



**CITY OF KIRKLAND**  
**City Manager's Office**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001  
www.kirklandwa.gov

---

## MEMORANDUM

**To:** Kurt Triplett, City Manager  
**From:** Lorrie McKay, Intergovernmental Relations Manager  
**Date:** January 23, 2015  
**Subject:** 2015 LEGISLATIVE UPDATE #2

### **RECOMMENDATION:**

Council should receive its second update on the 2015 legislative session.

### **BACKGROUND DISCUSSION:**

This memo reflects an update on the City's legislative interests as of January 23. At the writing of this memo, the legislature had concluded its second week of the 2016 State Legislative Session and staff were reviewing over 140 bills introduced since January 12.

### **Council's Legislative Committee**

The Council's Legislative Committee (Mayor Walen, Councilmember Asher and Councilmember Marchione) meets weekly throughout the session on Friday's at 3:30pm. The Council's Legislative Committee met on January 23 to discuss the status of the city's 2015 legislative priorities. (Attachment A)

### **Status Summary of the City's 2015 legislative priorities**

- State and local transportation revenue:
  - Senate – No update on state or local packages*
  - House – No update on state package. There are two local options proposals, HB 1593 and HB 1757. These two bills are similar but they do have a few differences, reflected in the attached handout. (Attachment B)*
    - ✓ HB 1593 - Concerning local transportation options. (Rep. McBride) 1593 is referred to by some in Olympia as the omnibus transportation local options bill. It has a \$20-\$50 TBD, streamlining of city TBD, a "transportation utilities" concept, and .2 councilmanic sales tax.
    - ✓ HB 1757 - Concerning local transportation options. (Rep. Fey) 1757 is referred to by some in Olympia simply as the "\$20-\$50 TBD." While it too, has the streamlining of city TBD (and adds TBD revenue-sharing for Thurston County), it does not have the "transportation utilities" concept or the .2 sales tax.
- \$75M for the next phase of the I-405 / NE 132nd Interchange ramp: (Attachment C)
  - ✓ Staff and Legislative Committee members are responding to requests for information from delegation.
- Continued state financial assistance and other tools that further the development of the CKC:  
*No update*

- Capital budget funding for multimodal safety investments:  
See attached project descriptions. (Attachment D)
  - ✓ Senate project requests due to leadership at the end of January.
  - ✓ House project request forms are being drafted
  
- Flexibility to site marijuana retail facilities and revenue sharing with cities that allow retail facilities:  
While there are many marijuana related bills that have been dropped in Olympia since January 12, the following bills have a direct nexus to the City's legislative priority in this regard.
  - ✓ HB 1165 - Concerning the establishment of a dedicated local jurisdiction marijuana fund and the distribution of a specified percentage of marijuana excise tax revenues to local jurisdictions. (Rep. Condotta) *This house bill addresses revenue sharing with cities.*
  - ✓ HB 1335 - Permitting cities, towns, and counties to reduce the buffer between recreational marijuana businesses and various entities. (Rep. Condotta) Permitting cities, towns, and counties to reduce the buffer between recreational marijuana businesses and various entities. *This bill reduces siting buffers in all categories, except schools, by local ordinance from 1000 to 500 feet.*
  - ✓ HB 1411 - Concerning the siting of marijuana facilities. (Rep. Moscoso) *This house bill contains Kirkland's siting issue.*
  - ✓ HB 1412 - Concerning municipalities prohibiting the operation of recreational marijuana production, processing, and retail facilities within their jurisdictional boundaries. (Rep. Moscoso) *This bill says that jurisdictions don't have to site marijuana facilities but if they don't allow, then they can't receive marijuana revenue. While not an interest of the City, Section 2 makes clear that if a city doesn't allow marijuana facilities, then they can't receive marijuana revenue, which is a city priority.*
  - ✓ SB 5417 - Concerning local government marijuana policies. (Senator Rivers) *This senate bill contains Kirkland's siting issue, among several other issues.*
  - ✓ SB 5519 - Enacting the comprehensive marijuana reform act. (Senator Kohl-Wells) *This bill reduces siting in all categories from 1000 to 500 feet.*
  - ✓ SB 5572 - Concerning the sales, distribution, and delivery of marijuana. (Senator Kohl-Wells)
  
- Additional Sound Transit revenue authority and that such authority may also be used to fund trail development and alternative transportation along the Eastside Rail Corridor:
  - ✓ HB 1180 / SB 5128 - Concerning dedicated funding sources for high capacity transportation service. (Rep. Fey / Sen. Liias)
  
- Allow both the state and local governments the option of replacing the property tax cap:  
*No update*

### **BILL TRACKING AND THE BILL TRACKER:**

Legislative proposals (bills) are introduced daily in either the Senate, or the House, or both. Waypoint Consulting monitors bills dropped each day and forwards likely bills of interest to the City. Staff subject-matter experts provide review, analysis and an initial recommendations (Attachment E) to the Council's Legislative Committee, which measures bills against our 2015 legislative agenda. The Legislative Committee discusses, seeks additional information and/or validates staff recommendations. Intergovernmental staff then communicate the City's position on bills to out legislative lobbyist, Council Members and Department Directors via the "bill tracker" report. The bill tracker, showing bill position recommendations by staff (Support/Oppose/Neutral), to which the Legislative Committee has concurred (as of January 23) is attached to this memorandum. (Attachment F & G)

If, during the session, a proposed bill (of concern to the City) is determined to be beyond the scope of the legislative agenda's general principles or not in sync with the Council Goals, then the Legislative Committee will bring the bill before the full Council for consideration and discussion at its next regular council meeting.

In an effort to keep the full Council as up to date as possible on the status of the City's priorities, staff will make an effort to provide councilmembers with the legislative priorities status sheet and the bill tracker prepared for the Legislative Committee's Friday meetings. For example, the January 30 status of priorities and bill tracker will be provided to Council in advance of its February 3 meeting.

**Bills of Concern**

Staff recommendation to Actively Oppose

- o HB 1102 / SB 5055 - Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances.
- o HB 1394 - Preserving the common law interpretation and application of the vested rights doctrine. (Attachments H)
- o HB 1417 / SB 5048 - Subjecting a resolution or ordinance adopted by the legislative body of a city or town to assume a water-sewer district to a referendum.

**Focus in weeks two and three**

**Week 2 (1/20 – 1/26)**

The primary focus in week 2

1. City's subject-matter expert review of bills dropped
2. Transportation revenue (statewide and local options)
3. Marijuana related legislation
4. Opposition letter to HB 1102 (Attachment I)

**Week 3 (1/27 – 2/2)**

The primary focus in week 3

1. Arranging testimony at four hearings
2. Capital Budget request work
3. Amendment language
4. City's subject-matter expert review of bills dropped

**HEARINGS AND CORRESPONDENCE:**

Bill	Cmte	Dt/Time	City Rep.	SME
<a href="#">HB 1383</a> , Redevelopment financing in apportionment dist.	HCDHTA	1/27 1:30	TBD	T. Dunlap
<a href="#">HB 1180</a> , Dedicated funding for high capacity transportation	HT	1/28 3:30	Dave Asher	K. Triplett
<a href="#">HB 1417</a> , Water-sewer district assumption	HLG	1/29 1:30	TBD	T. Dunlap

Cmte (Committee) Legend

- HCDHTA = House Committee on Community Development and Housing & Tribal Affairs
- HT = House Transportation Committee
- HLG = House Committee on Local Government

Correspondence

Letter Opposing [HB 1102](#), Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances. HLG 1/22

**Session Cutoff Calendar**

The cutoff calendar for the 2015 regular session is attached (Attachment J). Cutoffs for the first half of the session are: The last day to read in committee reports in the house of origin, except fiscal committees and Senate Ways and Means and Transportation committees is Friday, February 20. The last day to read in committee reports from House fiscal committees and Senate Ways and Means and Transportation committees is Friday, February 27. And Wednesday, March 11 is the last day to consider bills in their house of origin.

## **AWC ANNUAL CITY ACTION DAYS CONFERENCE:**

The AWC's annual City Action Days conference is scheduled for Wednesday February 18 and Thursday, February 19<sup>th</sup>. See the attached conference agenda (Attachment K). Staff has taken care of basic logistics such as conference registration and lodging. Meetings with members of the delegation are being scheduled as well. Opportunities beyond the scheduled sessions of the conference include a 4pm Washington Tech Cities Coalition meeting at the hotel and the annual 7pm Eastside Cities' Dinner.

## **DRAFT SUPPORT ITEMS AGENDA:**

The City's Legislative Priorities, adopted in October of 2014, represent the top priority items on the city's legislative agenda, and are the primary focus for the city's Intergovernmental Relations Manager and contracted lobbyists during session. That said, Council has historically adopted a Legislative "Support" Agenda each session as well.

A proposed 2015 Legislative "Support" Agenda is attached for Council's consideration. (Attachment L). The Legislative Support Agenda includes many issues & interests identified in the process of developing the proposed legislative priorities, from selected legislative priority items of the City's partner and ally organizations. An annotated version of the proposed "Support" agenda is attached for more information. (Attachment M) On December 9, Council requested staff compare the legislative agendas that were submitted to the SCA to consider what neighboring cities are focused on this session. (Attachment N) Formal City support of these items is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

After receiving the City Council's feedback and edits on the proposed 2015 Legislative "Support" Agenda, a final version will be prepared for adoption by Council.

- Attachments:
- A. City's adopted 2015 Legislative Priorities
  - B. Comparison Sheet on Transportation Revenue Local Option bills - HB 1593 and HB 1757
  - C. City Project Description of I-405 / NE 132<sup>nd</sup> Street Ramps
  - D. City Project Descriptions of Three Capital Projects
  - E. Matrix of Bill Analysis and Staff Recommendations
  - F. Bill Tracker (01-23-15)
  - G. List of Bills that Received a "Neutral" Position Recommendation
  - H. Detailed Analysis of HB 1394, Preserving the common law interpretation and application of the vested rights doctrine.
  - I. Letter from City Expressing Opposition to HB 1102, Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances.
  - J. 2015 Session Cutoff Calendar
  - K. Agenda for AWC's City Action Days Conference
  - L. Response to Dec. 9, 2015 Council Request to Compare City Legislative Agendas
  - M. DRAFT Proposed 2015 Legislative "Support" Agenda
  - N. Annotated version of DRAFT Proposed 2015 Legislative "Support" Agenda

