by the state, and asks area legislators to assist with modest state-matching funds to:

- **Showcase the Issaquah sports medicine “Innovation Partnership Zone” (IPZ) designated by the Department of Commerce in 2015:** Issaquah is now actively seeking to host a national sports-medicine conference and trade show that could enable the recruitment of new sports medicine firms and clinics to Washington State. To cover the costs of bringing a future trade show to Issaquah, the City seeks \$50,000 in state seed funding through Commerce and would match that allocation with \$25,000 in local funds. The \$50,000 request was in the 2017-19 Operating Budget passed by the Senate but fell out of the final budget; the City hopes the dollars can be included in 2018;
- **Potential pilot cleanup funding to remove “PFOS/PFAS”:** Issaquah is working with the Department of Ecology to study and quantify funding that would be needed to perform pilot cleanups of perfluoroalkyl substances – know in shorthand as “PFOS” or “PFAS” – that likely were released in firefighting foam and then detected in the City’s water supply. Issaquah has spent over \$1 million to rid its water supply system of the chemicals but wants to trace the problem back to a potential known source and perform pilot cleanups that could have more long-lasting benefits in removing PFOS/PFAS altogether. Based on preliminary estimates of the cost of a pilot cleanup, Issaquah is asking the Legislature to match seed funds put forth by DOE and Issaquah with an allocation (amount TBD) in 2018;

- ***Programmatic Environmental Impact Statement (EIS) for Lake Sammamish State Park:*** Issaquah is working with Washington State Parks on a \$500,000 EIS effort that will programmatically look at environmental impacts of future Master Planning and determine how to best proceed. The work is an outgrowth of the City's role as a partner with WSP and as a signatory to a Memorandum of Understanding (MOU) concerning joint efforts in park operations and development. State Parks has been able to scrape together \$300,000 from its baseline budget, and the City intends to add local funds to the mix. Issaquah asks legislators to fully fund the EIS effort with a \$100,000 General Fund allocation in the 2018 Supplemental Operating Budget.

#### 2018 Key Priorities – Issaquah joining other cities and coalitions

### **Providing Affordable Housing, Addressing Homelessness**

Issaquah will actively seek out ways to extend and enhance existing funding sources and add new tools to help local communities add affordable housing units and address the growing homelessness crisis. Specifically, the City will support legislative initiatives to:

- Increase the ***Document Recording Fee*** on housing transactions that funds homelessness and housing programs at the local level;
- Allocate \$106.7 million for the ***Housing Trust Fund*** in the 2017-19 Capital Budget;
- Provide cities and counties ***new tools and options*** to address affordable housing and homelessness capital facilities.

### **Ensuring Safe Streets, Enhancing Public Safety, Addressing Mental Health**

The City of Issaquah is strongly committed to public safety through a mutually respectful relationship between law enforcement and its citizens. One of the biggest challenges for the City is to hire and maintain a police force to take on a range of problems from mental health to property crime to drug addiction offenses. In 2018, Issaquah will join the Association of Washington Cities (AWC), law enforcement groups, and a coalition of individual cities in strongly supporting a ***Supplemental Operating Budget request to add funds for two additional Basic Law Enforcement Academy (BLEA) training classes*** in Fiscal Year 2019. The City also will support initiatives to better fund and manage mental health challenges at the state and local levels, including beds and facilities for those who need treatment and services.

### **Address Fiscal & Local Resource Needs, Preserve State-Shared Revenues**

Issaquah urges lawmakers to look at cities and counties as partners rather than 'stakeholders' – particularly by collaborating with local governments on maintaining and restoring "state-shared" revenues and by giving those same local governments tools to better manage resource needs. Specifically, the City will support:

- A 2018 ***Supplemental Operating Budget allocation*** to ensure that Streamlined Sales Tax (SST) Mitigation funding in the Operating Budget is property aligned with the SST Funding expectations laid out in the Legislature's adoption of ***EHB 2163*** ("Marketplace Fairness"). The SST Mitigation program is an \$800,000 a year source of funding for Issaquah. SST Mitigation funding is due to phase out in Fall 2019 and Issaquah will be part of a legislatively-directed study to examine replacement options.
- A structural ***modification in property tax statutes to tie annual growth to an inflationary index*** rather than to a 1 percent limit that prevents cities and counties from keeping up with year-to-year increases in the costs of delivering services;
- Protection of ***state-shared revenues and existing distributions*** that are vital to helping cities meet their obligations. These include liquor, marijuana, and municipal criminal justice assistance; and the above-referenced SST Mitigation payments. With respect to rapidly growing marijuana revenues, Issaquah urges lawmakers to tie more of those to local implementation and enforcement, just as the state does with liquor revenues.

### **Protection of local rights-of-way and local authority in deployment of small cell ("5G") technology**

Issaquah applauds the development of a new small-cell wireless system, known as "5G," that will further enhance the ability of individuals and businesses to communicate instantly in a nation and in a world that is becoming increasingly dependent on this type of 21<sup>st</sup> Century technology. The City also supports efforts to standardize and streamline the permitting process for 5G. However, Issaquah ***strongly opposes legislation that would undermine local rights-of-way authority, local control, and the ability of cities and PUDs to recover fair market value*** for the use of that valuable right-of-way.

**City of Issaquah – 2018 Legislative Agenda**  
**“Support/Oppose” & “Track/Monitor”**

Budget and Fiscal Matters

- Issaquah urges the 2018 Legislature to **refrain from imposing** new unfunded or “under-funded” mandates on local governments, and to **protect local revenue authority** that is critical to enabling cities to provide core services their citizens depend upon.

Criminal Justice/Public Safety/Fire/Courts

- Issaquah has **strong concerns** with “*Justice Reinvestment Initiative*” (*JRI*) legislation that would put new resource and law enforcement burdens on local communities;
- Issaquah will closely **track and monitor** legislation growing out of a study of how the state could potentially implement a *statewide relicensing program for those who have committed Driving While License Suspended (DWLS) offenses*. The City will want to ensure such a program does not cancel out successful relicensing and payment plans – or absolve drivers of insurance requirements -- in individual jurisdictions;
- Issaquah will want to **ensure** that any 2018 legislative initiative on the use of police body cameras including Public Records Act provisions to put reasonable limits on who may request “body cam” video data and information;
- Issaquah will join District and Municipal Court Judges in working to **protect Operating Budget funding for Court Management System computer upgrades** in courts of limited jurisdiction.

