

**Resolutions & Letters  
from SCA Member Cities  
in support of a Transportation Package**

[City of Auburn](#)

[City of Black Diamond](#)

[City of Burien](#)

[City of Covington](#)

[City of Des Moines](#)

[City of Issaquah](#)

[City of Kenmore](#)

[City of Kent](#)

[City of Kirkland](#)

[City of Lake Forest Park](#)

[City of Maple Valley](#)

[City of Mercer Island](#)

[City of Redmond](#)

[City of Renton](#)

[City of Sammamish](#)

[City of SeaTac](#)

[City of Shoreline](#)

[City of Tukwila](#)

**RESOLUTION NO. 4958**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY  
OF AUBURN, WASHINGTON, EXPRESSING ITS  
STRONG SUPPORT OF A 2013 TRANSPORTATION  
INVESTMENT PACKAGE**

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

WHEREAS, Washington state's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments, more than half the pavement on our state roads and highways will be in poor condition by 2023; and

WHEREAS, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods; and

WHEREAS, the Connecting Washington Task Force released a report in early 2012, identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in state funding during the next 10 years for maintenance, preservation, and strategic investments; and

WHEREAS, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our Ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

WHEREAS, through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

WHEREAS, this package provides critical funding for key highway corridor projects throughout the state, including The Puget Sound Gateway Project, which will complete SR-167 and Hwy-509; and

WHEREAS, the transportation package also provides a direct gas tax distribution that will provide new funding each year for the City of Auburn to maintain local roadways and arterials and to leverage existing funding; and

WHEREAS, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities; and

WHEREAS, the transportation package additionally invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), "Complete Streets," Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

WHEREAS, the package also includes direct funding allocations for other local transit agencies, including King County Metro and Pierce Transit, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities; and

WHEREAS, the City Council of the City of Auburn, Washington, strongly encourages the Washington State Legislature to enact a balanced transportation

investment package, in Olympia, during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, HEREBY RESOLVES as follows:

Section 1. The City Council hereby takes an official position in strong support of a comprehensive transportation investment package, including direct funding and funding options for local governments.


Section 2. The City Council strongly encourages lawmakers to approve and enact this package in Olympia.

Section 3. That the Mayor is authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation, including, but not limited to forwarding copies of this Resolution and its message to our representatives in the state legislature and to others at the State of Washington.

Section 4. That this Resolution shall take effect and be in full force upon passage and signatures hereon.

Dated and Signed this 20<sup>th</sup> day of May, 2013.

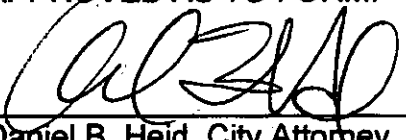
CITY OF AUBURN

  
PETER B. LEWIS  
MAYOR

ATTEST:

  
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

---

Daniel B. Heid, City Attorney

## **RESOLUTION NO. 13-877**

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, KING COUNTY, WASHINGTON, URGING THE STATE LEGISLATURE TO PASS A 2013 TRANSPORTATION INVESTMENT PACKAGE**

**WHEREAS**, the Black Diamond City Council supports legislation that promotes the City Council's goals and protects the City's ability to provide basic municipal services to its residents; and

**WHEREAS**, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

**WHEREAS**, Washington State's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data show that without any new investments more than half the pavement on our state roads and highways will be in poor condition by 2023; and

**WHEREAS**, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods; and

**WHEREAS**, the Connecting Washington Task Force released a report in early 2012 identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in state funding during the next 10 years for maintenance, preservation, and strategic investments; and

**WHEREAS**, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our Ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

**WHEREAS**, through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure improvements; and

**WHEREAS**, the package would provide critical funding for the City of Black Diamond for the roundabout at SR 169 and Roberts Drive. It would also provide funding for SR 516 (Kent-Kangley Road) Corridor and SR 169 (Maple Valley Highway) Corridor; and

**WHEREAS**, the transportation package also provides a direct gas tax distribution that will provide new funding each year for the City of Black Diamond to maintain local roadways and arterials and to leverage existing funding; and

**WHEREAS**, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities; and

**WHEREAS**, the transportation package additionally invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), "Complete Streets" Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

**WHEREAS**, the package also includes direct funding allocations for other local transit agencies, including King County Metro and Pierce Transit, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON, DOES RESOLVE AS FOLLOWS:**

**Section 1.** The Black Diamond City Council strongly supports a comprehensive transportation investment package, including direct funding and funding options for local governments.

**Section 2.** The Black Diamond City Council urges the Washington State Legislature to enact a balanced transportation investment package, in Olympia, during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life.


**PASSED BY THE CITY COUNCIL OF THE CITY OF BLACK DIAMOND, WASHINGTON, AT A REGULAR MEETING THEREOF, THIS 6<sup>TH</sup> DAY OF JUNE, 2013.**

CITY OF BLACK DIAMOND:



Rebecca Olness, Mayor

Attest:



Brenda L. Martinez, City Clerk

# **CITY OF BURIEN, WASHINGTON**

## **RESOLUTION NO. 344**

---

### **A RESOLUTION OF THE CITY COUNCIL OF BURIEN, WASHINGTON, IN STRONG SUPPORT OF A 2013 TRANSPORTATION INVESTMENT PACKAGE.**

---

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

WHEREAS, Washington State's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments, more than half the pavement on our state roads and highways will be in poor condition by 2023; and

WHEREAS, failing roads and bridges and congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses and freight-carriers to transport people and goods; and

WHEREAS, the Connecting Washington Task Force released a report in early 2012 identifying \$50-billion in unfunded transportation needs and recommending an investment of \$21-billion in State funding during the next 10 years for maintenance, preservation and strategic investments; and

WHEREAS, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our Ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

WHEREAS, through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

WHEREAS, this package provides critical funding for key highway corridor projects throughout the state, including SR-509 and SR-518; and

WHEREAS, the transportation package also provides a direct gas tax distribution that will provide new funding each year for the City of Burien to maintain local roadways and arterials and to leverage existing funding; and

WHEREAS, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities; and



WHEREAS, the transportation package additionally invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), "Complete Streets," Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

WHEREAS, the package also includes direct funding allocations for transit agencies, including King County METRO, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities; and

WHEREAS, the City of Burien strongly encourages the Washington State Legislature to enact a balanced transportation investment package, in Olympia, during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, DOES RESOLVE AS FOLLOWS:


Section 1. The Burien City Council takes an official position in strong support of a comprehensive transportation investment package, including direct funding and funding options for local governments.