**2015 Legislative Priorities and Status – City of Kirkland**  
**Updated: January 23, 2015**

Attachment A

<b>Legislative Priority</b>	<b>Bill #</b>	<b>Prime Sponsor</b>	<b>Status</b>
State Transportation Revenue		Sen. King	
Local Transportation Revenue	HB 1593	Rep. McBride	1/23 - First reading, referred to Transportation
\$75M for the next phase of the I-405 / NE 132nd Interchange ramp			
Continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor (CKC)			
Capital budget funding for multimodal safety investments <ul style="list-style-type: none"> <li>• Juanita Dr. Multimodal Safety Investments: \$1,350,000</li> <li>• CKC to Redmond Central Connector: \$750,000</li> <li>• NE 52nd Street Sidewalk: \$1,068,600</li> </ul>			
Flexibility to help site marijuana retail facilities and marijuana revenue sharing with cities that allow retail facilities	<b>SB 5417</b> SB 5519 HB 1165 HB 1335 <b>HB 1411</b> HB 1412 HB 1413	Sen. Rivers Sen. Kohl-Wells Rep. Condotta Rep. Condotta Rep. Moscoso Rep. Moscoso Rep. Moscoso	1/21 - First reading, referred to Commerce & Labor 1/22 - First reading, referred to Commerce & Labor 1/14 - First reading, referred to Commerce & Gaming 1/19 - First reading, referred to Commerce & Gaming 1/20 - First reading, referred to Commerce & Gaming 1/20 - First reading, referred to Commerce & Gaming 1/20 - First reading, referred to Commerce & Gaming
Additional Sound Transit revenue authority <i>and that such authority may also be used to fund trail development and alternative transportation along the Eastside Rail Corridor.</i>	SB 5128 HB 1180	Sen. Liias Rep. Fey	1/14 - First reading, referred to Transportation 1/28 – Scheduled for hearing Transportation
Allow both the state and local governments the option of replacing the property tax cap			

## Cities need local transportation funding options

Cities are where Washington's economy lives. From agriculture to technology, from aerospace to natural resources, cities are where products are made, innovation happens, and trade occurs. **Yet cities do not have a dedicated revenue source for transportation.** At the critical junction where state highways make connection to manufacturers, warehouse, shipping and retail **there is no dedicated source of funds to assure local arterial streets can meet our needs.**

Here are some key reasons now is the time to act:

- The state's population was divided almost evenly between cities and counties in 1985, the growth curve has bent markedly toward cities since then – nearly 2/3<sup>rd</sup> (65.5%) of our residents now live in cities.
- At the very same time that growth has been occurring, funding support and options for local roadway needs has declined significantly. The Motor Vehicle Excise Tax funds cities once had at their disposal have been eliminated, federal funding assistance has not kept up with growth, grant and loan programs have been re-directed or diverted to other purposes, and the Legislature has not authorized new transportation revenue for a decade.
- Without dedicated transportation revenue city general funds must balance transportation needs with those of public safety, parks and open space, human services, and more.
- Cities are the often-critical “first mile” and “last mile” connection to employment centers, distribution hubs, freight connections, and ports. Data from the US Conference of Mayors shows that well over 90 percent of the state's Gross Domestic Product is generated in eight metropolitan areas – and the population of those metro areas is comprised mostly of cities.
- Making the challenge even more dramatic is the cost per lane mile of constructing new city streets – estimated by the AWC at \$1 million/lane mile.

In light of the intense growth cities are dealing with, the employment hubs that cities must serve with transportation infrastructure, the drying up of outside funding assistance, the lack of dedicated resources for city transportation needs, the cost of maintaining local roadway infrastructure systems, and the competition for local dollars between vital services and transportation needs without a dedicated source of revenue, it's no surprise that cities are continually striving to find new and reliable tools and funding options.

There's also a recognition among larger cities that no matter how good a job the state does with direct distribution of gas tax revenues and grant program funding in any new-revenue package, it simply won't be enough to address the huge M&O backlogs they face. **Cities need new local option funding tools.**

In 2015, legislators have responded to the cities' local option funding challenge with two bills, both in the House: One by Rep. Jake Fey (D-Tacoma/27<sup>th</sup> Dist.) and one by Rep. Joan McBride (D-Kirkland/48<sup>th</sup> Dist.). There are funding and governance components of the two bills that are similar if not identical, while the Rep. McBride bill has a couple of additional funding options within it. A matrix comparing those bills can be found on the back page of this sheet.

**Local Option Funding Bills by Reps. Jake Fey and Joan McBride – snapshot comparison**

<b>Bill Component</b>	<b>Brief description</b>	<b>In Rep. Fey bill?</b>	<b>In Rep. McBride bill?</b>	<b>Comments</b>
<b>'Councilmanic' authority to impose Vehicle License Fees (VLFs) w/in a Transportation Benefit District (TBD)</b>	Current \$20 councilmanic maximum raised to \$50	YES	YES	2013-14 packages either enacted or proposed in House & Senate had \$20 to \$40 provisions within them
<b>Streamlining of TBD governance</b>	Ensuring single-city TBDs are not required to be separately formed, keep multiple sets of books	YES	YES	Prior TBD statute was written w/ multiple-jurisdiction TBD in mind; in fact, most have been single-City
<b>Resolve Thurston County TBD revenue-sharing issue</b>	Explicit language and ILA provisions for sharing TBD revenues among Thurston County and individual cities outside of Olympia, which previously formed its TBD	YES	NO	Rep. Chris Reykdal previously sponsored legislation on this issue ( <b>HB 1892</b> in 13-14 Session)
<b>Authorize establishment of "Transportation Utilities"</b>	Cities could form such utilities, with trip-generation based charges	NO	YES	Bill language adapts and expands prior "Street Maintenance Utility" concept
<b>Turning 0.2 sales tax "by voter approval" authority into 'councilmanic' authority</b>	Would allow this for TBDs – but only those outside the Sound Transit service area	NO	YES	Current statute is for up to 0.2% with voter approval only – passed by several cities

**CITY OF KIRKLAND****City Manager's Office**

123 Fifth Avenue, Kirkland, WA 98033

425.587.3001

[www.kirklandwa.gov](http://www.kirklandwa.gov)

December, 2014

**WORKING TITLE:** I-405/NE 132<sup>nd</sup> Street Interchange

Kirkland supports \$75 million in funding for the I-405/ NE 132<sup>nd</sup> Street Interchange. Restoring funding for the new interchange would provide new I-405 access to and from the Regionally designated urban center of Totem Lake, reduce congestion, and compliment the recently completed I-405/NE 116<sup>th</sup> Street Interchange.

**ISSUE BACKGROUND:**

The I-405/NE 132<sup>nd</sup> Street Interchange was originally funded at \$60 million in the 2005 Transportation Partnership Funding Package with a commitment of construction in 2018. Under the 2007 Approved budget, based on the significance of the Project, construction was moved forward five years and was to be built immediately following the "Kirkland Bundle" (a combination of Nickel and TPA projects) – it was identified in the 2007-2009 Transportation budget passed on April 22 to have been completed by 2015. The City of Kirkland reprioritized \$200,000 of local funds and completed a companion Master Plan of NE 132<sup>nd</sup> Street in 2008 to augment the State's design process, the State's design was advanced to approximately 5%, and property began to be acquired along the alignment of the Interchange. This Project has now been delayed to 2025.

The Project was originally funded because the Totem Lake Urban Center is an integral part in the City's and the Region's plan to revitalize this area to boost economic development, create jobs, and target and accommodate growth that is envisioned by the PSRC within Puget Sound. Because lawsuits at the national level between Totem Lake's two owners have finally been resolved, the newly comprised majority owner is ready to develop Totem Lake along the line of a "University Village look." The lack of easy freeway access will continue to hamper redevelopment and increase congestion on both the local arterials and I-405 and will continue to hamper access to Evergreen Hospital, Kirkland's largest employer

In WSDOT's recent review of the I-405 Corridor project, the NE 132<sup>nd</sup> St. Interchange project was identified as a project with direct benefits to the I-405 system.

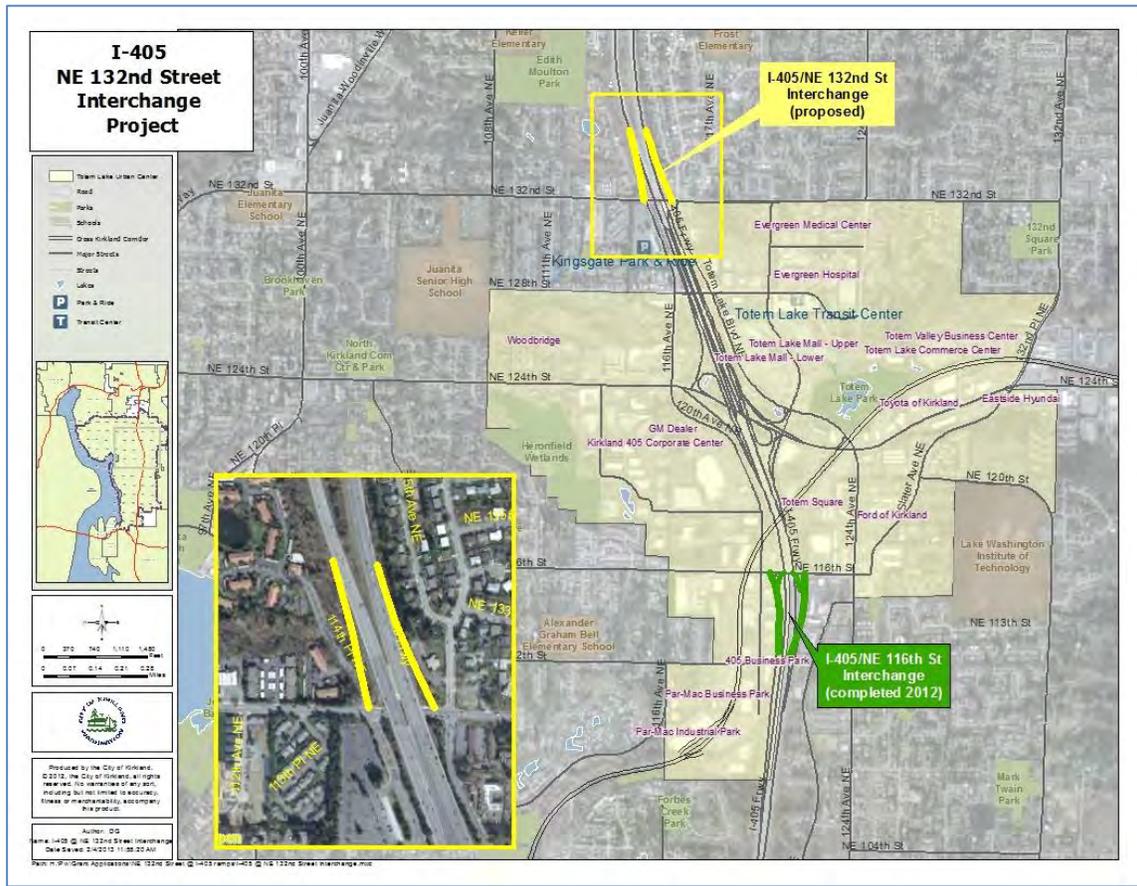
The City of Kirkland is seeking funding to move this critical improvement forward as originally envisioned. Delaying additional funding until 2025 will further jeopardize much needed economic development in the Totem Lake Urban Center and impact the successful completion of WSDOT's I-405/SR 167 Corridor program. WSDOT estimates the total cost for the Intersection to be on the order of \$75 million (2012 costs)

Given the importance of this project to the local and regional economy, the City of Kirkland respectfully requests the original funding time-line be restored in the upcoming budget and \$75 million be advanced for the project.