Economic Development/Infrastructure

- Issaquah is prepared to **support** proposed legislation to re-establish a statewide tourism and marketing to help Washington compete on more even footing with other states;
- Issaquah **supports** passage of 2017-19 Capital Budget funding that enables re-capitalizing of the *Public Works Assistance Account* so that the state retains a low-interest loan program for basic infrastructure needs throughout Washington;
- Issaquah will **closely track** any legislative initiative, growing out of a legislatively-directed study, to examine the merits of establishing a State Infrastructure Bank;
- Issaquah will **support** Capital Budget *funding and grants for stormwater*, including initiatives to make the Model Toxics Control Act (MTCA) account more sustainable and less prone to revenue spikes and reductions due to fuel prices;
- Issaquah will **support** key Capital and Transportation budget grant programs for cities such as the Washington Wildlife and Recreation Program (WWRP), Youth Athletic Facilities (YAF), Safe Routes to Schools, Bicycle-Pedestrian grants, etc.
- Issaquah is prepared to **support** 2018 legislative initiatives to re-establish state funding and partnerships for economic development incentive programs such as the Local Revitalization Financing program (LRF) or the Local Infrastructure Assistance Tools (LIFT) program.
- Issaquah will **support** 2017 legislation allowing local governments *expanded use of “Small Works Rosters”* to do small-scale infrastructure and public works jobs in-house.

Environment/Natural Resources

- Issaquah will **support** legislation to *expand the “Product Stewardship” program* – specifically for prescription drugs and certain types of paints;

Land-Use/Growth Management Act (GMA)/Housing

- Issaquah is facing mounting pressure due to unprecedented regional housing demand and a lack of regional transportation investments to support that demand. Issaquah will **support** initiatives that proactively address regional transportation solutions.
- Issaquah is prepared to **support** 2018 legislative initiatives to better enable the development community to *construct market-rate condominiums to provide additional housing affordability options* in the wake of acute affordable housing challenges facing the Puget Sound region;

- Issaquah will **support** 2018 legislation that gives cities more tools to ensure foreclosed-upon or abandoned homes are not left neglected or unattended;
- Issaquah is supportive of the Growth Management Act in general and would **oppose amendments** to the GMA that weaken or undermine the statute.

#### Local Government in General/Miscellaneous

- Issaquah is prepared to **support** legislative initiatives that can help *reduce costs for cities and counties, or make service delivery more efficient*;
- Issaquah is prepared to **support** legislative initiatives to enhance funding for emergency management functions of local governments.

#### Personnel, Pension, and other Human Resource Issues

- Issaquah will join the Association of Washington Cities (AWC) and other local government and business organizations in **opposing** legislation that would *add new costs and requirements to employee benefit programs without accompanying funds*;
- Issaquah will join others in **opposing** legislation that would *expand “presumptive disease” laws and definitions* in the area of Workers’ Compensation claims;
- Issaquah urges the Legislature to **refrain** from bills or budget initiatives that would *result in increased employer/employee pension rates*.

#### Transportation/Transit

- Issaquah will **support** any effort by King County METRO to ensure the expediting of “bike share” funding for Issaquah, Kirkland, and Redmond in the transit-capital category of Connecting Washington;
- Issaquah is prepared to **support** legislative initiatives to continue expanding the use of electric vehicles in the State of Washington;
- Issaquah is prepared to **support** legislative initiatives to enhance funding for Commute Trip Reduction (CTR) programs.

#### Water/Water Resources/Water Quality

- Issaquah will **support** a 2018 legislative initiative by the Cascade Water Alliance, Seattle Public Utilities and others to *ensure that reclaimed water purveyors be required to enter into agreements with water-supply utilities to address such issue as service area needs, wellhead protection, and water quality, before moving to sell reclaimed water on the open market*.



# City Of Kenmore, Washington

## City of Kenmore 2017-19 State Legislative Agenda *Amended for the 2018 Session*

### **Reconnecting Kenmore's Downtown to Lake Washington**

Kenmore requests that the State alleviate the impacts of the state transportation system on the local community by reconnecting the city's downtown with the Lake Washington waterfront. Despite recent improvements to State Route 522 to increase transit and vehicle capacity and improve pedestrian safety, congestion on State Route 522 continues to worsen, making it increasingly difficult for city residents to access local businesses, and generally move within the city. Regional decisions regarding the State's transportation system, including imposing tolls on SR 520, and the failure of the state system to handle daily commuter traffic, has resulted in more drivers opting to travel on State Route 522 through Kenmore. State Route 522 divides Kenmore's downtown from its waterfront. The City asks that the State invest **\$1 million** for preliminary project development of a multimodal grade-separated route, above or below SR 522, to allow Kenmore residents to more easily move within the city and to connect the city's downtown to the Lake Washington waterfront. The total anticipated project cost is \$25-\$30 million.

### **Propel Lakepointe Development**

Lakepointe is the last remaining undeveloped property of its size on Lake Washington - a 47-acre site poised to become a dynamic mixed-used transit-oriented development with housing, office and retail space, hotel, marina and nearly a mile of public shoreline public access. A longstanding barrier to redeveloping the Lakepointe property stems from site conditions that are the result of a State transportation project - when Interstate-5 was built in Seattle, WSDOT used the Lakepointe site as a landfill for construction and demolition debris. As a result, deep foundation systems featuring several thousand pilings are required for the property to be developed, adding substantial costs of potentially over **\$105 million** to any redevelopment project. To alleviate these extraordinary costs related to the site's prior use by the State, the City of Kenmore requests that the State provide the economic development tools and incentives necessary to allow this property to overcome this hurdle and be developed. Without these incentives, the steep infrastructure and other project costs will continue to cause this vital waterfront site to languish and not redevelop. Even with the proposed incentives, the redevelopment of this site has the potential to offer a significant financial return on investment at both the state and local levels.

### **Pass a 2017-19 Capital Budget that includes the following projects which were included in the version that was released on July 20, 2017:**

#### **Boathouse on Sammamish River/Lake Washington - \$250,000**

The boathouse will be constructed in partnership with the Northshore School District and will result in youth recreation programming, public high school rowing programs and other waterfront opportunities for the public.

#### **Moorlands Park Improvements - \$250,000**

Improvements at Moorlands Park include a new ballfield, a new play structure, trails, restrooms, and picnic facilities.

#### **Public Works Assistance Account - \$1.5 million**

The City supports passage of a capital budget that allocates \$97 million toward the PWAA current loan list which includes a \$1.5 million loan for culvert replacement & embankment repair at 61<sup>st</sup> Ave NE and NE 190<sup>th</sup> Street.