Section 2. The Burien City Council strongly encourages lawmakers to approve and enact this package in Olympia.


Section 3. Effective Date. This resolution shall take effect immediately upon passage by the Burien City Council.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT A REGULAR MEETING THEREOF THIS 3<sup>rd</sup> DAY OF June, 2013.

CITY OF BURIEN

  
Brian Bennett, Mayor

ATTEST/AUTHENTICATED:

  
~~Monica Lusk, City Clerk~~  
Angela M. Chaufly, Acting City Clerk

Approved as to form:

  
Craig Knutson, City Attorney

Filed with the City Clerk: May 29, 2013

Passed by the City Council:

Resolution No. 344

## **RESOLUTION NO. 13-03**

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COVINGTON, KING COUNTY, WASHINGTON, IN STRONG SUPPORT OF A 2013 TRANSPORTATION INVESTMENT PACKAGE**

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

WHEREAS, Washington state's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments, more than half the pavement on our state roads and highways will be in poor condition by 2023; and

WHEREAS, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods; and

WHEREAS, the Connecting Washington Task Force released a report in early 2012, identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in state funding during the next 10 years for maintenance, preservation, and strategic investments; and

WHEREAS, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our Ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

WHEREAS, through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

WHEREAS, this package provides critical funding for key highway corridor projects throughout the state, including the opportunity to secure funding for State Route 516 from Jenkins Creek to 185<sup>th</sup> Avenue Southeast; and

WHEREAS, the transportation package also provides a direct gas tax distribution that will provide new funding each year for the City of Covington to maintain local roadways and arterials and to leverage existing funding; and

WHEREAS, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities; and

WHEREAS, the transportation package additionally invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), “Complete Streets,” Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

WHEREAS, the package also includes direct funding allocations for transit agencies, including King County Metro Transit, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities; and

WHEREAS, the City of Covington strongly encourages the Washington State Legislature to enact a balanced transportation investment package, in Olympia, during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life.

BE IT RESOLVED by the City Council of the City of Covington, King County, Washington, as follows:

Section 1. The Covington City Council takes an official position in strong support of a comprehensive transportation investment package, including direct funding and funding options for local governments.

Section 2. The Covington City Council strongly encourages lawmakers to approve and enact this package in Olympia.

PASSED in open and regular session on this 28<sup>th</sup> day of May, 2013.

  
MARGARET HARTO, MAYOR

ATTESTED:

  
Sharon Scott, City Clerk

APPROVED AS TO FORM:

  
Sara Springer, City Attorney

**RESOLUTION NO. 1230**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON,** strongly supporting the 2013 State Transportation Investment Package.

**WHEREAS,** a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state, and

**WHEREAS,** Washington State's transportation system is suffering disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments more than half the pavement on our state roads and highways will be in poor condition by 2023, and

**WHEREAS,** failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight carriers to transport people and goods, and

**WHEREAS,** the Connecting Washington Task Force released a report early in 2012 identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in State funding during the next ten years for maintenance, preservation, and strategic investments, and

**WHEREAS,** investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our ports, and create a pathway for retaining and growing new jobs for key industry sectors, and

**WHEREAS,** through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments, and

**WHEREAS,** this package provides critical funding for key highway corridor projects throughout the State, including significant funding to complete improvements to the portion of State Route 509 that runs through the City of Des Moines, and

**WHEREAS,** the City of Des Moines has spent approximately \$10 million and plans to spend another \$10 million completing the City's Transportation Gateway Project in anticipation and support of the State Route 509 improvements, and

**WHEREAS,** the transportation package also provides a direct gas tax distribution that will provide new funding each year for Des Moines to maintain local roadways and arterials and to leverage existing funding, and

**WHEREAS,** the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities, and

**WHEREAS,** the transportation package additionally invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), "Complete Streets", Safe Routes to Schools, and Bicycle-Pedestrian Safety, and

**WHEREAS,** the package also includes direct funding allocations for transit agencies, including King County METRO, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local, and

**WHEREAS,** the City of Des Moines strongly encourages the Washington State Legislature to enact a balanced transportation investment package, in Olympia, during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life; now therefore,

**THE CITY COUNCIL OF THE CITY OF DES MOINES RESOLVES AS FOLLOWS:**

**Sec. 1.** The Des Moines City Council takes an official position in strong support of a comprehensive transportation investment package, including direct funding and funding option for local governments.


**Sec. 2.** The Des Moines City Council strongly encourages lawmakers to approve and enact this package in Olympia.

**Sec. 3.** The Des Moines City Council requests that the additional fuel tax increment of up to 3 cents per gallon, which will take effect on July 1, 2013 unless the Secretary of the WSDOT certifies that there is sufficient funding to complete the identified improvements on State Route (SR) 520 between 1-5 and the SR 520 floating bridge, have the same distribution as the first 10 cents, with five percent (5%) going to cities through the established distribution process.


**ADOPTED BY** the City Council of the City of Des Moines, Washington this 6th day of June, 2013 and signed in authentication thereof this 6th day of June, 2013.