**CITY OF KIRKLAND CONTACTS:**

[Kathy Brown](#), Director of Public Works, 425-587-3802

[Lorrie McKay](#), Intergovernmental Relations Manager, 425-587-3009



### Completing the 40-mile system



### Future I-405 Corridor priorities

### Projects on other corridors with direct benefits to I-405 (system to system connections)

A. Tukwila to Bellevue - \$1,353* million (WSDOT: \$1,215 m; others: \$138 m)			
<b>Benefits</b> <ul style="list-style-type: none"> <li>• Benefit/Cost: 4.7</li> <li>• Approximately 50,000 vehicle hours of delay reduced every day which equates to \$276 M in annual travel time savings by drivers.</li> </ul>	Renton to Bellevue (Option 4) \$890 SR 167 Direct Connector \$325 (\$40M in PE/RW funded) Sound Transit: N 8th St Direct Access \$78* City of Bellevue: NE 6th St Extension Bellevue Share \$60*	<ul style="list-style-type: none"> <li>• Adds one lane in each direction</li> <li>• Builds a flyover ramp connecting the I-405 express toll lanes to the SR 167 HOT lanes</li> <li>• Builds a direct access ramp at N. 8th St.</li> <li>• Extends NE 6th St. east across I-405 to 120th Ave. NE</li> </ul>	
B. SR 167 HOT Lanes Extension - \$117 million			
<b>Benefits</b> <ul style="list-style-type: none"> <li>• Benefit/Cost: 2.3</li> <li>• Increases capacity over 50% and extends the reliability and traffic benefits of the SR 167 HOT lanes.</li> </ul>	Stage 4 (SB) \$82 (Funded) Stage 5 (NB) \$35	<ul style="list-style-type: none"> <li>• Extends the existing southbound HOT lane to the King / Pierce County line.</li> <li>• Starts the northbound HOT lane at the King/Pierce County.</li> </ul>	
C. Bothell to Lynnwood Dual Express toll Lanes - \$570 million			
<b>Benefits</b> <ul style="list-style-type: none"> <li>• Benefit/Cost: 1.7</li> <li>• 36,000 vehicle hours of delay reduced every day (\$211 M annual travel time savings). Provides a new direct access connection between SR 522 and I-405 express toll lanes eliminating weaving and improving operations for the general purpose lanes.</li> </ul>	SR 522 Interchange \$315 SR 522 to I-5 Dual Express Toll Lanes \$255	<ul style="list-style-type: none"> <li>• Builds a new direct access connection to SR 522 and redesigns a new interchange.</li> <li>• Replaces the northbound I-405 bridge over the Sammamish River and SR 522.</li> <li>• Adds a new lane in each direction between SR 522 and I-5 in Lynnwood to be paired with the existing HOT lane to form a dual express toll lane system.</li> </ul>	
D. SR 167 Stage 6 - \$300 m			
<b>Benefits</b> <ul style="list-style-type: none"> <li>• Benefit/Cost: 2.5</li> <li>• Reduces vehicle delay by 32,000 vehicles daily.</li> <li>• Project connects regional facilities of SR 410, SR 512, and future SR 167 extension.</li> </ul>	SR 167 Stage 6 \$300m	<ul style="list-style-type: none"> <li>• Extends the SR 167 HOT lanes northbound and southbound to SR 410 / SR 512 interchange.</li> </ul>	
E. I-405/NE 132nd St. Interchange - Prior TPA project commitment			
<b>Benefits</b> <ul style="list-style-type: none"> <li>• Benefit/Cost: 1.1</li> <li>• Provides new access to and from north Kirkland area and complements 116th interchange which has recently been rebuilt.</li> </ul>	NE 132nd St. Interchange \$75	<ul style="list-style-type: none"> <li>• Builds a new half-diamond interchange at NE 132nd St. in Kirkland.</li> </ul>	
F. I-90/I-405 Interchange Direct Connectors - \$535 million			
<b>Benefits</b> <ul style="list-style-type: none"> <li>• Benefit/Cost: 1.6</li> <li>• Reduces daily delay by 22,000 vehicle hours of \$122M in annual travel time savings. Reduces weaving and provides high speed reliable trips between the two interstate systems.</li> </ul>	I-405 / I-90 Renton to Issaquah Direct Connector \$270 I-405 / I-90 Bellevue to Issaquah Direct Connector \$265	<ul style="list-style-type: none"> <li>• Builds a new flyover ramp between the express toll lanes on I-405 and the HOV lanes on I-90.</li> <li>• The ramp would connect Renton to Issaquah.</li> <li>• Builds a new flyover ramp between the express toll lanes on I-405 and the HOV lanes on I-90.</li> <li>• The ramp would connect Bellevue to Issaquah.</li> </ul>	
G. SR 520/I-405 Interchange and SR 520/124th Ave NE Interchange - \$550 million			
<b>Benefits</b> <ul style="list-style-type: none"> <li>• Benefit/Cost: 1.6</li> <li>• Reduces delay by 24,000 vehicle hours daily or \$136 M in annual travel time savings. Provides direct connection between I-405 and SR 520 and eliminates weaving in the general purpose lanes.</li> </ul>	SR 520 / 124th Ave NE New Interchange \$235 I-405 / SR 520 Direct Connectors \$315	<ul style="list-style-type: none"> <li>• Rebuilds the SR 520/124th Ave NE interchange to Master Plan configuration.</li> <li>• Builds flyover ramps connecting the express toll lanes on I-405 to the HOV lane on SR 520. Ramps will connect Bellevue to Redmond traffic.</li> </ul>	



**CITY OF KIRKLAND**  
**City Manager's Office**  
 123 Fifth Avenue, Kirkland, WA 98033 425.587.3001  
 www.kirklandwa.gov

October 23, 2014

**PROJECT TITLE:** Juanita Drive Multimodal Safety Improvements

Kirkland supports funding of \$1,350,000 to complete the design and construction of pedestrian and bicycle safety improvements between the 93rd Avenue NE and NE 143rd Street.

**PROJECT SUMMARY:**

The proposed improvements provide for the installation 4.5 miles of non-motorized safety improvements along the Juanita Drive Corridor including pavement markings for buffered pedestrian and bicycle facilities, flashing pedestrian crossings, and improved street lighting.

Project benefits include:

- Flashing Pedestrian Crosswalks
- Continuous Pedestrian walkway
- Buffered bicycle lanes with localized physical barriers

The City of Kirkland is requesting \$1,350,000 for design and construction.

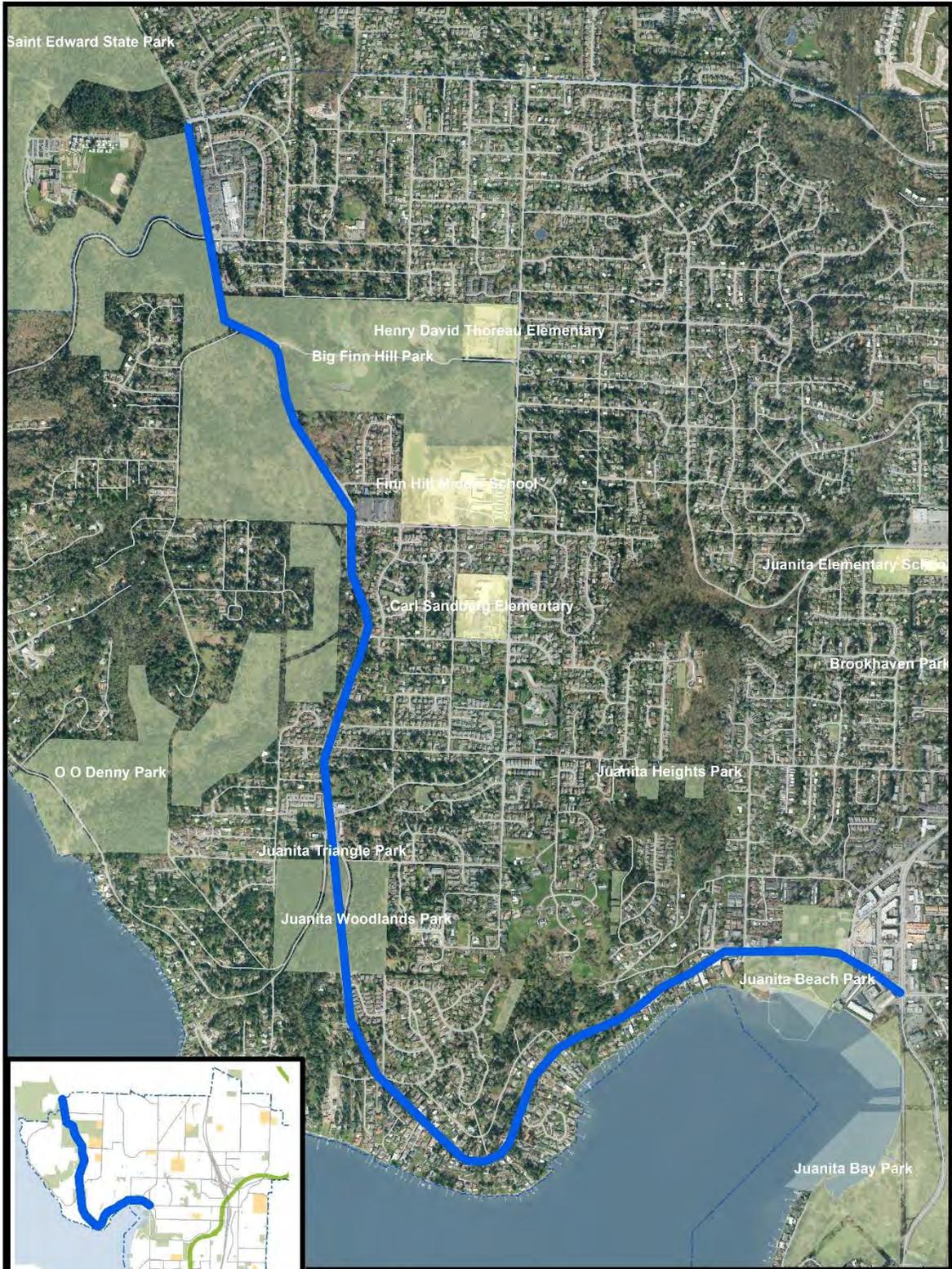
**KIRKLAND CONTACTS:**

Kurt Triplett  
 City Manager  
 425-587-3020

Lorrie McKay,  
 Intergovernmental  
 Relations Manager  
 425-587-3009

Kathy Brown  
 Public Works Director  
 425-587-3802





**Area Map**

**LEGEND**

- Juanita Drive Multimodal Safety Investments
- Cross Kirkland Corridor
- Schools
- Parks
- City Limits





October 23, 2014

**PROJECT TITLE:** Cross Kirkland Corridor to Redmond Central Connector

Kirkland supports funding of \$750,000 to complete the design and construction of a 1/3 mile pedestrian and bicycle connection between the Cross Kirkland Corridor (CKC), and the Redmond Central Connector (RCC) to connect the high tech corridor of Willows Road and the aerospace and manufacturing companies to Totem Lake and the expanding regional trail network.