#### **Saint Edward State Park Investments**

- \$500,000 for Saint Edward Park Ballfield Improvements from WWRP and \$250,000 from Youth Athletic Facilities
- \$75,000 for a strategic plan to develop an Environmental Learning Center at St. Edward State Park

### **Local Control on Asphalt Plant Regulations**

An asphalt plant is located in the City of Kenmore, near downtown, SR 522 and residential areas. The asphalt plant has been operating for decades and is a legal nonconforming use. The City asks that the State give local cities additional, local option regulatory authority over asphalt plants to ensure that the plant operates in a manner that is mindful of the surrounding urban neighborhoods.



## City of Kent – 2018 Legislative Agenda Top Priorities and Issues at a Glance

**Streamlined Sales Tax (SST) Mitigation – 2018 Supplemental Operating Budget Appropriation and Work on Replacement Options:** Kent will play a lead role in securing Fiscal Year 2018 supplemental funding to ensure adequate SST Mitigation revenue through fall 2019. The final 2017-19 Operating Budget (SSB 5883) allocated \$20.012 million for SST Mitigation, but projections for corresponding legislation on phasing out mitigation funds – **EHB 2163** – estimate \$22.338 million is necessary for mitigation. Kent wants to assure SST Mitigation funding in the Operating Budget is aligned with SST Funding expectations in **EHB 2163**. *Additionally, along with AWC, Kent is leading a legislatively-directed study to provide the 2019 Legislature with recommendations and options on what to do with SST Mitigation for jurisdictions whose sourcing losses won't be offset by taxes on online sales for many years – if ever.*

### **Capital Budget – Ensure 2017-19 Funding for East Hill YMCA, Mill Creek Flood Stabilization Project and Lower Russell Road Levee Enhancements**

Kent urges legislators to enact a 2017-19 Capital Budget. The City wants to ensure the budget retains at least **\$1 million** for infrastructure improvements to serve a new **East Hill YMCA**, and strongly supports **\$4.17 million** in programmatic grants for the YMCA building. Additionally, the City seeks retention of at least **\$2 million** for the **Mill Creek Flood Stabilization** project that will enable culvert replacements and assist dozens of businesses in the area, including Blue Origin. Finally, Kent urges passage of a Puget Sound Acquisition Restoration funding level that assures dollars for **Lower Russell Road levee-enhancement** work.

### **Transportation Needs – State Route 509/State Route 167 Gateway Project Local Match**

While Kent appreciates the Legislature's commitment to the Gateway Project, the City has significant concerns that require local communities to provide \$130 million in matching *local* dollars for what is a *state* responsibility. While removal of local match funding may not be possible, Kent urges lawmakers to minimize City General Fund impacts of a local match program through: 1) either transferring responsibility for 228<sup>th</sup>/Veterans Drive overlay work (I-5 to SR 167) to the state, or assigning the state to take on the next overlay cost-share; 2) strongly encouraging that any relocation of Poulsbo RV needed to connect 228<sup>th</sup> to I-5 ensures that the business remains in Kent city limits; and 3) ensuring that SR 509/SR 516 Interchange Design 4B be the preferred design.

## **Transportation Needs – 2018 Supplemental Funding for 4<sup>th</sup> and SR516 (Willis) Roundabout to Serve Redevelopment of the Naden Site Adjacent to the NE Corner of SR 167/SR 516**

Kent has worked diligently with the Washington State Department of Transportation (WSDOT) on designs near the SR 167/SR 516 interchange to allow convenient access into the Naden site adjacent to the northeast corner of the interchange. The City-owned Naden site is ripe for redevelopment and would tremendously enhance a gateway entrance into Kent. Several developers are interested in the site, and Kent will issue a formal Request for Interest (RFI) in 2018. New access to the site, which the City and WSDOT have agreed to, involves the construction of a roundabout at 4<sup>th</sup> Avenue and SR 516 (Willis Street) to allow vehicles to exit 167 at SR 516 and make a right turn into the Naden site via the roundabout. Kent urges the Legislature to assist with this crucial redevelopment effort by including \$3 million in the 2018 Supplemental Transportation Budget for construction of the roundabout.

## **Technical Fix to Law Requiring Review of “Restrictive Covenants” Before Property Sales**

Kent seeks a technical fix of **HB 1959** which requires governmental entities selling land to first learn whether any “restrictive covenants” exist related to the property for sale. There is currently no limitation or definition on what constitutes a “restrictive covenant.” On a pending land sale to prepare for the East Hill YMCA, a City attorney had to do 60 hours of research of the history of the parcel in question. The City believes the over-broad issue can be resolved by amending the law to include only “*recorded* restrictive covenants.”

## **Technical Fix to State Law to Ensure Deceased Employee’s Final Paycheck Goes Directly to Surviving Spouse – RCW 49.48.120**

Kent seeks a technical fix to state law under RCW 49.48.120, governing the steps public employers must take when issuing a final paycheck upon the death of an employee. State law currently allows *state* agencies, but not local governments, to steer that final payment directly to a spouse. The City seeks to amend the law so this authority is vested in both state and local jurisdictions.

## **2018 Key Priorities**

### **Providing Affordable Housing and Addressing Homelessness**

Kent seeks ways to enhance existing funding sources and add new tools to help communities add affordable housing units and address the homelessness crisis. Specifically, the City supports legislative initiatives to:

- Increase the **Document Recording Fee** on housing transactions that fund homelessness and housing programs at the local level;
- Allocate \$106.7 million for the **Housing Trust Fund** in the 2017-19 Capital Budget;
- Provide cities with **new tools** to address affordable housing and homelessness capital facilities.

### **Ensuring Safe Streets, Enhancing Public Safety and Addressing Mental Health**

Kent joins the Association of Washington Cities, law enforcement groups and others in supporting a **request to add funds for two additional Basic Law Enforcement Academy (BLEA) training classes** in 2019. The City supports initiatives to better

fund and manage mental health challenges at the state and local levels, including beds and facilities for those who need treatment and related services.

### **Address Fiscal and Local Resource Needs and Preserve State-Shared Revenues**

Kent urges lawmakers to collaborate with local governments on maintaining and restoring state-shared revenues and by giving them tools to better manage resources. Specifically, the City supports:

- A structural **modification in property tax statutes to tie annual growth to an inflationary index** rather than to a 1 percent limit that prevents from keeping up with year-to-year increases service delivery costs;
- Protection of **state-shared revenues and existing distributions** that are vital to helping cities meet their obligations including liquor, marijuana, municipal criminal justice assistance and SST Mitigation payments.