  
M A Y O R

APPROVED AS TO FORM:

  
Assistant City Attorney

ATTEST:

  
City Clerk



## **RESOLUTION NO. 2013-04**

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON, IN STRONG SUPPORT OF A 2013 TRANSPORTATION INVESTMENT PACKAGE**

---

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

WHEREAS, Washington state's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments, more than half the pavement on our state roads and highways will be in poor condition by 2023; and

WHEREAS, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods; and

WHEREAS, the Connecting Washington Task Force released a report in early 2012, identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in state funding during the next 10 years for maintenance, preservation, and strategic investments; and

WHEREAS, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our Ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

WHEREAS, through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

WHEREAS, this package provides critical funding for key highway corridor projects throughout the state, which needs to include Interstate 90 improvements in and around Issaquah before it is finalized; and

WHEREAS, the transportation package also provides a direct gas tax distribution that will provide new funding each year for Issaquah to maintain local roadways and arterials and to leverage existing funding; and

WHEREAS, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities; and

WHEREAS, the transportation package additionally invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), “Complete Streets,” Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

WHEREAS, the package also includes direct funding allocations for transit agencies, including King County METRO, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities; and

WHEREAS, the City of Issaquah strongly encourages the Washington State Legislature to enact a balanced transportation investment package, in Olympia, during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. The Issaquah City Council takes an official position in strong support of a comprehensive transportation investment package, including direct funding and funding options for local governments.

Section 2. The Issaquah City Council wants to ensure that any transportation package, before being finalized, includes investments in the I-90 corridor in and around Issaquah.

Section 3. The Issaquah City Council strongly encourages lawmakers to approve and enact this package in Olympia.

PASSED by the City Council this 20th day of May, 2013.



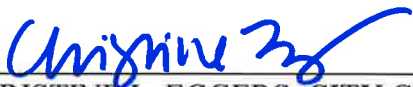
FRED BUTLER, COUNCIL PRESIDENT

APPROVED by the Mayor this 20th day of May, 2013.



AVA FRISINGER, MAYOR

ATTEST:



CHRISTINE L. EGGERS, CITY CLERK

APPROVED AS TO FORM:

BY:



OFFICE OF THE CITY ATTORNEY

**DISTRIBUTION SCHEDULE**  
**City of Issaquah**

**Resolution No. 2013-04**

☐ **FINAL STEP**  
Original Filed in  
Clerk's Records Room

DATE:

AB 6661

Subject: Consideration to Support a 2013 Washington State Transportation Investment Package

<u>5/20/2013</u>	Date passed by City Council
<u>5/23/2013</u>	Signed by Mayor
<u>5/23/2013</u>	Signed by Council President
<u>5/23/2013</u>	Signed by City Clerk

**Electronic copies of executed document distributed as follows:**

**Date**

**Completed:**

MRSC (per RCW 35A.39.010) – email notification 5/23/2013

Code Publishing Website n/a

Originating Department: Bob Harrison, Executive Department n/a

Other:

Olympia: Senators Mullet and Litzow; and Representatives Rodne, Magendanz,  
Clibborn and Maxwell

Doug Levy

SCA

King County

Website Posting (iCompass) 5/23/2013

Via Email on

5/23/2013

5/23/2013

**Hard copies of executed document distributed as follows:**

Other: none

Certified Copies: 0

Total **photocopies** needed 0

(Reviewed by City Clerk [Signature]) (Date 5/23/13)

[Signature]  
Megan Gregor

5/23/2013  
Date

**CITY OF KENMORE  
WASHINGTON  
RESOLUTION NO. 13-216**

**A RESOLUTION OF THE CITY COUNCIL OF THE  
CITY OF KENMORE, WASHINGTON, IN STRONG  
SUPPORT OF A 2013 STATE TRANSPORTATION  
INVESTMENT PACKAGE**

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

WHEREAS, Washington State's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments more than half the pavement on our State roads and highways will be in poor condition by 2023; and

WHEREAS, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods; and

WHEREAS, the Connecting Washington Task Force released a report in early 2012 identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in State funding during the next ten years for maintenance, preservation, and strategic investments; and

WHEREAS, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

WHEREAS, through **SHB 1954**, **SHB 1955** and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

WHEREAS, this package provides critical funding for key highway corridor projects throughout the State, including significant funding to complete improvements to the portion of State Route 522 that runs through the City of Kenmore; and

WHEREAS, the transportation package also provides a direct gas tax distribution that will provide new funding each year for Kenmore to maintain local roadways and arterials and to leverage existing funding; and

WHEREAS, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities; and

WHEREAS, the transportation package additionally invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), "Complete Streets," Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

WHEREAS, the package also includes direct funding allocations for transit agencies, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities; and

WHEREAS, the City of Kenmore strongly encourages the Washington State Legislature to enact a balanced transportation investment package, in Olympia, during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The Kenmore City Council takes an official position in strong support of a comprehensive transportation investment package, including direct funding and funding options for local governments.

Section 2. The Kenmore City Council strongly encourages lawmakers to approve and enact this package in Olympia.

ADOPTED by the City Council of the City of Kenmore, Washington, this 20<sup>th</sup> day of May, 2013.

CITY OF KENMORE

  
\_\_\_\_\_  
David Baker, Mayor

ATTEST/AUTHENTICATED:

  
\_\_\_\_\_  
Patty Safran, City Clerk

FILED WITH THE CITY CLERK: May 10, 2013  
PASSED BY THE CITY COUNCIL: May 20, 2013  
RESOLUTION NO. 13-216

**RESOLUTION NO. 1875**

**A RESOLUTION** of the City Council of the City of Kent, Washington, in strong support of a 2013 Transportation Investment Package.

**RECITALS**

A. A healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state.

B. Washington State's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments, more than half the pavement on our state roads and highways will be in poor condition by 2012.

C. Failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods.

D. The Connecting Washington Task Force released a report in early 2012, identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in state funding during the next 10 years for maintenance, preservation, and strategic investments.

E. Investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our Ports, and create a pathway for retaining and growing new jobs for key industry sectors.

F. Through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments.

G. This package provides critical funding for key highway corridor projects throughout the state that directly affect the city of Kent, which has already spent approximately \$50 million in road improvements on the Joe M. Jackson Bridge and the connecting arterial known as the Veterans Drive, formerly known as SE 231<sup>st</sup> Way to connect to the proposed Interstate 5/State Route 509 project. Other critical projects for the residents, businesses, and visitors to Kent include the State Route 167 "Gateways" project, and the SR 167/Interstate 405 "Connector." All of these projects are vital to more efficiently moving people and freight in our city and this region.