**PROJECT SUMMARY:**

This proposed improvement provides for the installation of a continuous ADA compliant sidewalk as well as 5 foot bike lanes between the intersection of NE 124th Street and Willows Road, and the CKC at 139th Avenue NE. Kirkland is currently completing the construction of a 5.75 miles all-weather, crushed-gravel pedestrian/bike trail along the ERC mileposts (MP) 15 to 21. The remaining 3/4 mile trail section is currently owned by King County.

The City of Kirkland, City of Redmond, and King County are actively pursuing connections between regional trail assets. Project benefits include:

- Encouraging convenient alternative transportation connections between city centers
- Providing usable and safe public access to healthy forms of recreation

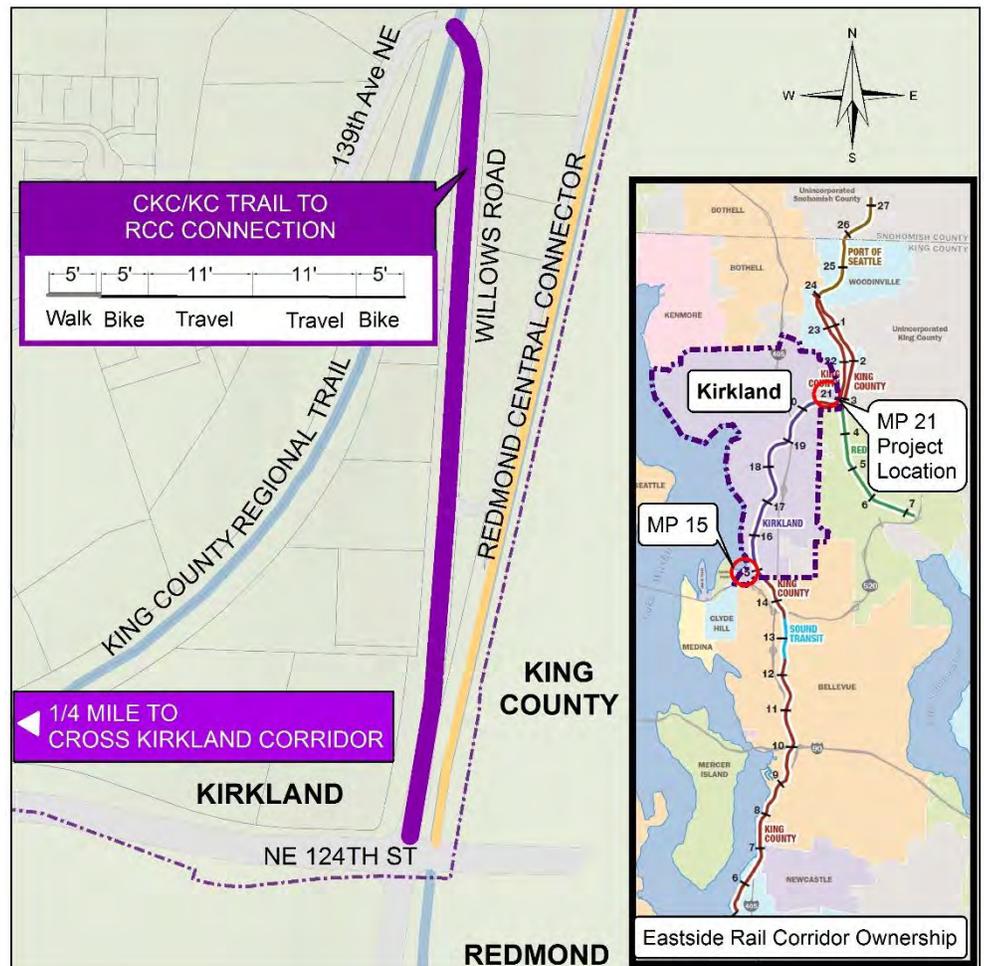
The City of Kirkland is requesting \$750,000 for design and construction. The connection can be designed and constructed in 12-18 months with multi-agency coordination needed.

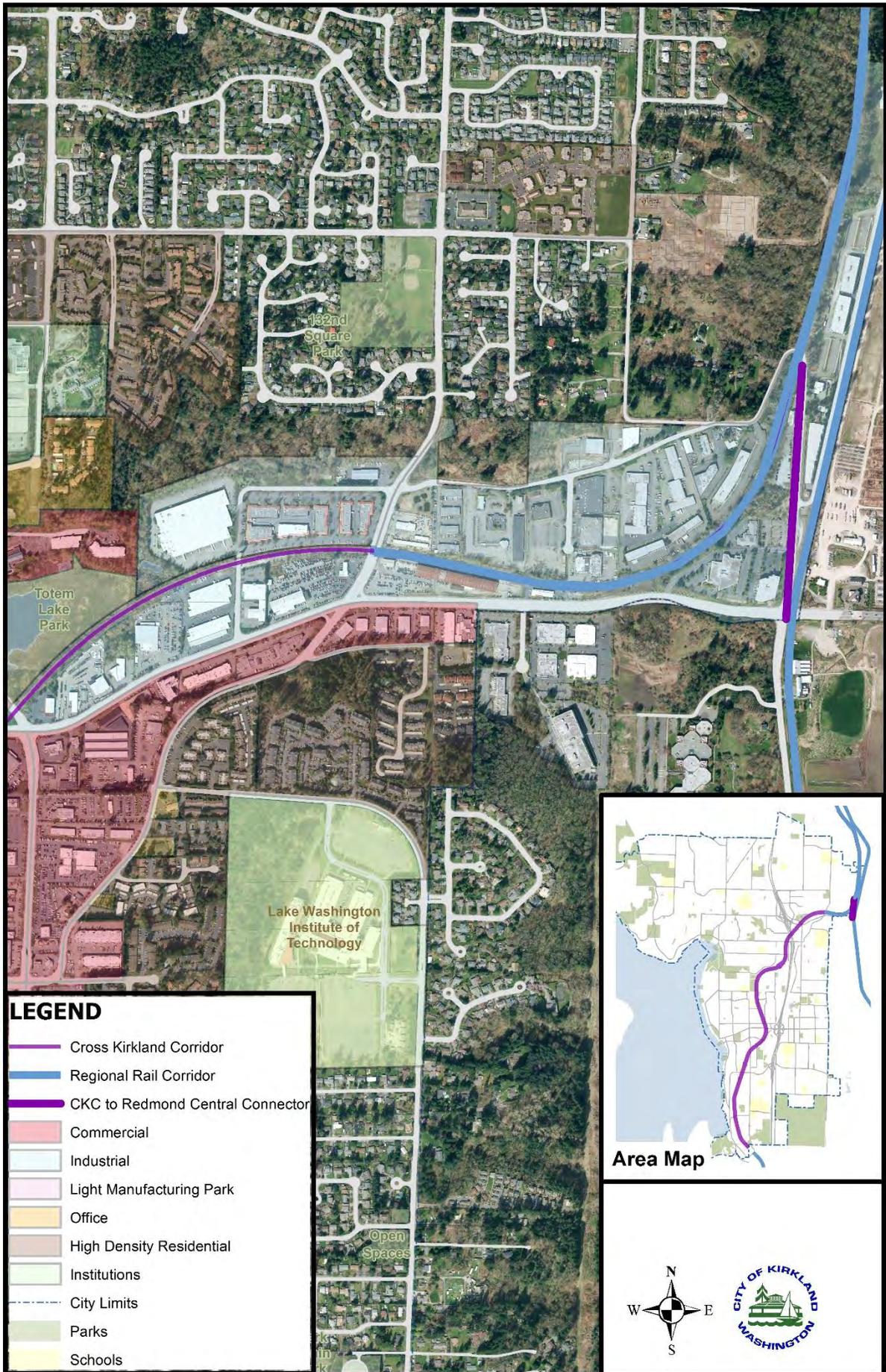
**KIRKLAND CONTACTS:**

Kurt Triplett  
 City Manager  
 425-587-3020

Lorrie McKay,  
 Intergovernmental  
 Relations Manager  
 425-587-3009

Kathy Brown  
 Public Works Director  
 425-587-3802







October 23, 2014

**PROJECT TITLE:** NE 52nd Street Sidewalk Improvements

Kirkland supports funding of \$1,068,600 to complete the design and construction of a 1/3 mile pedestrian and bicycle connections between the Cross Kirkland Corridor (CKC), and existing pedestrian and bicycle improvements on 108th Avenue NE as well as Lake Washington Boulevard.

**PROJECT SUMMARY:**

The proposed improvements provide for the installation of approximately 2,000 feet of continuous ADA compliant sidewalks as well as bicycle facilities between the CKC and 108th Avenue NE, as well as sidewalks between the CKC and Lake Washington Boulevard. The Project includes improvements to treat surface water runoff to nearby Lake Washington. Kirkland is currently completing the construction of a 5.75 miles all-weather, crushed-gravel pedestrian/bike trail along the ERC mileposts (MP) 15 to 21.

Project benefits include:

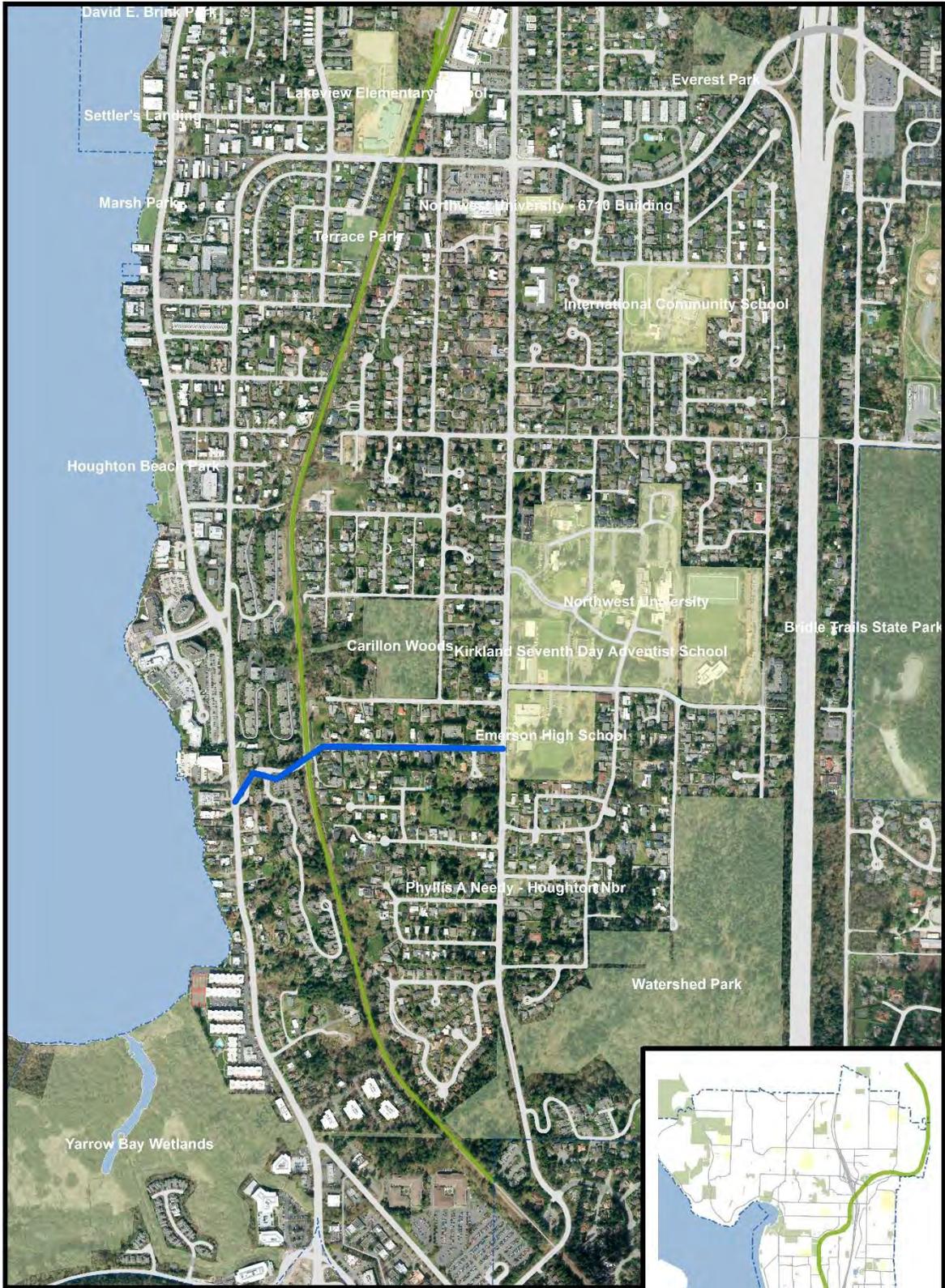
- Improved multimodal safety along NE 52nd Street
- Provide ADA compliant access between the CKC and nearby Emerson High School and Northwest University
- Provide ADA compliant access between the CKC and multimodal routes on Lake Washington Boulevard

