



City of Kenmore, Washington

City of Kenmore 2021 State Legislative Agenda

Capital Budget Request: Squires Landing - \$900,000

Squires Landing is a 41-acre undeveloped park that is cumbered with invasive plant species that make the park mostly unusable. In 2016 voters approved the Walkways and Waterways bond measure to fund improvements at the park and better access to the Sammamish River. Improvements include salmon habitat restoration, shoreline stabilization and in-stream habitat benches. These specific project elements are consistent with the 2017 WRIA 8 Chinook Salmon Conservation Plan for the Sammamish Watershed which contribute to progress on Puget Sound Vital Signs. The project also includes the removal of invasive species, natural open space restoration, trails, boardwalks, and viewing points to connect the park to the river and adjacent Burke-Gilman Trail. The project will also add new boating facilities including docks, ramps, and staging areas for hand-powered watercraft, additional parking, and a restroom. This is the final amount needed to fully fund this \$8.2 million project.

Clean Air Enforcement Legislation

The Kenmore community continues to express concern about air pollutants near the Burke Gilman Trail. The state has granted air pollution enforcement authority to regional clean air agencies located throughout the state; the regional authority for the City of Kenmore is the Puget Sound Clean Air Agency (PSCAA). Under current law, the PSCAA is limited to receiving formal complaints from a place of residence or place of employment within the city. The city requests that the legislature expand the authority for the PSCAA to be able to receive complaints from users of public spaces such as parks and trails.

Local Revenue for Road and Sidewalk Maintenance and Preservation

Cities have limited resources to pay for the maintenance of existing roadways and sidewalks. The 2019 JTC City Transportation Funding study estimated the statewide need for preservation funding to be \$900 million more per year than current spending. The City supports AWC's efforts to institute a transportation funding package that emphasizes maintenance and preservation funding and provides direct distribution and new local revenue options for cities.

61st Avenue NE Sidewalk Replacement

Kenmore needs to repair and replace major sections of the sidewalk along 61st Avenue NE, a major north-south arterial connecting North Kenmore and South Snohomish County to bus lines and SR 522. The aging sidewalk panels are massively upheaving, unsafe for the general population and unusable for strollers, wheelchairs and other wheeled devices. Repairing and replacing the sidewalks is necessary for public safety and ADA accessibility. The project is estimated to cost \$5 million and is beyond the capacity of the City's budget to fund.

Lift 1% Property Tax Cap

As a residential community, 40% of Kenmore's general fund revenue is generated from its largest source of revenue—property tax. The city has a limited retail tax base and is constrained from generating additional revenue to maintain city services, the costs of which are increasing at a rate greater than the State-imposed property growth limit of 1% per year. The City of Kenmore supports lifting the 1% cap on property tax increases and other actions to create a sustainable fiscal structure for cities.

Preserve Local Transportation Revenue

The City opposes any legislative proposals that would threaten funding for the city's transportation benefit district or implementation of Sound Transit 3 and delivery of Bus Rapid Transit along SR522.