H. The transportation package also provides a direct gas tax distribution that will provide new funding each year for Kent to maintain local roadways and arterials and to leverage existing funding.

I. The package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities.

J. The transportation package additionally invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board



(FMSIB), "Complete Streets," Safe Routes to Schools, and Bicycle-Pedestrian Safety.

K. The package also includes direct funding allocations for transit agencies, including King County METRO, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities.

L. The City of Kent strongly encourages the Washington State Legislature to enact a balanced transportation investment package, during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF KENT, WASHINGTON, DOES HEREBY RESOLVE AS FOLLOWS:

### **RESOLUTION**

**SECTION 1.** –The Kent City Council takes an official position in strong support of a comprehensive transportation investment package, including direct funding and funding options for local governments

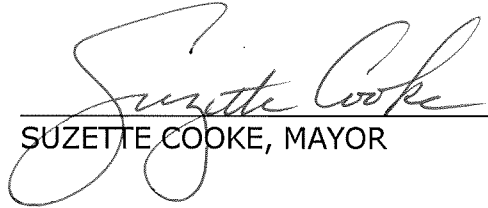
**SECTION 2.** – The Kent City Council strongly encourages lawmakers to approve and enact this package in Olympia.

**SECTION 3.** – Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and the code reviser are authorized to make necessary corrections to this resolution, including the correction of clerical errors; references to other local, state or federal laws, codes, rules, or regulations; or resolution numbering and section/subsection numbering.

**SECTION 4.** – Effective Date. This resolution shall take effect and be in force immediately upon passage.

PASSED at a regular open public meeting by the City Council of the City of Kent, Washington, this 21st day of May, 2013.

CONCURRED in by the Mayor of the City of Kent this 21st day of May, 2013.

  
SUZETTE COOKE, MAYOR

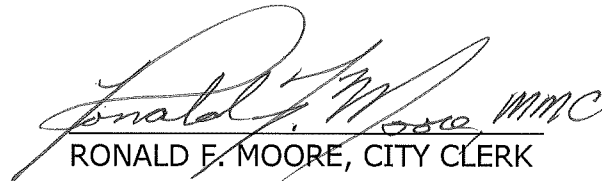
ATTEST:

  
RONALD F. MOORE, CITY CLERK

APPROVED AS TO FORM:

  
TOM BRUBAKER, CITY ATTORNEY

I hereby certify that this is a true and correct copy of Resolution No. 1875 passed by the City Council of the City of Kent, Washington, the 21<sup>st</sup> day of May, 2013.

  
RONALD F. MOORE, CITY CLERK

## **RESOLUTION R-4978**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND  
URGING THE STATE LEGISLATURE TO PASS A 2013  
TRANSPORTATION INVESTMENT PACKAGE.**

WHEREAS, the Kirkland City Council supports legislation that promotes the City Council's goals and protects the City's ability to provide basic municipal services to its residents; and

WHEREAS, the Kirkland City Council adopted State Legislative Priorities for 2013 that include support for providing state and local transportation revenue to maintain infrastructure investments and complete projects that enhance economic vitality; and

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

WHEREAS, Washington State's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data shows that without any new investments more than half the pavement on our state roads and highways will be in poor condition by 2023; and

WHEREAS, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods; and

WHEREAS, the Connecting Washington Task Force released a report in early 2012 identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in state funding during the next 10 years for maintenance, preservation, and strategic investments; and

WHEREAS, Kirkland has \$249 million in unfunded street, bridge and sidewalk needs, and these projects are critical for the safety and economic development of the City of Kirkland; and

WHEREAS, investing in maintaining and upgrading our transportation system is a positive step the legislature can take to catalyze construction jobs, enhance freight mobility for our ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

WHEREAS, through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

WHEREAS, this package would provide critical funding for key highway corridor projects throughout the state, including the I-405/NE 132nd Street Interchange ramps in Kirkland, previously authorized by the legislature; and

WHEREAS, the proposed transportation package would also provide a direct gas tax distribution that would provide new funding each year for the City of Kirkland to maintain local roadways and arterials and to leverage existing funding; and

WHEREAS, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities including Kirkland; and

WHEREAS, the transportation package would invest in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), "Complete Streets," Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

WHEREAS, the package also includes direct funding allocations for transit agencies, including King County Metro Transit, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities;

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The Kirkland City Council strongly supports a comprehensive transportation investment package, including direct funding and funding options for local governments.

Section 2. The Kirkland City Council urges the Washington State Legislature to enact a balanced transportation investment package, in Olympia, during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life.

Passed by majority vote of the Kirkland City Council in open meeting this 21st day of May, 2013.

Signed in authentication thereof this 21st day of May, 2013.

  
MAYOR

Attest:

  
City Clerk

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44  
45  
46

**RESOLUTION NO. 1343**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE  
FOREST PARK, WASHINGTON, IN STRONG SUPPORT OF A 2013  
STATE TRANSPORTATION INVESTMENT PACKAGE**

---

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

WHEREAS, Washington State's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments more than half the pavement on our State roads and highways will be in poor condition by 2023; and

WHEREAS, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods; and

WHEREAS, the Connecting Washington Task Force released a report in early 2012 identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in State funding during the next ten years for maintenance, preservation, and strategic investments; and

WHEREAS, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

WHEREAS, through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

WHEREAS, this package provides critical funding for key highway corridor projects throughout the State, including needed funding for critical improvements to the portion of State Route 522 that runs through the City of Lake Forest Park; and

WHEREAS, the transportation package also provides a direct gas tax distribution that will provide new funding each year for Lake Forest Park to maintain local roadways and arterials and to leverage existing funding; and

WHEREAS, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities; and

1  
2 WHEREAS, the transportation package additionally invests in grant programs that are  
3 vital for cities and counties, including the Transportation Investment Board (TIB), the Freight  
4 Mobility Strategic Investment Board (FMSIB), "Complete Streets," Safe Routes to Schools, and  
5 Bicycle-Pedestrian Safety; and  
6