The City of Kirkland is requesting \$1,068,600 for design and construction. The connection can be designed and constructed in 12-18 months with multi-agency coordination needed.



**KIRKLAND CONTACTS:**

Kurt Triplett, City Manager, 425-587-3020  
Lorrie McKay, Intergovernmental Relations Manager, 425-587-3009  
Kathy Brown, Public Works Director, 425-587-3802



**LEGEND**

-  NE 52nd Street Sidewalk
-  Cross Kirkland Corridor
-  Schools
-  Parks
-  City Limits



**Area Map**

Bill #	Bill Short Title	Position	Companion	Notes	Leg Comm Review
<a href="#">HB 1007</a>	Limiting the use of automated traffic safety cameras to detect speed violations not in school zones to certain cities.	Oppose			22-Jan
<a href="#">HB 1008</a>	Authorizing the state auditor to conduct audits of state government and local agencies' data storage and management practices thereby protecting privacy and securing personal information from computer hacking or misuse of data.	Oppose		Would likely take extra IT resources – we are already audited on this by WCIA as it relates to security, and most of this would be repetitive.	22-Jan
<a href="#">HB 1011</a>	Assigning counties to two climate zones for purposes of the state building code.	Support		The International Energy Code has 3 climate zones in the State. This was changed by WAC rule last year so there are only 2 zones. The purpose of this bill appears to keep subsequent energy code adoptions from creating more than 2 climate zones in the state, which are Western WA and Eastern WA	22-Jan
<a href="#">HB 1028</a>	Requiring cities and counties to provide security for their courts.	Support			22-Jan
<a href="#">HB 1057</a>	Modifying authority regarding where mopeds may be operated.	Oppose		This bill allows mopeds to operate in bike lanes, unless the local agency prohibits. Other places (trails, bikeways, bicycle path, [It's not clear that a bike lane is not a bikeway] etc) require local agency to allow use. Bike lanes could be added to that list. Recommend keeping mopeds out of bike lanes without having to deal with our own ordinance.	22-Jan
<a href="#">HB 1058</a>	Relating to the public disclosure commission concerning responsibilities and funding	Support		Appears to be the same bill as 1085.	23-Jan
<a href="#">HB 1069</a>	Concerning preservation of DNA work product.	Support			22-Jan

2015 Legislative Session  
Bills Dropped, Department Analysis Recommendations

<a href="#">HB 1082</a>	Allowing for the collection of DNA from adults arrested for a ranked felony or a gross misdemeanor violation of certain orders.	Support			22-Jan
<a href="#">HB 1084</a>	Addressing notice requirements for land use applications, approvals, and decisions.	Oppose		Overly burdensome; terms too general or confusing (e.g. licensing); could cause delays in permitting.	22-Jan
<a href="#">HB 1085</a>	Requiring lobbying reports to be filed electronically.	Support		Appears to be the same bill as 1058	23-Jan
<a href="#">HB 1087</a>	Concerning automated traffic safety cameras in school speed zones.	Oppose			22-Jan
<a href="#">HB 1102</a>	Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances.	Oppose Actively	<a href="#">SB 5055</a>	Major concerns. There appears to be a lot of problems for the City and potential conflict between these Bills and other State law	23-Jan
<a href="#">HB 1123</a>	Regulating the minimum dimensions of habitable spaces in single-family residential areas	Oppose		Pre-empts local control and discretion to address local issues.	22-Jan
<a href="#">HB 1128</a>	Allowing for the collection of DNA from adults arrested for a ranked felony or a gross misdemeanor violation of certain orders.	Support			22-Jan
<a href="#">HB 1139</a>	Establishing a work group to study human trafficking of youth issues.	Support		Human Services recommend Neutral	22-Jan
<a href="#">HB 1141</a>	Requiring certain operational standards for regional jails.	Oppose Actively		It is bad law!	22-Jan
<a href="#">HB 1155</a>	Concerning property tax relief for senior citizens and persons retired because of physical disability.	Support		While there would be some minor revenue impact to the City, it seems reasonable to index qualification thresholds to account for inflation. Human Services recommends Neutral	23-Jan
<a href="#">HB 1161</a>	Indexing qualifying income thresholds for senior citizen property tax relief programs.	Support		This appears to be a duplicate of 1155? Human Services recommends Neutral	23-Jan

2015 Legislative Session  
Bills Dropped, Department Analysis Recommendations

<a href="#">HB 1165</a>	Concerning the establishment of a dedicated local jurisdiction marijuana fund and the distribution of a specified percentage of marijuana excise tax revenues to local jurisdictions.	Support		This bill appears to relate to marijuana revenue sharing. If it does, it is one of the City's legislative priorities.	22-Jan
<a href="#">HB 1174</a>	Concerning flame retardants.	Support		Bill is attempting to limit flame retardants that are suspected to be cancer causing agents. Many organizations support this move. Fire retardants are of limited value in much of the furniture and textiles in homes. Fire spread and overall fuel load in homes have expanded beyond the ability of these chemicals to contain fire growth.	22-Jan
<a href="#">HB 1218</a>	Implementing public-private partnership best practices for nontoll transportation projects.	Neutral / Support		Changes rules for non-toll projects. Allows WSDOT to do PPP for projects under \$10m. Doesn't affect local agencies. Seems like an okay idea.	23-Jan
<a href="#">HB 1223</a>	Allowing the use of lodging taxes for financing workforce housing.	Support		Provides more flexibility in using current revenues	23-Jan

2015 Legislative Session  
Bills Dropped, Department Analysis Recommendations

<a href="#">HB 1234</a>	Modifying certain building permit fees.	Support	<a href="#">SB 5183</a>	The State Building Code Council (SBCC) is funded with this fee which has not been increased in 30 yrs. Meanwhile, the duties the SBCC has been tasked with continues to grow, such as Energy Code, Barrier free, Photovoltaic panel and fire sprinkler committees. The SBCC is responsible for the adoption and amendment of the Building, Plumbing, Mechanical and Energy codes...in a very transparent manner which includes builders, developers and gov. officials. This additional revenue is needed to properly fund the SBCC to keep Washington's codes workable for the building industry and local regulators. This fee is paid by permit applicants and doesn't impact the city's budget.	22-Jan
<a href="#">HB 1251</a>	Providing for increased funding for emergency medical services by adjusting the emergency medical services' levy cap.	Support (monitor amendments)		Changes the EMS levy cap from 50 cents to 75 cents per thousand AV with a couple of language clean-ups. Good legislation as written for the City of Kirkland if we ever place a medical levy on the ballot or choose to use the County unused levy capacity for EMS in Kirkland.	22-Jan

2015 Legislative Session  
Bills Dropped, Department Analysis Recommendations

<a href="#">HB 1278</a>	Concerning building energy use disclosure requirements.	Support		Mayor Walen was authorized (10/23/14) to sign a Joint Letter of Commitment: Climate Change Actions in King County that speaks about Kirkland's support of adopting a local building and energy benchmarking disclosure ordinance for commercial buildings.	22-Jan
<a href="#">HB 1291</a>	Concerning credentialing requirements for the design and installation of residential fire protection sprinkler systems.	Support		Reduces the professional credentialing requirements for the design and installation of fire sprinklers in 1 & 2 family structures and townhouses. Several years ago the sprinkler codes were changed to allow the sprinkler system to be part of the plumbing system in houses. This reduces the cost of fire sprinkler systems which helps the City's efforts of having a fire sprinkler system installed in every new house. The problem is, even though the sprinkler system can now be part of the plumbing system, the licensing laws were not changed to allow a plumber to install the sprinkler system. This bill eliminates that conflict.	22-Jan

2015 Legislative Session  
Bills Dropped, Department Analysis Recommendations

<a href="#">HB 1314</a>	Implementing a carbon pollution market program to reduce greenhouse gas emissions.	Support		Mayor Walen was authorized (10/23/14) to sign a Joint Letter of Commitment: Section II of the letter addresses Climate Policy which supports 1314. The topic of working together to support this bill came up at the K4C Elected Officials Joint Commitments Working Session on 1/8/15. CM Kloba represented the City. Staff recommends support.	23-Jan
<a href="#">HB 1306</a>	Concerning the management of state-owned aquatic lands by cities for the purposes of operating a publicly owned marina.	Oppose		This bill says that any enterprise that the City has within state leased water, they get 80% of the revenue.	23-Jan
<a href="#">HB 1394</a>	Preserving the common law interpretation and application of the vested rights doctrine.	Oppose Actively		City is diametrically opposed to this bill. (position paper pending)	23-Jan
<a href="#">HB 1411</a>	Concerning the siting of marijuana facilities.	Support		This is Kirkland's marijuana siting bill	23-Jan
<a href="#">HB 1412</a>	Concerning municipalities prohibiting the operation of recreational marijuana production, processing, and retail facilities within their jurisdictional boundaries.	Support		This bill says that jurisdictions don't have to site marijuana facilities but if they don't allow, then they can't receive marijuana revenue. Finance - Unless we want the flexibility to prohibit any marijuana businesses, not sure if this addresses Kirkland's interests directly. That said, Section 2 makes clear that if cities don't allow MJ facility, then they can't receive marijuana revenue, which is a City priority.	23-Jan
<a href="#">HB 1593</a>	Concerning local transportation options.	Support		Includes councilmanic TBD, 20 to 50. City Priority	23-Jan