### **Protection of local right-of-way and local authority in deployment of small cell (5G) technology**

The City supports efforts to standardize and streamline the permitting process for 5G. However, Kent **opposes legislation that would undermine local right-of-way authority, local control and the ability of cities to recover fair market value** for the use of that valuable right-of-way.

### **Opposition to legislation that undermines the ability of law enforcement to conduct drug and property forfeiture operations**

Kent joins the Washington Association of Sheriffs and Police Chiefs (WASPC) in **opposing legislation that hinders law enforcement in drug investigations by putting onerous new limits on the ability of police to carry out drug and property forfeitures/seizures**. In 2017, **HB 1016** would have required a conviction before a forfeiture operation could go forward, and **SB 5044** would have raised the standard of evidence required to proceed with one. The City and WASPC believe both bills were – and are – unnecessary.

## **2018 Legislative Agenda Support/Oppose and Track/Monitor**

### Budget and Fiscal Matters

- Kent urges the Legislature to **refrain from imposing new unfunded or underfunded mandates on local governments and to protect local revenue authority** critical to enabling cities to provide core services their residents depend upon;
- Kent will work to assure that any legislation on **B&O tax apportionment** is revenue-neutral and achievable for cities.

### Criminal Justice/Public Safety/Fire/Courts

- Kent is prepared to **oppose** 2018 legislation that would **make drug and property forfeitures more difficult and burdensome**. These forfeitures are an important tool in addressing illegal drug activity in the community and throughout South King County;

- Kent has **strong concerns** with *Justice Reinvestment Initiative (JRI) legislation* that would put new resource and law enforcement burdens on local communities;
- Kent will closely **track** legislation coming from a study of how the state could potentially implement a *statewide relicensing program for those who have committed Driving While License Suspended (DWLS) offenses*. The City wants to ensure such a program does not cancel out successful relicensing and payment plans or absolve drivers of insurance requirements;
- Kent wants to **ensure** that any bill on use of police body cameras include Public Records Act provisions to *put reasonable limits on who may request body cam video data* and information;
- Kent will join District and Municipal Court Judges to **protect funding for Court Management System (JIS) computer upgrades** in courts of limited jurisdiction;

#### Economic Development and Infrastructure

- Kent **supports** funding that enables re-capitalizing of the *Public Works Assistance Account* so the state retains a low-interest loan program for basic infrastructure needs;
- Kent will **closely track** any effort coming from a legislatively-directed study, to *examine the merits of establishing a State Infrastructure Bank*;
- Kent **supports funding and grants for stormwater**, including initiatives to make the Model Toxics Control Act (MTCA) account more sustainable and less prone to revenue spikes and reductions due to fuel prices;
- Kent **supports** key *Capital and Transportation budget grant programs for cities* such as the Washington Wildlife and Recreation Program (WWRP), Youth Athletic Facilities (YAF), Safe Routes to Schools, Bicycle-Pedestrian grants, etc.;
- Kent **supports** efforts to *re-establish state funding and partnerships for economic development incentive programs* such as the Local Revitalization Financing program (LRF) and the Local Infrastructure Assistance Tools (LIFT) program;
- Kent **supports expanded use of Small Works Rosters and/or expanded bid limits** to do small infrastructure and public works jobs in-house.

#### Environment and Natural Resources

- Kent **supports** legislation to *provide local communities with more regulatory authority and ability to require advance notification* to enhance oil-train safety;
- Kent **supports expansion of the Product Stewardship program**, specifically for prescription drugs and certain types of paints.

#### Housing

- Kent **supports** legislation that gives cities *more tools to ensure foreclosed or abandoned homes are not left neglected or unattended*.

#### Land-Use and the Growth Management Act (GMA)

- Kent **supports** efforts to *better enable the development community to construct market-rate condominiums to provide additional housing options*.

### Local Government in General/Miscellaneous

- Kent **supports** re-establishment of *funding for a Litter Control Hotline* at the state level.

### Personnel, Pension and Other Human Resource Issues

- Kent **opposes** legislation that would *add new costs and requirements to employee benefit programs without accompanying funds*;
- Kent **opposes** legislation that would *expand presumptive disease laws and definitions in the area of Workers' Compensation claims*;
- Kent urges the Legislature to **oppose efforts** that would *result in increased employer/employee pension rates*.

### Transportation/Transit

- Kent **supports** increased *funding for Commute Trip Reduction* (CTR) programs.

### Water Supply

- Kent **supports** efforts to clarify that, with respect to *reclaimed water, any provision of service must come only after agreements are struck with water utilities* that provide day-to-day supply to residents and businesses;
- Kent **supports a "Foster fix" bill** that re-establishes the ability of water-supply utilities to forge agreements with the Department of Ecology on mitigation, and particularly out-of-kind mitigation, as a way to assure long-term supply while protecting instream flows and the natural environment.



## **CITY OF KIRKLAND 2018 LEGISLATIVE AGENDA**

### **General Principles**

Kirkland supports legislation to promote the City Council's goals and protect the City's ability to provide basic municipal services to its citizens.

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Support reestablishing the partnership between cities and the State to ensure that critical mandates are funded and vital services are provided to all of the residents of the state.

### **City of Kirkland 2018 Legislative Priorities**

- Kirkland supports new local funding and policy tools to address homelessness and create more affordable housing, such as:
  - Pass a capital budget that adequately funds the Housing Trust Fund (HTF)
  - Eliminate the sunset on REET 2 for housing needs
  - Increase the document recording fee to better address homelessness and housing
  - Clarify the impact fee statute to ensure exemptions apply to homeless shelters and increase allowable impact fee exemptions from 80% up to 100% of low-income housing, without reimbursement from other sources
  - Allow councilmanic authority for currently authorized sales tax
- Kirkland supports full funding of the State Emergency Management Division.
- Kirkland supports passage of the capital budget that includes funding for a multimodal safety improvement project connecting the Cross Kirkland Corridor with the Redmond Central Connector.
- Kirkland supports continued sustainable funding to maintain high-quality statewide training for law enforcement personnel to ensure no waiting period to get law enforcement trained and in the field.
- Kirkland supports maintaining local flexibility in determining location, design and size of small cell (telecommunication) deployment with adequate cost control.
- Kirkland supports maintaining the express toll lanes on I-405 north of Bellevue, and implementing express toll lanes on I-405 south Bellevue, as called for in the I-405 corridor Master Plan.