7 WHEREAS, the package also includes direct funding allocations for transit agencies, that  
8 would otherwise have to make drastic cuts in routes which carry people to work sites and serve  
9 local communities; and  
10

11 WHEREAS, the City of Lake Forest Park strongly encourages the Washington State  
12 Legislature to enact a balanced transportation investment package, in Olympia, during the  
13 Special Session to create jobs, relieve congestion, support our businesses, and maintain our  
14 quality of life,  
15

16 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKE FOREST  
17 PARK, WASHINGTON, DOES RESOLVE AS FOLLOWS:  
18

19 Section 1. The Lake Forest Park City Council takes an official position in strong support  
20 of a comprehensive transportation investment package, including direct funding and funding  
21 options for local governments.  
22


23 Section 2. The Lake Forest Park City Council strongly encourages lawmakers to approve  
24 and enact this package in Olympia.  
25

26 ADOPTED by the City Council of the City of Lake Forest Park, Washington, this 23rd  
27 day of May, 2013.  
28

29 CITY OF LAKE FOREST PARK  
30

31   
32 \_\_\_\_\_  
33 Mary Jane Goss, Mayor  
34

35 ATTEST/AUTHENTICATED:  
36

37   
38 \_\_\_\_\_  
39 Evelyn Jahed, Deputy City Clerk  
40  
41  
42  
43

**RESOLUTION NO. R-13-930**

**A RESOLUTION OF THE MAPLE VALLEY CITY COUNCIL IN STRONG SUPPORT  
OF THE WASHINGTON STATE LEGISLATURE PASSING A 2013  
TRANSPORTATION INVESTMENT PACKAGE DURING THE CURRENT SPECIAL  
LEGISLATIVE SESSION**

---

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our state's global position as the nation's most trade-dependent state; and

WHEREAS, Washington state's transportation system is suffering from disrepair, due to a backlog of maintenance and preservation projects, with data showing that without any new investments, more than half of the pavement on our state roads and highways will be in poor condition by 2023; and

WHEREAS, the Connecting Washington Task Force released a report in early 2012, which identifies over \$50 billion in unfunded transportation needs and recommends an investment of \$21 billion in state funding during the next 10 years for maintenance, preservation and strategic investments; and

WHEREAS, the State Legislature is currently considering a transportation package will provide direct gas tax distributions to local governments to assist in maintaining and improving local streets; will provide local governments with local transportation financing options that elected officials can submit to their voters for consideration; and will provide direct funding allocations for transit agencies, including King County METRO, that currently are facing the fact that these agencies may have to make drastic cuts in routes that directly serve our communities; and

WHEREAS, the transportation package additionally invests in transportation grant programs that are vital for cities and counties within Washington state, including programs managed by the Transportation Investment Board, the Freight Mobility Strategic Investment Board and Washington Department of Transportation programs, like Complete Streets, Safe Routes to Schools and Bicycle-Pedestrian Safety; and

WHEREAS, the City of Maple Valley strongly encourages the Washington State Legislature to enact a balanced transportation investment package during the Special Legislative session to improve road safety, create jobs, relieve traffic congestion, support Washington businesses and maintain our quality of life.

NOW THEREFORE, I, BILL ALLISON, ON BEHALF OF THE ENTIRE MAPLE VALLEY CITY COUNCIL, PRESENTS THE ENTIRE COUNCIL'S STRONG SUPPORT OF THE WASHINGTON STATE LEGISLATURE TO PASS A COMPREHENSIVE TRANSPORTATION INVESTMENT PACKAGE, WHICH INCLUDES DIRECT FUNDING TO AND FUNDING OPTIONS FOR LOCAL GOVERNMENTS, DURING THE SPECIAL LEGISLATIVE SESSION CURRENTLY TAKING PLACE IN OLYMPIA.

PASSED BY THE MAPLE VALLEY CITY COUNCIL THIS 3RD DAY OF JUNE, 2013.

---

William T. Allison  
Mayor

ATTEST:

---

Shaunna Lee-Rice  
City Clerk

APPROVED AS TO FORM:

---

Patricia Taraday, City Attorney



**CITY OF MERCER ISLAND, WASHINGTON  
RESOLUTION NO. 1467**

**A RESOLUTION OF THE CITY OF MERCER ISLAND, WASHINGTON,  
SUPPORTING THE WASHINGTON STATE LEGISLATURE'S 2013  
TRANSPORTATION INVESTMENT PACKAGE**

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade dependent state; and

WHEREAS, Washington state's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments, more than half the pavement on our state roads and highways will be in poor condition by 2023; and

WHEREAS, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods; and

WHEREAS, the Connecting Washington Task Force released a report in early 2012, identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in state funding during the next 10 years for maintenance, preservation, and strategic investments; and

WHEREAS, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

WHEREAS, through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

WHEREAS, this package provides critical funding for key highway corridor projects throughout the state, including fully funding the SR-520 Bridge Replacement Project and I-405 Renton-to-Bellevue added capacity, which is vital to relieving congestion on the state's most gridlocked highway corridor; and

WHEREAS, the transportation package also provides a direct gas tax distribution that will provide new funding each year for Mercer Island to maintain local roadways and arterials and to leverage existing funding; and

WHEREAS, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities; and

WHEREAS, Mercer Island's Six-Year Transportation Improvement Program (TIP) adopted in 2012 and the TIP proposed for adoption in 2013 reflect positive Street Fund balances for just two years and deficits in subsequent years; and

WHEREAS, the transportation package additionally invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), "Complete Streets," Regional Mobility grants, Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

WHEREAS, the package also includes direct funding allocations for transit agencies, including King County METRO, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities; and

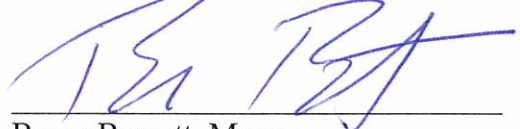
WHEREAS, the City of Mercer Island strongly encourages the Washington State Legislature to enact a balanced transportation investment package during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF MERCER ISLAND, WASHINGTON, AS FOLLOWS:

The Mercer Island City Council takes an official position in strong support of a comprehensive transportation investment package, including direct funding and funding options for local governments.