2015 Legislative Session  
Bills Dropped, Department Analysis Recommendations

<a href="#">SB 5109</a>	Concerning infrastructure financing for local governments.	Support? What's AWC position?		While City does not have a revitalization area at present and may not be at a high probability to qualify, this is a financial flexibility-related item, so may want to support if AWC supports.	23-Jan
<a href="#">SB 5124</a>	Prohibiting the sale of vapor products to minors.	Support			22-Jan
<a href="#">SB 5128</a>	Concerning dedicated funding sources for high capacity transportation service.	Support	<a href="#">HB 1180</a>	While City supports it, it only allows spending on HCT so doesn't fit our funding the ERC idea.	23-Jan
<a href="#">SB 5041</a>	Concerning seizure and forfeiture of property for patronizing a prostitute.	Support			22-Jan
<a href="#">SB 5044</a>	Concerning mitigation measures for shoreline development.	Oppose		Requires local govt. to undertake extensive and expensive site-specific evaluation of each permit and mitigation measure for development in the shoreline.	22-Jan
<a href="#">SB 5048</a>	Subjecting a resolution or ordinance adopted by the legislative body of a city or town to assume a water-sewer district to a referendum.	Oppose Actively	<a href="#">HB 1417</a>	For all the reasons we articulated last year.	22-Jan
<a href="#">SB 5054</a>	Concerning the design-build procedure for certain transportation projects.	Neutral / Oppose		Says WSDOT must design build all projects over \$10m "to ensure all risk is properly allocated to the contractor." That's silly, but it doesn't really apply to Kirkland.	22-Jan

2015 Legislative Session  
Bills Dropped, Department Analysis Recommendations

<a href="#">SB 5056</a>	Concerning the use of chemical action plans for recommendations of safer chemicals.	Oppose		Concern with Section 3, line 26 refers to "department." Assume is the DOE. K Solid Waste currently receives \$70K annually from DOE's Coordinated Prevention Grant Program - used to pay, in part, for our business and multifamily recycling programs. Legislation appears to be mandating that the DOE use additional resources to comply with the new requirements in Section 3. This could potentially affect the amount of our grant funding available if the new requirements are competing with the grant dollars in the DOE Model Toxics Control Account which it appears they are... which could have a significant impact on the availability of funding for Kirkland to fund our conservation and recycling programs. While Kirkland would get by, many smaller cities that rely on this funding could be affected in a significant way. Recommend Oppose if the funding source remains as is. If can find a different funding source, then recommend Support.	22-Jan
<a href="#">SB 5158</a>	Requiring call location information to be provided to law enforcement responding to an emergency.	Support			22-Jan

2015 Legislative Session  
Bills Dropped, Department Analysis Recommendations

<a href="#">SB 5185</a>	Creating a six-year time frame for substantial building code amendments.	Oppose		Most building officials recognize that the code making process is spiraling out of control and would like to see it slowed down, but in an orderly manner, that is, at the national level. Washington shouldn't lag behind the rest of the country in current codes that often take advantage of newer technology. The Washington Association of Building Officials (WABO) has made this a national issue and would like a year or two to see if it can increase the code cycle span for the nation.	22-Jan
<a href="#">SB 5187</a>	Concerning voter approval of a high capacity transportation system plan and financing plan.	Oppose		Bill says if a vote for a transit plan doesn't pass, the agency can't alter the plan.	22-Jan
<a href="#">SB 5196</a>	Concerning funding for certain transportation planning organizations.	Oppose		Doesn't allow state funds to go to a MPO if it has received federal funds.	23-Jan
<a href="#">SB 5200</a>	Modifying legislators' participation on regional transportation planning organization transportation policy boards.	Oppose		Appoints senior state legislative members as full time voting board members of the MPO's TPB. They can currently do it, this makes them automatically appointed.	23-Jan
<a href="#">SB 5208</a>	Allowing the use of lodging taxes for financing workforce housing.	Support		Appears to be companion bill to 1223.	23-Jan
<a href="#">SB 5211</a>	Correcting restrictions on collecting a pension in the public employees' retirement system for retirees returning to work in an ineligible position or a position covered by a different state retirement system.	Support? (maybe check in with HR)		This appears to clarify language regarding retirees returning to work, but it isn't clear to me that it helps clarify our issue as it related to Pam	23-Jan
<a href="#">SB 5336</a>	Limiting the use of automated traffic safety cameras to detect speed violations not in school zones to certain cities.	Oppose			23-Jan

2015 Legislative Session  
Bills Dropped, Department Analysis Recommendations

<a href="#">SB 5342</a>	Concerning definitions related to human trafficking.	Support			23-Jan
<a href="#">SB 5343</a>	Concerning parking impact mitigation from regional transit authority facility construction.	Support		New section of RCW that would make Sound Transit consider parking impacts and determine appropriate mitigation in cooperation with the local agency. Could include subsidizing RPD or paying for it.	23-Jan
<a href="#">SB 5417</a>	Concerning local government marijuana policies.	Support		This is Senator Rivers' bill. Contains Kirkland's marijuana siting issue.	23-Jan
<a href="#">SB 5537</a>	Establishing regional fire protection service authorities within the boundaries of regional cities.	Support	<a href="#">HB 1606</a>	This is language change to the current RCW allowing a single City over 50,000 population (or City less than 50,000 population but 40% or more of that counties population) to create a RFA.	23-Jan
<a href="#">SB 5519</a>	Enacting the comprehensive marijuana reform act.	Support			23-Jan

Bill	Title	Position	Status
<b>Support</b>			
<a href="#">HB 1011</a>	Assigning counties to two climate zones for purposes of the state building code.	Support	1/13 - Heard in Local Gov. 1/19 - Referred to Rules
<a href="#">HB 1028</a>	Requiring cities and counties to provide security for their courts.	Support	1/20 - Heard in Judiciary 1/29 - Scheduled for Exec
<a href="#">HB 1058</a>	Relating to the public disclosure commission concerning responsibilities and funding	Support	1/12 - First read/referred to State Gov
<a href="#">HB 1069</a>	Concerning preservation of DNA work product.	Support	1/20 - Heard in Public Safety and Exec'd
<a href="#">HB 1082</a>	Allowing for the collection of DNA from adults arrested for a ranked felony or a gross misdemeanor violation of certain orders.	Support	1/12 - First read/referred to Public Safety
<a href="#">HB 1085</a>	Requiring lobbying reports to be filed electronically.	Support	1/20 - Heard in State Gov
<a href="#">HB 1128</a>	Allowing for the collection of DNA from adults arrested for a ranked felony or a gross misdemeanor violation of certain orders.	Support	1/14 - First read/referred to Public Safety
<a href="#">HB 1139</a>	Establishing a work group to study human trafficking of youth issues.	Support	1/27 - Scheduled for hearing in Public Safety 1/30 - Scheduled for Exec
<a href="#">HB 1155</a>	Concerning property tax relief for senior citizens and persons retired because of physical disability.	Support	1/23 - Heard in Finance
<a href="#">HB 1161</a>	Indexing qualifying income thresholds for senior citizen property tax relief programs.	Support	1/23 - Heard in Finance
<a href="#">HB 1174</a>	Concerning flame retardants.	Support	1/19 - Heard in Environment
<a href="#">HB 1180</a>	Concerning dedicated funding sources for high capacity transportation service.	<b>Support</b>	1/28 - Scheduled for hearing in Transportation
<a href="#">HB 1223</a>	Allowing the use of lodging taxes for financing workforce housing.	Support	1/26 - Sched for hearing Cm Dev. and Hsing & Tribal
<a href="#">HB 1234</a>	Modifying certain building permit fees.	Support	1/21 - Heard in Local Gov
<a href="#">HB 1251</a>	Providing for increased funding for emergency medical services by adjusting the emergency medical services' levy cap.	Support (monitor amendments)	1/23 - Heard in Finance
<a href="#">HB 1278</a>	Concerning building energy use disclosure requirements.	Support	1/22 - Heard in Environment
<a href="#">HB 1291</a>	Concerning credentialing requirements for the design and installation of residential fire protection sprinkler systems.	Support	1/16 - First read/referred to Labor
<a href="#">HB 1314</a>	Implementing a carbon pollution market program to reduce greenhouse gas emissions.	Support	1/27 - Scheduled for hearing in Environment
<a href="#">HB 1411</a>	Concerning the siting of marijuana facilities.	<b>Support</b>	1/20 - First read, referred to Commerce & Gaming
<a href="#">HB 1412</a>	Concerning municipalities prohibiting the operation of recreational marijuana production, processing, and retail facilities within their jurisdictional boundaries.	<b>Support</b>	1/20 - First read, referred to Commerce & Gaming
<a href="#">HB 1593</a>	Concerning local transportation options.	<b>Support</b>	1/23 - First read, referred to Transportation
<a href="#">HB 1606</a>	Establishing regional fire protection service authorities within the boundaries of regional cities.	Support	
<b>Neutral</b>			
	<i>See Supplemental Attachment on Neutral Recommendations</i>		
<b>Oppose</b>			
<a href="#">HB 1102</a>	Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances.	<b>Oppose Actively</b>	1/22 - Heard in Local Gov at 1:30
<a href="#">HB 1141</a>	Requiring certain operational standards for regional jails.	<b>Oppose Actively</b>	1/21 - Heard in Public Safety 1/23 - Scheduled for Exec
<a href="#">HB 1394</a>	Preserving the common law interpretation and application of the vested rights doctrine.	<b>Oppose Actively</b>	1/20 - First read, referred to Judiciary
<a href="#">HB 1417</a>	Subjecting a resolution or ordinance adopted by the legislative body of a city or town to assume a water-sewer district to a referendum.	<b>Oppose Actively</b>	1/29 - Scheduled for hearing in Local Gov
<a href="#">HB 1007</a>	Limiting the use of automated traffic safety cameras to detect speed violations not in school zones to certain cities.	Oppose	1/14 - Heard in Transportation 1/26 - Scheduled for Exec

<a href="#">HB 1008</a>	Authorizing the state auditor to conduct audits of state government and local agencies' data storage and management practices thereby protecting privacy and securing personal information from computer hacking or misuse of data.	Oppose	1/30 - Scheduled for hearing in Gen. Gov & Info Tech
<a href="#">HB 1057</a>	Modifying authority regarding where mopeds may be operated.	Oppose	1/14 - Heard in Transportation
<a href="#">HB 1084</a>	Addressing notice requirements for land use applications, approvals, and decisions.	Oppose	1/22 - Heard in Local Gov
<a href="#">HB 1087</a>	Concerning automated traffic safety cameras in school speed zones.	Oppose	1/19 - Heard in Transportation 1/26 - Scheduled for Exec
<a href="#">HB 1123</a>	Regulating the minimum dimensions of habitable spaces in single-family residential areas	Oppose	1/26 - Sched for hearing Cm Dev. and Hsing & Tribal
<a href="#">HB 1306</a>	Concerning the management of state-owned aquatic lands by cities for the purposes of operating a publicly owned marina.	Oppose	1/26 - Scheduled for hearing in Environment

