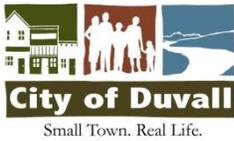


SNOQUALMIE VALLEY GOVERNMENTS ASSOCIATION



City of Carnation
4621 Tolt Avenue
PO Box 1238
Carnation, WA 98014
425.333.4192
www.carnationwa.gov



City of Duvall
15535 Main Street NE
PO Box 1300
Duvall, WA 98019
425.788.1185
www.duvallwa.gov



City of North Bend
211 Main Avenue North
PO Box 896
North Bend, WA 98045
425.888.1211
www.northbendwa.gov



City of Snoqualmie
38624 SE River Street
PO Box 987
Snoqualmie, WA 98065
425.888.1555
www.ci.snoqualmie.wa.us



Snoqualmie Tribe
9571 SE Ethan Wade Way
PO Box 969
Snoqualmie, WA 98065
425.888.6551
www.snoqualmietribe.us

2022 LEGISLATIVE PRIORITIES

SVGA OVERVIEW

SVGA is a cooperative association that represents key stakeholders in the Snoqualmie Valley. Our main association is made of four cities and the Snoqualmie Nation. We are also inclusive to social services that support our valley and two school districts.

Several key factors make this association unique and help support our collaborative effort to increase the awareness of the needs of the Snoqualmie Valley. All of the association stakeholders are independent organizations but find our collaborative efforts can better support idea's and projects that benefit us as a whole.

- Three major state highways and one freeway intersect or connect our valley. This connects four counties in Washington State.
 - SR 202, SR203, Highway 18, I90
- The Snoqualmie River impacts all our association members
 - Our Fish, Farm, Flood initiative was the first origination to partner all stakeholders on a major river.
- Over 60,000 people live and work in our valley.
 - We represent a more affordable housing market that supports families that work in Seattle, Bellevue, Redmond, and its surrounding areas.

MENTAL HEALTH

Mental health is a key concern for our valley and the State. We have seen the impacts of COVID isolation take a toll in our communities. It has disproportionately affected the youth and seniors. These two groups have really suffered with lack of social contact with friends and loved ones.

Mental health is also key to combating the homeless problem in the region. The lack of support for people with mental conditions and/or drug and alcohol addiction issues, have compounded the homeless problem. The first step in helping people should be addressing mental health and addiction issues.

BROADBAND IMPROVEMENTS

Broadband is vital to social and economic functions as we look at the need to keep households connected, add businesses, and continue to grow and maintain existing businesses during these unprecedented times. The increase in remote work and learning options has continued to compound the lack of adequate broadband service.

Deficiencies in broadband access for suburban cities leave households in our area unable to connect for work and educational purposes. Greater public investment in broadband infrastructure is needed to support basic access to education, healthcare, and employment opportunities for our community.

POLICE REFORM

Work with our partners in law enforcement to clarify and codify the legislative intent of house bills 1310 and 1054 to remove the ambiguities that create fear, uncertainty, and doubt for police officers. Plug the gaps in the legislation that make citizens worry about whether their police will be able to help them if called. Clarify whether Washington police officers are allowed to choose less-lethal projectiles instead of lethal rounds should those less-lethal options happen to be larger than .50 caliber. Consider revising some of the provisions related to crisis intervention until such time that the Legislature provides funding and resources for alternatives to arrest and involuntary commitment.

STATE-SHARED REVENUE

- Continue to fully fund support the State's **Public Works Trust Fund**, which is a critical ongoing source of low-cost capital improvement project funding for cities.
 - Thank you for preventing it being swept last year!
 - During this time Cities need help making critical infrastructure upgrades.
 - These infrastructure upgrades are also the fastest way to create much needed jobs.
- Support **Transportation Improvement Board** funding. This funding is critical to the City efforts to maintain and rebuild our crumbling street infrastructure.
- Work to increase local government **shared revenues** and resist cutting and to fund State needs (i.e. liquor tax, marijuana tax, etc.).

COVID RELIEF FOR SMALL BUSINESSES

The current relief program has been very difficult for our businesses to take advantage of. The "strings" that are attached to it are too cumbersome to navigate and qualify for. A future program needs to let the city have greater latitude in dispersing funds.

TRANSPORTATION SYSTEM IMPROVEMENTS

Fund capacity improvements for regional corridors in eastern King County that are experiencing increasing congestions and delays, specifically SR 202, SR 203, SR 18 and SR 522. Congestion on these roads has created an environment where drivers seek alternative routes and SR 203 has become a "cut through" corridor.

One item that has been extremely concerning is the amount of time it has taken to repair SR-203 between Carnation and Duvall. There was a temporary fix that was completed last year. That is a major road and is vital to the transportation and safety of the valley. It is one of our only evacuation routes if SPU's dam had a failure.

We request WSDOT conduct a full-corridor study to identify traffic patterns and better guide and clarify the need for future capacity and mobility investments by cities, counties, and the state. This study should be in coordination with PSRC, King County, Snohomish County and the cities of Monroe, Duvall and Carnation, North Bend and Snoqualmie. The eastside routes of SR203, I-18, SR202, SR522 and the county roads of Preston Fall-City, Duthie Hill, Tolt Hill, NE124th, Novelty Hill and Woodinville Duvall Rd have become a major road system that transports commuters and freight traffic to four counties and multiple major cities. This traffic has impacted the Snoqualmie Valley tremendously, commuters and freight traffic use these roads to bypass I-5 and 405 resulting in heavy traffic, safety concerns, and congestion in the valley.

Increase transit support in the valley. This could be a key component in alleviating some congestion. More and more of our residents would like to be able to get to main transit connection hubs and we have very limited service.