PASSED BY THE CITY COUNCIL OF THE CITY OF MERCER ISLAND, WASHINGTON,  
AT ITS REGULAR MEETING ON JUNE 3, 2013.

CITY OF MERCER ISLAND

  
\_\_\_\_\_  
Bruce Bassett, Mayor

ATTEST:

  
\_\_\_\_\_  
Allison Spietz, City Clerk

**CITY OF REDMOND**  
**RESOLUTION NO. \_\_\_\_\_**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY  
OF REDMOND, WASHINGTON, URGING THE  
WASHINGTON STATE LEGISLATURE TO ENACT AND  
IMPLEMENT A 2013 TRANSPORTATION INVESTMENT  
PACKAGE

---

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

WHEREAS, Washington state's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments, more than half the pavement on our state roads and highways will be in poor condition by 2023; and

WHEREAS, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods; and

WHEREAS, the Connecting Washington Task Force released a report in early 2012, identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in state funding during the next 10 years for maintenance, preservation, and strategic investments; and

WHEREAS, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our Ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

WHEREAS, through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

WHEREAS, this package provides critical funding for key highway corridor projects throughout the state, and needs to include the State Route 520 corridor east of Interstate 405 and the SR 520/148<sup>th</sup> "Overlake Access Ramp" project in particular; and

WHEREAS, the transportation package provides a direct gas tax distribution that will provide new funding each year for Redmond to maintain local roadways and arterials and to leverage existing funding; and

WHEREAS, the package includes local transportation financing options and provides cities and counties with the authority to submit funding tools to their voters for transportation improvements in their communities, which are critical to prevent significant cuts in King County METRO transit service throughout the county, including in Redmond; and

WHEREAS, the transportation package invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), "Complete Streets," Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

WHEREAS, the package includes direct funding allocations for transit agencies, including King County METRO and Sound Transit, which provide transit services that carry people to and from work sites and serve local communities; and

WHEREAS, the transportation package includes capital projects for Sound Transit and would provide investment throughout the county, including in East King County, if it included preliminary engineering for the Sound Transit light rail extension between the Overlake transit Center at Microsoft and downtown Redmond; and

WHEREAS, the City of Redmond strongly encourages the Washington State Legislature to enact and implement a balanced transportation investment package during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. The Redmond City Council strongly supports a comprehensive transportation investment package that includes

direct funding for local roadways and arterials, grant programs, transit agencies, and transit capital projects, including preliminary engineering for the Sound Transit light rail extension between the Overlake transit Center at Microsoft and downtown Redmond

Section 2. The Redmond City Council strongly supports a comprehensive transportation investment package that includes financing options for local governments.

Section 3. The Redmond City Council strongly supports including the SR 520 corridor east of I-405 in any transportation package of investments, including key interchanges and the SR 520 /148<sup>th</sup> "Overlake Access Ramp".

Section 4. The Redmond City Council urges lawmakers to enact and implement a transportation investment package that includes direct funding and local financing options and funds key highway corridor projects throughout the state, including the SR 520/148<sup>th</sup> "Overlake Access Ramp".

ADOPTED by the Redmond City Council this \_\_\_\_\_ day of  
\_\_\_\_\_, 2013.

APPROVED:

\_\_\_\_\_  
JOHN MARCHIONE, MAYOR

ATTEST:

\_\_\_\_\_  
MICHELLE M. MCGEHEE, MMC, CITY CLERK

(SEAL)

FILED WITH THE CITY CLERK:  
PASSED BY THE CITY COUNCIL:  
EFFECTIVE DATE:  
RESOLUTION NO. \_\_\_\_\_

CITY OF RENTON, WASHINGTON

RESOLUTION NO. 4184

**A RESOLUTION OF THE CITY OF RENTON, WASHINGTON, IN STRONG SUPPORT  
OF A 2013 TRANSPORTATION INVESTMENT PACKAGE.**

**WHEREAS**, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

**WHEREAS**, Washington state's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments, more than half the pavement on our state roads and highways will be in poor condition by 2023; and

**WHEREAS**, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods; and

**WHEREAS**, the Connecting Washington Task Force released a report in early 2012, identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in state funding during the next 10 years for maintenance, preservation, and strategic investments; and

**WHEREAS**, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our ports, and create a pathway for retaining and growing new jobs for key industry sectors; and



**WHEREAS**, through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

**WHEREAS**, this package provides critical funding for key highway corridor projects throughout the state, including the Interstate 405/State Route 167 "Connector" and I-405 Renton-to-Bellevue added capacity, both of which are absolutely vital to relieving congestion on the state's most gridlocked interchange and highway corridors; and

**WHEREAS**, the transportation package also provides a direct gas tax distribution that will provide new funding each year for Renton to maintain local roadways and arterials and to leverage existing funding; and

**WHEREAS**, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities; and

**WHEREAS**, the transportation package additionally invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), "Complete Streets," Regional Mobility grants, Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

**WHEREAS**, the package also includes direct funding allocations for transit agencies, including King County METRO, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities; and

RESOLUTION NO. 4184

**WHEREAS**, the City of Renton strongly encourages the Washington State Legislature to enact a balanced transportation investment package, in Olympia, during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life;

**NOW, THEREFORE**, THE CITY COUNCIL OF THE CITY OF RENTON, WASHINGTON, DOES RESOLVE AS FOLLOWS:

**SECTION I.** The above recitals are found to be true and correct in all respects.

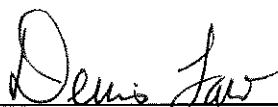
**SECTION II.** The Renton City Council takes an official position in strong support of a comprehensive transportation investment package, including direct funding and funding options for local governments.

**SECTION III.** The Renton City Council strongly encourages lawmakers to approve and enact this package in Olympia.

PASSED BY THE CITY COUNCIL this 20<sup>th</sup> day of May, 2013.

\_\_\_\_\_  
Bonnie I. Walton, City Clerk

APPROVED BY THE MAYOR this 20<sup>th</sup> day of May, 2013.