<b>Bill</b>	<b>Title</b>	<b>Position</b>	<b>Status</b>
<b>Support</b>			
<a href="#">SB 5041</a>	Concerning seizure and forfeiture of property for patronizing a prostitute.	Support	1/22 - Heard in Law & Justice
<a href="#">SB 5109</a>	Concerning infrastructure financing for local governments.	Support? AWC position?	1/26 - Scheduled in Law & Justice at 1:30
<a href="#">SB 5124</a>	Prohibiting the sale of vapor products to minors.	Support	1/22 - Heard in Law & Justice at 8
<a href="#">SB 5128</a>	Concerning dedicated funding sources for high capacity transportation service.	<b>Support</b>	1/14 - First read, referred to Transportation
<a href="#">SB 5158</a>	Requiring call location information to be provided to law enforcement responding to an emergency.	Support	1/15 - First read/referred Law & Justice
<a href="#">SB 5208</a>	Allowing the use of lodging taxes for financing workforce housing.	Support	1/22 - Heard in HS and MH & Housing 1/23 - Passed to Rules
<a href="#">SB 5211</a>	Correcting restrictions on collecting a pension in the public employees' retirement system for retirees returning to work in an ineligible position or a position covered by a different state retirement system.	Support? (maybe check in with HR)	1/15 - First read/referred Ways & Means
<a href="#">SB 5342</a>	Concerning definitions related to human trafficking.	Support	1/20 - First read, referred to Commerce & Labor
<a href="#">SB 5343</a>	Concerning parking impact mitigation from regional transit authority facility construction.	Support	1/20 - First read, referred to Transportation
<a href="#">SB 5417</a>	Concerning local government marijuana policies.	<b>Support</b>	1/20 - First read, referred to Commerce & Labor
<a href="#">SB 5519</a>	Enacting the comprehensive marijuana reform act.	<b>Support</b>	1/22 - First read, referred to Commerce & Labor
<a href="#">SB 5537</a>	Establishing regional fire protection service authorities within the boundaries of regional cities.	Support	1/23 - First read, referred to Gov Ops
<b>Neutral</b>			
	<i>See Attachment C on Neutral Recomm</i>		
<b>Oppose</b>			
<a href="#">SB 5044</a>	Concerning mitigation measures for shoreline development.	Oppose	1/12 - First read/referred Energy, Environ & Telecom
<a href="#">SB 5048</a>	Subjecting a resolution or ordinance adopted by the legislative body of a city or town to assume a water-sewer district to a referendum.	<b>Oppose Actively</b>	1/19 - Heard in Gov Ops
<a href="#">SB 5055</a>	Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances.	<b>Oppose Actively</b>	1/15 - Heard in Gov Ops
<a href="#">SB 5056</a>	Concerning the use of chemical action plans for recommendations of safer chemicals.	Oppose	1/22 - Heard in Energy, Environ & Telecom
<a href="#">SB 5185</a>	Creating a six-year time frame for substantial building code amendments.	Oppose	1/22 - Heard in Gov Ops
<a href="#">SB 5187</a>	Concerning voter approval of a high capacity transportation system plan and financing plan.	Oppose	1/15 - First read/referred to Transportation

Bill	Title	Position	Status
<b>Neutral</b>			
<a href="#">HB 1021</a>	Creating a silver alert system.	Neutral	
<a href="#">HB 1036</a>	Addressing survivor benefits from the public employees' retirement system for survivors of members in registered domestic partnerships prior to Dec 2012.	Neutral	
<a href="#">HB 1088</a>	Modifying per diem compensation for flood control zone district supervisors.	Neutral?	
<a href="#">HB 1099</a>	Providing consumers the option to cancel contracts over the internet when entered into by the same means.	Neutral	
<a href="#">HB 1101</a>	Concerning conservation districts.	Neutral	
<a href="#">HB 1108</a>	Creating a food truck beer and/or wine license.	Neutral	
<a href="#">HB 1130</a>	Concerning water power license fees	Neutral	
<a href="#">HB 1131</a>	Concerning ivory and rhinoceros horn trafficking.	Neutral	
<a href="#">HB 1132</a>	Concerning the regulation of adult family homes.	Neutral	
<a href="#">HB 1133</a>	Authorizing counties to impose a public utility	Neutral?	
<a href="#">HB 1170</a>	Granting port districts certain administrative powers.	Neutral	
<a href="#">HB 1197</a>	Concerning water-sewer districts.	Neutral	
<a href="#">HB 1218</a>	Implementing public-private partnership best practices for nontoll transportation projects.	Neutral / Support	
<a href="#">HB 1332</a>	Modifying yellow light intervals and monetary penalties related to automated traffic safety cameras.	Neutral	
<a href="#">HB 1338</a>	Concerning the diversion of certain municipal waters.	Neutral	
<a href="#">HB 1368</a>	Removing disincentives to the voluntary formation of regional fire protection service authorities by equalizing certain provisions with existing laws governing fire protection districts and by clarifying the formation process.	Neutral	
<a href="#">HB 1370</a>	Increasing the total amount of tax credits allowed under the Washington main street program.	Neutral	
<a href="#">HB 1393</a>	Authorizing certain public transportation benefit areas to impose a sales and use tax approved by voters.	Neutral	
<a href="#">HB 1410</a>	Modifying provisions governing the competitive bidding process of water-sewer districts.	Neutral	

Bill	Title	Position	Status
<b>Neutral</b>			
<a href="#">SB 5087</a>	Concerning oil transportation	Neutral	
<a href="#">SB 5111</a>	Concerning projects of statewide significance for economic development and transportation.	Neutral	
<a href="#">SB 5129</a>	Concerning overriding considerations of the public interest in management of the waters of the state.	Neutral	
<a href="#">SB 5134</a>	Concerning base flows and minimum instream flows.	Neutral	
<a href="#">SB 5136</a>	Repealing an instream flow rule and adopting a new instream flow rule.	Neutral	
<a href="#">SB 5139</a>	Concerning building code standards for certain buildings four or more stories high.	Neutral	
<a href="#">SB 5003</a>	Concerning the taxes payable on sales by licensed recreational marijuana producers, processors, and retailers.	Neutral	
<a href="#">SB 5042</a>	Providing a business and occupation tax credit for businesses that hire veterans.	Neutral	
<a href="#">SB 5043</a>	Providing greater small business assistance by modifying the filing threshold for excise tax purposes.	Neutral	
<a href="#">SB 5054</a>	Concerning the design-build procedure for certain transportation projects.	Neutral / Oppose	
<a href="#">SB 5066</a>	Concerning the collection of blood samples for forensic testing	Neutral	
<a href="#">SB 5121</a>	Establishing a marijuana research license.	Neutral	
<a href="#">SB 5127</a>	Providing that veterans with total disability ratings and their surviving spouses and domestic partners are eligible to qualify for a property tax exemption without meeting certain income requirements.	Neutral	
<a href="#">SB 5186</a>	Allowing certain health care coverage deductions from the calculation of disposable income for the purpose of qualifying for senior property tax programs.	Neutral?	
<a href="#">SB 5193</a>	Exempting documents recording a water-sewer district lien from the surcharge for local homeless housing and assistance.	Neutral	
<a href="#">SB 5298</a>	Concerning the diversion of certain municipal waters.	Neutral	
<a href="#">SB 5313</a>	Increasing the total amount of tax credits allowed under the Washington main street program.	Neutral	
<a href="#">SB 5314</a>	Modifying the use of local storm water charges paid by the department of transportation.	Neutral	
<a href="#">SB 5323</a>	Extending and modifying the commute trip reduction tax credit.	Neutral	
<a href="#">SB 5326</a>	Authorizing certain public transportation benefit areas to impose a sales and use tax approved by voters.	Neutral	
<a href="#">SB 5350</a>	Concerning water-sewer districts.	Neutral	

**Lorrie McKay**

---

**From:** Robin Jenkinson  
**Sent:** Wednesday, January 21, 2015 6:05 PM  
**To:** Lorrie McKay  
**Cc:** Eric Shields; Paul Stewart  
**Subject:** Vesting Bill (HB 1394)  
**Attachments:** MRSC Article on Potala Village, LLC v. City of Kirkland.pdf

Good afternoon, Lorrie –

There is nothing confusing about the Court of Appeals opinion in *Potala Village, LLC v. City of Kirkland*. In the opening paragraph of its opinion the Court of Appeals states: “Washington’s vested rights doctrine originated at common law **but is now statutory**. Under RCW 19.27.095(1), vesting occurs on the filing of a ‘valid and fully complete building permit application.’ In such an event, the ‘zoning and other land use control ordinances in effect on the date of the application’ shall control.” (Emphasis added.)

In reaching this conclusion, the Court of Appeals traces the development of the vested rights doctrine, by Washington Courts, and the judicial extension of the vested rights doctrine to various types of permit applications. The Court then discusses the enactment by the legislature, in 1987, of vesting provisions for building permit applications in chapter 19.27 RCW and subdivision applications in chapter 58.17 RCW. The Court of Appeals reviews the legislative history of the addition of these vesting provisions limited to building permit applications and subdivision applications and discusses cases decided following these enactments, in which the Washington Supreme Court declined to extend the vested rights doctrine to master use applications (*Erickson & Associates, Inc. v. McLerran*) and site plans (*Abbey Road Group, LLC v. City of Bonney Lake*). Most recently, in *Town of Woodway v. Snohomish County*, the Supreme Court reiterated that while the vested rights doctrine originated in common law, the vested rights doctrine is now statutory.

Potala Village, LLC argued that its entire project was vested to the zoning or land use control ordinances in effect on the date that it filed a complete application for a shoreline substantial development permit. The Court of Appeals rejected this argument. That the Court of Appeals opinion in *Potala Village, LLC v. City of Kirkland* does not sit well with many in the development community is clear, but that is not because there is confusion about what the Court of Appeals said. It is the outcome that the proposed legislation would change.

Thanks.

Robin

Robin S. Jenkinson  
Kirkland City Attorney’s Office  
123 5<sup>th</sup> Avenue  
Kirkland, WA 98033-6189

**From:** Lorrie McKay .  
**Sent:** Tuesday, January 20, 2015 8:42 AM  
**To:** Eric Shields; Paul Stewart; Robin Jenkinson  
**Subject:** RE: vesting bill (HB 1394)

Good morning all,

The vesting bill officially dropped yesterday. It's HB 1394 and it's linked to in the box below. 1394 has been referred to the House Judiciary Committee. We'll be watching for it to get scheduled for hearing and we'll also be watching for its Senate companion. Please review the bill and confirm recommendation of the city's position on this bill. Thanks.

If you click on the bill's number... a hyperlink will take you straight to the proposed legislation (or to the bill's summary page, where a link to the bill exists).

Bill #	Short Title / Description	Recommended Position	Companion Bill	Notes
<a href="#">HB 1394</a>	Preserving the common law interpretation and application of the vested rights doctrine.	Oppose		See above.

---

## New Court Decision Clarifies Vested Rights Doctrine

Posted on August 27, 2014 by Bob Meiring

In *Potala Village Kirkland, LLC v. City of Kirkland* (August 25, 2014), Division I of the state court of appeals issued a significant decision regarding the vested rights doctrine. The court held that the doctrine is entirely statutory, with the statutory doctrine replacing, rather than supplementing, the common law (court-made) vested rights doctrine. In the first sentence of its opinion, the court states: "Washington's vested rights doctrine originated at common law but is now statutory."