## 2018 State Legislative Agenda City of Lake Forest Park

### Top Priorities

#### **Pass a Final 2017-19 Capital Budget**

The negotiated 2017-19 Capital Budget that was released on July 20, 2017 includes \$1.2 million toward the Lyon Creek Culvert project along State Route 104. The City urges the Legislature to adopt a final 2017-19 Capital Budget that includes this funding.

**Culvert Funding** - Lake Forest Park is the ideal suburban environment on Lake Washington for salmon to return and spawn due to the healthy tree canopy and clean, cool and clear water in our creeks. Unfortunately, aging culverts and one collapsed culvert restrict the ability of salmon to spawn in Lake Forest Park. The City is committed to restoring its creeks and has already allocated millions of local dollars and resources towards stream restoration. The City is eager to partner with the state to address a series of failing and collapsed culverts along State Route 104.

#### **Address Congestion on SR 522 and SR 104**

With the assistance of state funding the City is facilitating a corridor study of SR 522 and SR 104. Concurrently, the City is funding a safe streets study to improve arterials and neighborhood streets and their connections to the state highways. These studies will inform local and regional improvements and if necessary, the City will ask for the state's partnership in projects beyond the region's financial capacity.

#### **5-acre Woods Acquisition – Nature Park (SPU Surplus)**

Seattle Public Utilities (SPU) purchased a 5.6-acre property in Lake Forest Park several decades ago to site a reservoir. The house on the property was demolished but the reservoir was never constructed. Instead, over the past 40 years a dense tree canopy has grown that includes a healthy riparian wetland and fish-bearing stream. In 2017, SPU identified the property as surplus and marketed it for sale. The City submitted \$1 million offer the property in September 2017 after a thorough feasibility analysis and appraisal. SPU accepted the City's bid that was backed by a grant from King County and a loan from the City's Sewer Capital Fund. This loan must be repaid but the City lacks the funds necessary to do so without selling a portion of the property. The City respectfully requests \$250,000 from the state to help repay the loan and preserve this important property.

### Other Legislative Priorities

**State-Shared Revenues** – The City requests that as the Legislature develops future budgets that it fully fund local-state shared revenues, and further asks that the legislature restore full funding to the liquor revolving account. The City supports legislation that restores liquor profit revenues to pre-2012 levels by removing the 2011 cap, and restoring the 50/50 revenue sharing relationship over multiple biennia and dedicating the revenue to public safety.

**Police Body Cameras** –The City will monitor legislation emerging from the Task Force on Use of Body Worn Cameras.

**Transit-Oriented Development** – The City supports legislation and funding programs that support transit-oriented development in urban areas.

**Infrastructure Funding** – Lake Forest Park supports developing a statewide solution to local infrastructure funding needs, including funding the Public Works Assistance Account.

*Lake Forest Park supports those elements of the Association of Washington Cities' Legislative Agenda and Sound Cities Association Agenda that best serve the interests of the City.*



## City of Maple Valley 2018 Legislative Priorities

---

### **Park Funding: Summit Park**

The City of Maple Valley is working with local sports organization, Tahoma School District and King County Parks to find solutions to the lack of sports fields within our region. Maple Valley is committed to constructing two new multipurpose all-weather sports fields and one all-weather baseball field on property owned by the City. These fields will serve the youth of not only the City of Maple Valley, but all of southeast King County. The City is seeking assistance in the amount of \$3M in state funding for the Summit Park project.

### **Transportation Funding: SR169**

The City of Maple Valley is pursuing funding to improve State Route 169 within the City of Maple Valley limits. There are two projects identified on the City's 6-year Transportation Improvement Program. In addition there are serious capacity and safety deficiencies outside the city limits that need to be addressed long term. State Route 169 is a highway of statewide significance (HSS). It is the main commute route for the cities of Maple Valley, Black Diamond, Enumclaw and portions of unincorporated King County. With the projected growth within Black Diamond, things are projected to continue to decline. The City is seeking \$5M in state funding for T-36 and T-39.

- T-36: State Route 169 Widening from 228<sup>th</sup> Avenue SE to SE 244<sup>th</sup> Street
- T-39: State Route 169 Widening from Witte Road SE to SE 240<sup>th</sup> Street
- Outside City Limits: From Maple Valley City Limits to Jones Road

### **Support the Efforts of the Southeast Area Legislative (SEAL) Transportation Coalition**

#### **State Highway Maintenance Responsibilities**

Once the population of a City reaches 25,000 they have three (3) years to take over certain maintenance and operation of (non-limited access) state routes that are within city limits. This would mean that the City of Maple Valley is likely to take on the responsibility of maintaining the following items along SR169 and SR516 in the near future:

- Satiability of cut and fill slopes
- Crosswalks

- Striping
- Regulatory signs
- Traffic Signals

The City is interested in the State increasing the threshold to population of 35,000 or providing funding to assist with the maintenance of a state route.

## **Support Association of Washington Cities and Sound Cities Association Legislative Priorities**

# City of Normandy Park Legislative Agenda 2018

Adopted by the City Council November 14, 2017



\*Shared with AWC

## FEDERAL

- Advocate for criteria favorable to federal road support for small urban jurisdictions.
- Lobby for design and construction support for 1<sup>st</sup> Avenue road improvements.
- Work with AWC to forestall industry efforts to preempt city ability to manage small cell franchises and permits.\*

## STATE

- Encourage State investment in core public health services.
- Request State funding in the amount of \$1,000,000 for Recreation Center and City Hall construction.
- Revitalize key infrastructure assistance programs, particularly the Public Works Assistance Account.
- Enhance local city authority with respect to taxes, revenue, licensing and home rule.
- Increase the Property Tax cap from 1% to a rate that reflects inflation and the rate of growth.
- Preserve state-shared revenues with cities and increase law enforcement training funds. \*

- Enhance economic development tools and programs that foster business development in cities. \*
- Maintain funding for Municipal Research Services Center (MRSC).
- Direct funds to mental health, chemical dependency, and social safety net programs.\*
- Support funding for maintenance of local streets.
- Increase gas tax distribution to local jurisdictions.
- Advance completion timeline for SR 509 SeaTac to Federal Way.

## LOCAL

- Work to develop interlocal understanding for an initiative to connect residents of Normandy Park and other areas enroute to the Angle Lake Light Rail Station.
- Enhance communication and cooperation between local governmental entities, especially in terms of environmental improvement and police service.
- Work with the Puget Sound Regional Council and granting agencies to improve road funding criteria for smaller jurisdictions.
- Work with South King County municipal entities through the Highline Forum and Soundside Alliance to improve the well-being of South King County.