  
\_\_\_\_\_  
Denis Law, Mayor

Approved as to form:

  
\_\_\_\_\_  
Lawrence J. Warren, City Attorney

RES.1603:5/15/13:scr

**CITY OF SAMMAMISH  
WASHINGTON  
RESOLUTION NO: R2013-534**

---

**A RESOLUTION OF THE CITY COUNCIL OF THE  
CITY OF SAMMAMISH, WASHINGTON, IN STRONG  
SUPPORT OF A 2013 TRANSPORTATION  
INVESTMENT PACKAGE**

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

WHEREAS, Washington state's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments, more than half the pavement on our state roads and highways will be in poor condition by 2023; and

WHEREAS, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods; and

WHEREAS, the Connecting Washington Task Force released a report in early 2012, identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in state funding during the next 10 years for maintenance, preservation, and strategic investments; and

WHEREAS, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our Ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

WHEREAS, through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

WHEREAS, this package provides critical funding for key highway corridor projects throughout the state, which needs to include Interstate 90 improvements near Sammamish before it is finalized; and

WHEREAS, the transportation package also provides a direct gas tax distribution that will provide new funding each year for Sammamish to maintain local roadways and arterials and to leverage existing funding; and

WHEREAS, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities; and

WHEREAS, the transportation package additionally invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), "Complete Streets," Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

WHEREAS, the package also includes direct funding allocations for transit agencies, including King County METRO, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities; and

WHEREAS, the City of Sammamish strongly encourages the Washington State Legislature to enact a balanced transportation investment package, in Olympia, during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:**

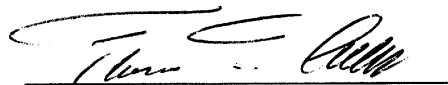
Section 1. The Sammamish City Council takes an official position in strong support of a comprehensive transportation investment package, including direct funding and funding options for local governments.

Section 2. The Sammamish City Council wants to ensure that any transportation package, before being finalized, includes investments in the I-90 corridor near Sammamish.

Section 3. The Sammamish City Council strongly encourages lawmakers to approve and enact this package in Olympia.

**PASSED BY THE CITY COUNCIL AT THEIR REGULAR MEETING THEREOF ON THE 4<sup>th</sup> DAY OF JUNE, 2013.**

CITY OF SAMMAMISH

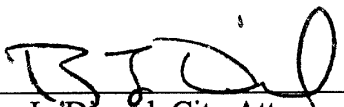


Mayor Thomas T. Odell

ATTEST/AUTHENTICATED:

  
Melonie Anderson, City Clerk

Approved as to form:

  
\_\_\_\_\_  
Bruce L. Disend, City Attorney

Filed with the City Clerk: June 4, 2013  
Passed by the Council: June 4, 2013  
Resolution No: R2013-534

**RESOLUTION NO. 13-007**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
SEATAC, WASHINGTON, EXPRESSING ITS STRONG  
SUPPORT OF A 2013 TRANSPORTATION INVESTMENT  
PACKAGE

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

WHEREAS, Washington state's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments, more than half the pavement on our state roads and highways will be in poor condition by 2023; and

WHEREAS, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight carriers to transport people and goods; and

WHEREAS, the Connecting Washington Task Force released a report in early 2012, identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in state funding during the next 10 years for maintenance, preservation, and strategic investments; and

WHEREAS, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our Ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

WHEREAS, through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

WHEREAS, this package provides critical funding for key highway corridor projects throughout the state, including The Puget Sound Gateway Project, which will complete State Route 167 and State Route 509; and

WHEREAS, the City of SeaTac has already spent approximately \$10 million and plans to spend another \$20 million completing its 28<sup>th</sup>/24<sup>th</sup> Avenue South arterial to connect to the State Route 509 project; and

WHEREAS, the transportation package also provides a direct gas tax distribution that will provide new funding each year for the City of SeaTac to maintain local roadways and arterials and to leverage existing funding; and

WHEREAS, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities; and

WHEREAS, the transportation package additionally invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), Complete Streets," Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

WHEREAS, the package also includes direct funding allocations for other local transit agencies, including King County Metro and Pierce Transit, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities; and

WHEREAS, transportation investment depends on use of tax payer dollars; and

WHEREAS, the 2013 Washington State Legislature is considering SHB 1957, ESHB 1978, SHB 1986, HB 1988 and HB 1979 to help reform the transportation system and take steps to make it more efficient, accountable and cost effective; and

WHEREAS, the City Council of the City of SeaTac, Washington, strongly encourages the Washington State Legislature to enact a balanced transportation investment and reform package,

in Olympia, during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, HEREBY RESOLVES as follows:


Section 1. The City Council hereby takes an official position in strong support of a comprehensive transportation investment and reform package, including direct funding and funding options for local governments.


Section 2. The City Council strongly encourages lawmakers to approve and enact this package in Olympia.


Section 3. That the City Manager is authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation, including, but not limited to forwarding copies of this Resolution and its message to our representatives in the state legislature and to others at the State of Washington.

Section 4. That this Resolution shall take effect and be in full force upon passage and signatures hereon.