**CITY OF REDMOND**  
**2018 STATE LEGISLATIVE AGENDA**

***Top Priority Issues***

- **Affordable Housing:** Redmond will actively work with the Association of Washington Cities, jurisdictions and other stakeholders to increase the supply of affordable housing and the level of affordability in communities across the Puget Sound Region, by seeking options including:
  - State Housing Trust Fund: Significantly increase funding in the 2017-2019 Capital Budget,
  - Document Recording Fee: Increase the surcharge for affordable housing, and
  - Councilmanic Authority for 0.1% Sales Tax: Support this funding option for affordable housing and mental health facilities, provided legislation requires equitable distribution of investments throughout King County and annual reporting on the geographic distribution of funds, location of facilities, and individuals provided services by jurisdiction.
  
- **Mental Health, Drug Dependency, Human Services and Homelessness:** Redmond will actively support initiatives to add services, shelters, and beds to help local communities address growing mental health, drug dependency and homelessness challenges, including:
  - Mental health system funding,
  - Actions to combat the growing opioid epidemic,
  - Preserving the Housing and Essential Community Needs Program,
  - Providing job training and placement, and
  - Advancing the Eastside Human Services Forum State Legislative Agenda.
  
- **Fund and Safeguard State Revenues to Better Enable Cities to Address Community Needs:** Redmond will join the Association of Washington Cities, cities, counties and others to:
  - Preserve “state-shared” revenues that provide direct service to local government,
  - Seek early adoption of a 2017-2019 Capital Budget,
  - Support a supplemental funding request for the Basic Law Enforcement Academy (BLEA), and
  - Support any efforts to restructure the 1% property tax limit.
  
- **Reclaimed Water:** The City is working with a broad consortium of water utility providers, including Cascade Water Alliance, to seek regulatory authority to require reclaimed water providers to:
  - 1) Obtain city approval for the use of reclaimed water prior to its sale and use within the city’s Critical Aquifer Recharge Area (CARA) both within and outside city limits, for any city with a shallow aquifer that supplies drinking water for the city,
  - 2) Ensure city customers will not be financially burdened with additional costs that result from the use of reclaimed water in place of a city water supply, and
  - 3) Coordinate and integrate municipal water supply plans in their development of reclaimed water proposals.

## ***Support/Oppose Issues***

### ***General Government***

- Public Records Act (PRA): Redmond is committed to public records openness and transparency. Redmond, along with the Association of Washington Cities and others will monitor studies and implementation of recent PRA updates.
- Hi-Tech Industry: The City and the Washington Tech Cities Coalition (WTC<sup>2</sup>) support initiatives that enhance competitiveness and invest in education and infrastructure to support hi-tech. These initiatives include, but are not limited to, targeted Research and Development (R&D) tax incentives that can help our state keep growing sectors such as space, bio-medical, and life sciences.
- Pension enhancements and system mergers: Redmond opposes pension enhancements or mergers of pension systems that would add new costs to local government.
- “Presumptive Disease” definitions: Redmond will join the Association of Washington Cities and others in opposing any expansion of “presumptive diseases” under Workers’ Compensation that does not adequately address cost concerns and require a sound science foundation for decision-making.

### ***Environment***

- State “Product Stewardship” program: Support adding new elements to the program, which uses manufacturer-financed initiatives to encourage environmentally responsible recycling of items.
- Proposals impacting water-supply and stormwater infrastructure: Ensure that any proposed infrastructure investment package for water supply, stormwater, and flood control provides equity between where taxes and fees are collected and where they are invested.
- State Infrastructure Bank: Explore the feasibility of a State Infrastructure Bank to bolster investment in public infrastructure upgrades throughout the state.
- WRIA 8 and related funding: Support funding for habitat, floodplain, and watershed projects.

### ***Law Enforcement/Criminal Justice***

- Property crimes: Address the rapid rise in property crimes occurring in the City, region, and state by providing a comprehensive legislative approach that blends increased penalties with better support services for low-level repeat offenders.
- Statewide re-licensing program for Driving While License Suspended (DWLS) offenders: Support a statewide re-licensing program to enable repeat offenders to pay back their fines over time, while allowing local jurisdictions that already have a re-licensing program to maintain their program.
- Fire Training Academy in North Bend, WA: Support funding in the Capital Budget for needed upgrades to the Fire Training Academy in North Bend.

**CITY OF REDMOND**  
**2018 STATE LEGISLATIVE AGENDA**

**Guiding Principles:**

The City has adopted the following principles to guide the City's Legislative Agenda:

- **Protect home rule and local authority:** The Legislature should refrain from pre-empting the authority of local cities and communities which are closest to the citizens they serve.
- **Refrain from imposing unfunded or "under-funded" mandates:** It is important that the Legislature refrain from imposing new unfunded or "under-funded" mandates upon local jurisdictions unless there is adequate funding provided to implement them.
- **The state should not erode local revenues and local taxing authority:** As "creatures of the state," cities in Washington have only the taxing and revenue authority directly provided to them by the State Legislature. It is vital that lawmakers refrain from making decisions that erode or eliminate those revenues and the local taxing authority that is given to cities.
- **The state should preserve Operating, Capital, and Transportation budget funding that flows to cities:** Redmond urges the Legislature to refrain from cutting or eliminating operational and infrastructure funding for Redmond and other cities.
- **The Legislature should reward jurisdictions that step up to implement the policy goals developed by the state, as it exercises its decision-making, particularly in grant and loan programs:** Redmond is an example of a city doing the right things to implement the Growth Management Act (GMA), accommodate density, ensure the urban centers of downtown and Overlake are conducive to "transit-oriented" and pedestrian-friendly development, embrace "green building", climate-change and Vehicle Miles Traveled (VMT) strategies, etc. As it makes funding and policy decisions regarding grant and loan programs, the state should find ways to reward jurisdictions, such as Redmond, that carry out and embrace these policy objectives.

# 2018 Legislative Agenda

## RENTON'S KEY PRIORITIES AT A GLANCE

### Address Public Safety — Fund Critical Needs

**Basic Law Enforcement Academy (BLEA):** Renton will actively support a request from Criminal Justice Training Commission to add \$526,000 in fiscal year 2019 for two additional training classes.

### Enhance Quality of Life

**2017–19 Capital Budget—Sunset Neighborhood Park:** Renton urges legislators to enact a 2017-19 Capital Budget and retain a \$3.05 million allocation in all negotiated budgets to date for Phase II and Phase III construction of the Sunset Neighborhood Park.

**Family First Community Center:** Renton will also seek Capital Budget funds either in 2018 or 2019 to enlist the state as a funding partner in the effort to build a \$15 million Family First Community Center in Cascade/Benson Hill. Renton will want to ensure this request does not in any way undermine or divert from the Sunset Neighborhood Park request.

**Affordable Housing, Homelessness Prevention, Mental Health:** Renton will strongly support funding initiatives and options to help cities address affordable housing, homelessness prevention, and to combat mental health and opioid challenges.

- » Support legislation to increase the document recording fee for homeless services.
- » Support legislation to provide local funding options for cities and counties for housing and homeless shelter capital facilities.
- » Support \$106.7 million allocation in the 2017–19 Capital Budget for the Housing Trust Fund.

### Promote Fiscal Stability

Renton will continue to strongly support a structural modification in property tax statutes to tie annual growth to an inflationary index rather than to a 1 percent limit.

Protect state-shared revenues and existing distributions including liquor, marijuana, and municipal criminal justice assistance that are vital to helping cities meet their obligations.

### Invest in Transportation

**Interstate 405 Toll Lanes:** Renton will strongly urge the legislature, either through a bill or budget provisions, to extend authorization of I-405 express toll lanes from Renton to Bellevue and ensure a dedicated lane for Sound Transit Phase 3 Bus Rapid Transit service.

**Funds for Bronson Way Bridge Seismic Upgrade and Repainting:** Renton will work with area lawmakers and transportation leaders to secure \$3 million in the Fiscal Year 2018 Supplemental Transportation Budget for seismic upgrade and painting work on the Bronson Way Bridge, as part of a State Route SR 900 “turnback” agreement. The state will reap significant long-term benefits in transferring the bridge to Renton, as the city would take on long-term maintenance and replacement obligations.



# Support / Oppose and Track / Monitor Issues

## Budget and Fiscal Matters

**Oppose** any new unfunded or “under-funded” mandates and protect local revenue authority.

**Support** legislation on B&O tax “apportionment” that is revenue-neutral and achievable.

## Criminal Justice / Public Safety / Fire / Courts

**Oppose** legislation that would make drug and property forfeitures more difficult and burdensome.

**Oppose** “Justice Reinvestment Initiative” (JRI) legislation that would put new resource and law enforcement burdens on local communities.

**Track and monitor** legislation to implement a statewide relicensing program for Driving While License Suspended (DWLS) offenses. However, such a program should not cancel out successful relicensing and payment plans—or absolve drivers of insurance requirements—in individual jurisdictions.

**Support** any bill on use of police body cameras that includes Public Records Act provisions to put reasonable limits on who may request “body cam” video data and information.

**Support** protection of operating budget funds for Court Management System (“JIS”) computer upgrades.

**Track** legislation on police “use of force” in criminal cases.

**Support** legislation providing law enforcement agencies ongoing, affordable, and predictable access to the use of naloxone as a last-resort treatment for opioid-addicted offenders.

## Economic Development / Infrastructure

**Support** 2017-19 Capital Budget funding that enables re-capitalizing of the Public Works Assistance Account.

**Oppose** legislative efforts that remove flexibility of cities and counties to use lodging tax revenues toward festivals and special events that bring people into the community.

**Track** any legislative initiative that examines the merits of establishing a State Infrastructure Bank.

**Support** Capital Budget funding that invests in infrastructure including storm water grants, Model Toxics Control Act (MTCA) account, Washington Wildlife and Recreation Program (WWRP), Youth Athletic Facilities (YAF), Safe Routes to Schools, and Bicycle-Pedestrian grants.

**Support** legislative initiatives to re-establish state funding and partnerships for economic development incentive programs such as the Local Revitalization Financing program (LRF) or the Local Infrastructure Assistance Tools (LIFT) program.

**Support** legislation allowing expanded use of “Small Works Rosters” for infrastructure and public works jobs in-house.

## Environment / Natural Resources

**Support** legislation to provide more regulatory authority, and ability to require advance notification to enhance oil-train safety.

**Support** legislation to expand “Product Stewardship” program—specifically for prescription drugs and certain types of paints.

## Housing

**Support** legislation that provides tools to ensure foreclosed or abandoned homes are not left neglected or unattended.

## Land Use / Growth Management Act (GMA)

**Support** initiatives to enable construction of market-rate condominiums to provide additional affordable housing.

## Local Government in General / Miscellaneous

**Support** efforts to standardize and streamline the permitting process for 5G. However, Renton **strongly opposes** legislation that would undermine local rights-of-way authority, local control, and recovery by cities and PUDs of fair market value for the use of right-of-way.

**Support** public records openness and transparency; **monitor** studies and reviews of recent Public Records Act bills to ensure that they can be reasonably implemented.

**Support** initiatives that can help reduce costs for cities and counties, or make service delivery more efficient.

## Personnel, Pension, and other Human Resource Issues

**Oppose** legislation that adds new costs and requirements to employee benefit programs without accompanying funds.

**Oppose** legislation that expands “presumptive disease” laws and definitions in the area of Workers’ Compensation claims.

**Oppose** bills or budget initiatives that increase employer/employee pension rates.

## Transportation / Transit

**Support** initiatives to enhance funding for Commute Trip Reduction (CTR) programs.

## Water Supply

**Support** legislation ensuring that any provision of service on use of reclaimed water must be preceded by agreements made with water utilities providing supply to residents and businesses.

**Support** a “Foster fix” bill in 2018 that re-establishes the ability of water supply utilities to forge agreements with Department of Ecology on mitigation to ensure long-term supply while protecting instream flows and the natural environment.