Dated and signed this 28th day of May, 2013

  
CITY OF SEATAC  
ANTHONY ANDERSON  
MAYOR

  
CITY OF SEATAC  
KRISTINA GREGG  
CITY CLERK

APPROVED AS TO FORM:  
  
CITY OF SEATAC  
MARY MIRANTE BARTOLO  
CITY ATTORNEY





SHORELINE  
CITY COUNCIL

Keith A. McGlashan  
Mayor

Chris Eggen  
Deputy Mayor

Will Hall

Doris McConnell

Chris Roberts

Jesse Salomon

Shari Winstead

May 20, 2013

The Honorable Jay Inslee, Governor of Washington

The Honorable Rodney Tom, Senate Majority Leader

The Honorable Mark Schoesler, Senate Republican Leader

The Honorable Ed Murray, Senate Democratic Leader

The Honorable Andy Hill, Senate Ways & Means Chair

The Honorable Jim Hargrove, Senate Ways & Means Ranking Member

The Honorable John Braun, Senate Trade and Economic Development Chair

The Honorable Jim Honeyford, Senate Ways & Means Capital Budget Chair

The Honorable Sharon Nelson, Senate Ways & Means Capital Budget Ranking Member

The Honorable Frank Chopp, Speaker of the House

The Honorable Pat Sullivan, House Majority Leader

The Honorable Dan Kristiansen, House Minority Leader

The Honorable Ross Hunter, House Appropriations Chair

The Honorable Reuven Carlyle, House Finance Chair

The Honorable Gary Alexander, House Appropriations Ranking Member

The Honorable Hans Dunshee, House Capital Budget Chair

The Honorable Judy Warnick, House Capital Budget Ranking Member

***RE: Cities request consideration of select issues during Special Session***

Dear Governor and Legislative Leaders:

We would like to thank you for enacting bills during regular session that assist local governments, specifically clarifying the mandate on **alternative fuels** (ESB 5099) and re-establishing our ability to **recover costs of providing fire hydrant services** (SHB 1512). These changes are greatly appreciated.

As you engage in budget negotiations during this Special Session, we would like to reiterate and underscore several key requests on behalf of the City of Shoreline and we urge you to remember that we face immense challenges at the local level too. We ask that you do your utmost to help us by minimizing the negative impacts in these particular areas:

- **Liquor revenues:** Liquor revenues have been shared between the state and cities for nearly 80 years because the impacts of liquor consumption continues to cause behavioral and public safety impacts in cities, and it remains our job to provide police and support services to those impacted. Citizens supported liquor privatization in part because I-1183

promised more, not less, funding to support local public safety. We take that job seriously, and we are seeing increased pressures on law enforcement and the criminal justice system with a privatized liquor system that has quadrupled the number of stores on the ground. **We ask that you protect against cuts to 2013-2015 revenues and restore capped growth in liquor profits.**

- **Investment in transportation, specifically local transportation options:** Please recognize that our transportation system is a foundational part of our state's economic well-being. **We urge you to increase investments this year in transportation corridors, provide direct distributions to your local government partners, and arm us with local option tools we can implement in our communities and increase funding for critical grant programs like the Transportation Improvement Board.**
- **Critical Infrastructure challenges:** The water, sewer, stormwater control, and street maintenance services our citizens depend upon – and take for granted – get more expensive to provide with density, growth and ever increasing state and federal requirements. Diverting monies from the Public Works Assistance Account or the Model Toxics Control Act only exacerbates the problem. Protection and improvement of these dedicated accounts is vital to the sustainability and quality of life of the infrastructure and the capital assets our residents must have. **Please support the significant investments in stormwater made in both the House and Senate budgets and help us protect these jobs-generating accounts.**
- **Other state-shared revenues:** Equally critical to our City is the criminal justice assistance monies and state grant programs that enable us to provide services as the governments closest to our citizens. **Please hold steady and protect against cuts to these revenues and grant programs as each of you have done in budget proposals to date.**
- **Drunken Driving:** We remain committed to partnering in efforts to reduce instances of drunk driving – especially repeat offenders. Because prosecution, incarceration, supervision and treatment are local responsibilities for the majority of these offenses, costs will be borne by cities and counties. **We respectfully request that full funding accompany any increase in this responsibility.**

Thank you for considering this input from the Shoreline City Council. Please feel free to contact Scott MacColl, Government Relations Manager, if you need assistance or have questions.


Sincerely



Keith A McGlashan  
Mayor



Chris Eggen  
Deputy Mayor



Doris McConnell  
Councilmember




Will Hall  
Councilmember



Jesse Salomon  
Councilmember



Chris Roberts  
Councilmember



Shari Winstead  
Councilmember

cc: The Honorable Maralyn Chase  
The Honorable Ruth Kagi  
The Honorable Cindy Ryu



# City of Tukwila

Washington

Resolution No. 1795

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
TUKWILA EXPRESSING STRONG SUPPORT FOR THE  
STATE LEGISLATURE TO PASS A 2013 TRANSPORTATION  
INVESTMENT PACKAGE.**

**WHEREAS**, the Tukwila City Council adopted Resolution No. 1786, Legislative Priorities for the 2013 Washington State Legislative Session that include support to preserve and enhance transportation funding for local maintenance and repair of transportation mechanisms; and

**WHEREAS**, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade- dependent state; and

**WHEREAS**, Washington State's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments, more than half the pavement on our state roads and highways will be in poor condition by 2023; and

**WHEREAS**, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods; and

**WHEREAS**, the Connecting Washington Task Force released a report in early 2012, identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in state funding during the next 10 years for maintenance, preservation, and strategic investments; and

**WHEREAS**, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

**WHEREAS**, through SHB 1954, SHB 1955 and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

**WHEREAS**, the transportation package also provides a direct gas tax distribution that will provide new funding each year for Tukwila to maintain local roadways and arterials and to leverage existing funding; and

**WHEREAS**, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities; and

**WHEREAS**, the transportation package would invest in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), Complete Streets / Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

**WHEREAS**, the package also includes direct funding allocations for transit agencies, including King County Metro Transit, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:**

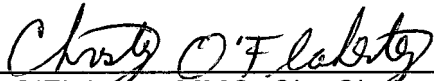
**Section 1.** The above recitals are found to be true and correct in all respects.

**Section 2.** The Tukwila City Council takes an official position in strong support of a comprehensive transportation investment package, including direct funding and funding options for local governments.

**Section 3.** The Tukwila City Council strongly encourages lawmakers to approve and enact this package in Olympia.


PASSED BY THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, at a Special Meeting thereof this 28<sup>th</sup> day of may, 2013.

ATTEST/AUTHENTICATED:

  
Christy O'Flaherty, MMC, City Clerk

  
Kathy Hougard, Council President

APPROVED AS TO FORM BY:

  
Shelley M. Kerslake, City Attorney

Filed with the City Clerk: 5-24-13  
Passed by the City Council: 5-28-13  
Resolution Number: 1795