4800 South 188<sup>th</sup> Street  
SeaTac, WA 98188-8605

City Hall: 206.973.4800  
Fax: 206.973.4809  
TDD: 206.973.4808

**Mayor**  
*Michael J. Siefkes*

**Deputy Mayor**  
*Pam Fernald*

**Councilmembers**  
*Rick Forschler*  
*Kathryn Campbell*  
*Peter Kwon*  
*Tony Anderson*  
*Erin Sitterley*

**City Manager**  
*Joseph Scorcio*

**City Attorney**  
*Mary Mirante Bartolo*

**City Clerk**  
*Kristina Gregg*

## CITY OF SEATAC 2018 LEGISLATIVE PRIORITIES

- **Sea-Tac International Airport:** Because the airport is one of the state's primary economic engines, the City of SeaTac requests mechanisms to sufficiently fund ongoing services necessary to keep the City a safe, welcoming location for travelers and for efficient movement of cargo into and out of Washington State.
- **Complete SR 509 Extension to I-5:** SeaTac will advocate for the efficient and on-time completion of SR 509 with adequate access to the City, which was fully funded in the Connecting Washington transportation package. The City supports equitable assignment of local match contributions to the SR 509 corridor.
- **Foreclosed Homes:** SeaTac supports legislation that requires notification to cities identifying foreclosed homes and the maintenance of tax- and bank-foreclosed properties.
- **Economic Development and Infrastructure:** SeaTac supports legislation to enhance State funding, tools and programs for local economic development and infrastructure that further the economic development and growth of the city through investments that attract, retain and expand business and create living wage jobs.
- **Funding for Public Defense:** SeaTac supports additional state funding for the provision of public defense services in order to meet the requirements of the Court-adopted public defense standards and caseload limits.
- **Local Control:** SeaTac supports legislation that maintains local authority and flexibility over regulations, finances, and planning. The City opposes legislation that provides local decision-making authority that would negatively impact local economies and communities.
- **State Agency Rulemaking:** SeaTac supports legislation requiring statutorily mandated agency rules be ratified by legislative action prior to their effective date(s) and require that rules drafted to implement legislation include an analysis and description of potential impacts to local businesses and economic development.
- **Mobile Home Parks:** SeaTac supports increased funding to ensure adequate relocation assistance for displaced residents of redeveloped mobile home parks, and legislation that provides greater rights to mobile home park tenants.
- **Unfunded Mandates:** SeaTac recognizes that jurisdictions have limited fiscal capacity and opposes unfunded and under-funded mandates.



## **DRAFT 2018 Shoreline Legislative Priorities**

1. Support Local Government Financial Sustainability and Flexibility:
  - a. Revise 1% Property Tax Limitation.
  - b. Increase flexibility on existing revenues.
2. Support increasing state revenue from non-regressive revenue sources to support the human services safety net and to maintain or increase levels of services.
  - a. Support and enhance actions to increase affordable housing and decrease homelessness.
  - b. Support direct funding for a strained mental and behavioral health system.
3. Advocate for passage of a 2017-2019 Capital Budget.
4. Restore funding infrastructure programs that support basic local infrastructure.

### **Legislative Issues the City Supports:**

1. Advocate for city tools, such as funding and regulatory authority, to support Transit Communities.
2. Support opportunities for redevelopment on the excess property adjacent to the Fircrest Campus.
3. Support legislation that allows for automatic voter registration.



City of Tukwila,  
Washington

# 2018 LEGISLATIVE AGENDA



Tukwila Urban Center  
Pedestrian/Bicycle Bridge;  
construction largely  
funded by State grants

## Transportation & Infrastructure

- Join the US DOT, Washington State Freight Mobility Strategic Investment Board, the City of Tukwila and other partners by **funding the Strander Extension project to increase freight mobility** and remove 55,000 vehicles per day from I-405, SR 167 and other nearby roadways.
- Create **stable, reliable infrastructure assistance funding** for cities to assist in repairing roads, bridges and other public infrastructure that support economic development.

## Housing & Human Services

- Provide future stable funding for homelessness by **eliminating the sunset and increasing the document recording fee**.
- Create **new local options** to generate revenue for housing and human services and for capital construction of affordable housing.  
We strongly encourage the State to **adequately fund human Services** programs for the health of the safety net.

## Shared Revenue

- The State must continue its role as a **partner with cities**.
- In addition, the State must **retain the local share of liquor taxes** to allow jurisdictions to address impacts – such as public safety – of privatized liquor in our cities.

## Streamlined Sales Tax Mitigation

- Jurisdictions significantly and adversely impacted by the sunset of streamlined sales tax mitigation payments **must be made whole**.
- Department of Revenue's **sales tax projections appear to be inflated** and indicate **significant loss of revenue** for the City of Tukwila, which currently receives \$1.1 million annually in mitigation payments.

## Revenue Reform

- Allow cities the **authority and flexibility** to address the fact that growth in the cost of services continues to outstrip revenues.
- The State should **amend the law** that limits annual property tax growth to 1%, and work with cities to authorize additional funding flexibility and opportunities at the local level.

## Education

- **Implement needs-based funding** for allocation of social emotional student support resources, and **expand funding for learning opportunities** for summer school students.
- Increase **funding for homeless students** and secondary ELL students, and incorporate early learning for low-income students as a part of **Basic Education**.
- Continue to monitor outcomes of the McCleary decision and funding identified in the 2017 legislative session to **ensure Tukwila students benefit**.

## Law Enforcement

- **Increase funding for law enforcement** training to ensure that all police officers have access to key resources that save lives.

## Preserve Lodging Tax Flexibility

- Ensure the definition of “tourist” in Washington State **remains flexible** to allow jurisdictions and Lodging Tax Advisory Committees to distribute lodging tax dollars in a manner that **best serves each individual community**.



# City of Woodinville

Legislative Contact—Brandon Buchanan, City Manager  
 Phone—425.877.2265  
 Email—brandonb@ci.woodinville.wa.us

## Item 1—

### PROJECT—LITTLE BEAR CREEK FISH BARRIER



Little Bear Creek passes under 134<sup>th</sup> Avenue NE in Woodinville through three (3) large culverts. **These culverts impede fish passage** and prevent salmon from reaching Little Bear Creek Basin.

Little Bear Creek is considered one of the best salmon habitat spawning grounds in Snohomish County. WSDOT will complete the removal of a fish barrier culvert 1,400 feet downstream of Woodinville’s three culverts by the end of 2017.

The City of Woodinville seeks **\$2 million in joint funding from the State to replace these culverts with a one-lane bridge** that will open and add over a mile of salmon habitat to the 1,400 feet of habitat opened by WSDOT’s project.

### THREE CULVERTS PREVENT SALMON PASSAGE



## Item 2—

### PROJECT—SR 202 CAPACITY AND PEDESTRIAN SAFETY IMPROVEMENTS



The City of Woodinville requests a **\$5 million funding partnership with the State to improve State Route 202 and create a safe and accessible transportation corridor**. Capacity and pedestrian safety improvements are desperately needed along SR 202 in Woodinville.

First, paralyzing gridlock needs relief at the intersection of SR 522 and SR 202, the gateway to the city. The City has developed plans to widen this chokepoint and is requesting funding to construct the project.

Second, pedestrian safety improvements must be made along SR 202 in Woodinville’s famed Winery District, as poor pedestrian pathways and high traffic congestion cause accidents and headaches for residents, visitors, and businesses in the area. **Woodinville cannot relieve congestion and improve pedestrian safety along a State Highway without the help of the State.**

### SR 202 TRAFFIC CONGESTION AT CITY GATEWAY