The plaintiff in this case, Potala Village Kirkland, LLC, filed a complete application for a shoreline substantial development permit for a large mixed-use project in a Neighborhood Business (BN) zone, a small portion of which was subject to state and local shoreline laws. However, before Potala Village applied for a building permit for its development, the city imposed an emergency moratorium on the issuance of any development-related permits in its BN zones. During an extension of the moratorium, the city adopted more restrictive development regulations in these zones, placing a limit on residential density and thus precluding Potala Village's development as had been proposed. Potala Village sued the city, arguing that the city had violated its vested rights that it contended were established by the filing of the shoreline substantial development permit application. (If Potala Village's rights vested at the time of that application, then its development would be governed by the regulations in effect at the time of that application, rather than by any subsequently-enacted regulations.)

The court of appeals rejected Potala Village's argument, concluding that an application for a shoreline substantial development permit does not establish vested rights. The court's conclusion was based on its determination that, under the language of recent state supreme court decisions, the vested rights doctrine is now governed solely by statutory law and not by common law. That common law includes a 1974 court of appeals decision, *Talbot v. Gray*, 11 Wn. App. 807, 811 (1974), that held that vested rights were established with the filing of a shoreline substantial development permit application. Statutory law, however, does not apply vested rights to shoreline substantial development permit applications. Statutory law applies vested rights only to building permit applications (RCW 19.27.095), short subdivision and subdivision applications (RCW 58.17.033), and development agreements (RCW 36.70B.180). A city or county may, however, grant broader vested rights.

The court explained that the legislature codified the vested rights doctrine in 1987 and that its codification, in effect, limited the scope of the doctrine. The court also noted, as indicated by the Washington Supreme Court, that if there is any need for reform of Washington's vested rights doctrine, it's the legislature, not the judiciary, that is best suited for that job.

This court decision is significant because, although the state supreme court had in three recent cases stated that the vested rights doctrine was now statutory, that court had not yet squarely addressed – as the court did here – the continued viability of the common law vesting doctrine. Unless the court of appeals decision in *Potala Village Kirkland, LLC v. City of Kirkland* is appealed to and reversed by the state supreme court, the common law vested rights doctrine is indeed dead.

For more information on the vested rights doctrine, see our Vested Rights webpage.

---

Share this:

 Follow



January 22, 2015

The Honorable Dean Takko, Chair  
The Honorable David Taylor, Ranking Minority Member  
House Committee on Local Government  
P.O. Box 40600  
Olympia, WA 98504-0600

**RE: HB 1102: Concerning a local government installing a public sewage system within the public right-of-way under certain circumstances**

Dear Chair Takko, Ranking Member Taylor and Honorable Members of the House Committee on Local Government,

The City of Kirkland opposes House Bill 1102, concerning a local government installing a public sewage system within the public right-of-way under certain circumstances, as drafted.

House Bill 1102 proposes to amend RCW 70.05.074(3) as follows:

If the local health officer denies an application to install an on-site sewage system for an existing single-family residence that would otherwise be approved except for a law, regulation, or ordinance requiring connection to a public sewer system, the local government must install a sewer system within any public right-of-way in order to extend service to the property owner. The property owner of the existing single-family residence is only responsible for the cost of improvements on his or her property and sewer connection fees required to connect to the public sewer system. If the local government does not install a sewer system within the public right-of-way, the local health officer must issue an on-site sewage system permit.

While the city certainly agrees it is an environmentally sound practice to see all residences using a sewer system rather than septic, this amendment would have the effect of punishing cities for having enacted laws that try to achieve that goal. House Bill 1102 would place the City of Kirkland as the responsible party to fund, design and install a sewer main to serve a residence with a failed septic system, regardless of the cost. This amendment would now make it the City's obligation to pay for the sewer, which is arguably a violation of Article 8, Section 7 of the Washington State Constitution that prohibits gifts of public funds.

It would also create an expense that cities cannot afford. Depending on the size of the project, the expense could easily exceed \$50,000 per residence. More importantly, this cost would most likely be paid by existing sewer utility customers who already have sewer lines. In effect, this bill forces people on sewer to pay to convert people on septic. This is not fair or equitable. The City of Kirkland has used a different approach to funding new sewer mains for the last 15 years that

enables the resident to get connected but gives them up to 10 years making annual payments to pay their fair share of the cost. Using this approach, the person that should bear the cost does while getting financial help to connect. In this manner, these costs are not passed through to the other customers of the City's utility. Instead only the benefitted property owners, those that enjoy the increased value the sewer will bring to their property, pay those costs. Unfortunately, this program has been suspended temporarily because even with the financial assistance, many property owners have objected to some contemplated sewer main extensions under this program due to the expense. Most recently, the projected cost for one such project was anticipated to be more than \$55,000 per residence.

While the City of Kirkland opposes House Bill 1102 as currently drafted, an amendment that we could offer would be to modify the language to make it clear that a city can recover the cost as part of the sewer connection fee this amendment references. In this manner, with financing from a city, the resident would be able to immediately enjoy the benefits of being on a sewer system and receive the financial benefit of a home with a higher value. Both would happen without 1) violating the constitutional prohibition on gifts of public funds, 2) imposing a substantial financial burden on the other customers of the utility and 3) continuing the harm to the environment that septic systems present.

The City of Kirkland opposes House Bill 1102 and we urge you to oppose it as currently drafted, or amend it as requested. Thank you for your consideration. Should you have any questions, please don't hesitate to contact Bobbi Wallace, Stormwater/Sewer Division Manager at 425-587-3909.

Sincerely,  
KIRKLAND CITY COUNCIL



By Amy Walen, Mayor  
City of Kirkland

Cc: Kirkland's House Delegation Members  
Kirkland City Council  
Kurt Triplett, City Manager  
Kathy Brown, Public Works Director  
Lorrie McKay, Intergovernmental Relations Manager



## 2015 Session Cutoff Calendar

<b>January 12, 2015</b>	First Day of Session
<b>February 20, 2015</b>	Last day to read in committee reports in house of origin, except House fiscal committees and Senate Ways & Means and Transportation committees.
<b>February 27, 2015</b>	Last day to read in committee reports from House fiscal committees and Senate Ways & Means and Transportation committees in house of origin.
<b>March 11, 2015</b>	Last day to consider bills in house of origin (5 p.m.).
<b>April 1, 2015</b>	Last day to read in committee reports from opposite house, except House fiscal committees and Senate Ways & Means and Transportation committees.
<b>April 7, 2015</b>	Last day to read in opposite house committee reports from House fiscal committees and Senate Ways & Means and Transportation committees.
<b>April 15, 2015*</b>	Last day to consider opposite house bills (5 p.m.) (except initiatives and alternatives to initiatives, budgets and matters necessary to implement budgets, differences between the houses, and matters incident to the interim and closing of the session).
<b>April 26, 2015</b>	Last day allowed for regular session under state constitution.
<p>* After the 94th day, only initiatives, alternatives to initiatives, budgets and matters necessary to implement budgets, matters that affect state revenue, messages pertaining to amendments, differences between the houses, and matters incident to the interim and closing of the session may be considered.</p>	



# 2015 City Action Days

February 18 – Olympia Red Lion Hotel  
February 19 – Capitol Campus

## Preliminary Conference Agenda

### Feb 18 – Red Lion Hotel

8:30 – 7 pm	<b>Registration desk opens</b>
9 – 10:30 am	Education and Small City Advisory Committee breakfast meetings
9:30 – 11 am	<b>Pre-conference workshops</b> (no charge) <ul style="list-style-type: none"> <li>• Mandatory Open Government Training</li> <li>• Tips and Strategies for Engaging with Your Legislators while in Olympia</li> </ul>
11:30 am – 1 pm	<b>Opening Luncheon</b> – Governor Inslee invited
1:30 – 2:15 pm	<b>General session:</b> Understand the hard issues facing cities and the best ways to tackle them
2:30 – 3:45 pm	<b>Meet AWC's Lobbyists</b> A standing-room favorite. AWC lobbyists share insights, details on pressing bills and answer your city's questions
4 – 5:30 pm	<b>Breakout sessions</b> on topics such as Marijuana, Transportation from A to Z, Cost Containment ideas and topics you choose
4 – 5:30 pm	<b>City Chats</b> Conversations on topics you choose, with same-size cities
5:30– 7pm	<b>Joint Legislative Reception</b> with AWC, Washington State Association of Counties (WSAC) and Washington Association of County Officials (WACO) members  A great opportunity to promote our consistent agenda with city and county elected officials

### Feb 19 –Capitol Campus

We encourage you to make your appointments with legislators on this day.

7:30 – 11:30 am	<b>Breakfast and panel discussion/question and answers with key legislators and interests on the hill</b> <i>Event in heated tent on Capitol grounds.</i>
12 – 12:30 pm	<b>Show your strength in numbers with AWC, WSAC and WACO members</b> Gather in the Rotunda to hear from local government champions in the Legislature.
12:30 – 1:30 pm	<b>Lunch provided</b> (invite your legislators to join us)
1:30 pm – onward	Meet with your legislator/attend hearings

**Comparison of TOP Priorities of 9 Cities'  
2015 Legislative Agendas - submitted to the SCA**

<b>General Category</b>	<b>Cities' TOP Legislative Priorities / Asks</b>	<b>Cities</b>	<b>Other</b>
<u>1% PTC</u>	Support adjusting the 1 percent property tax cap	<b>Kirkland</b> and Shoreline	
<u>Capital Budget Funding</u>	Local stormwater and flood control	Kent	
	Local Project Requests	Burien, Federal Way, Kent, <b>Kirkland</b> , Redmond, Renton and SeaTac	
	Higher Ed	Bothell and Federal Way	
<u>Economic Development</u>	Tax Incentives - Hi-Tech Industry / Start-up	Redmond	
<u>Education Funding</u>	Increase state revenue from non-regressive revenue sources to support education	Shoreline	
<u>Housing &amp; Human Services</u>	Increase state revenue from non-regressive revenue sources to support human services	Shoreline	
	Affordable Housing Task Force - creation	Federal Way	
	South King County Regional Hygiene Shelter for the Homeless	Federal Way	
<u>Infrastructure Funding</u>	Community Economic Revitalization Board (CERB)	SeaTac	
	Model Toxics Control Act (MTCA)	Bothell and SeaTac	
	Public Works Trust Fund (PWTF) / Public Works Assistance Account (PWAA)	Bothell, SeaTac and Shoreline	
	Safe Routes to Schools & Complete Streets program Funding	Kent	
	Freight Mobility Strategic Investment Board Funding	Kent	
<u>Marijuana</u>	Harmonize Medical & Recreational	Kent, Renton and Shoreline	
	Local Control	<b>Kirkland</b>	
<u>Public Records Act</u>	Public Records Act (PRA) – Reform	SeaTac	
<u>Public Safety</u>	Public Safety / Criminal Justice - Protect Funding	Renton and SeaTac	
	Gang intervention/street outreach	Renton	
	Funding (Local Project)	Federal Way	
<u>Shared Revenue</u>	Liquor - Shared Local Revenues	Burien, Bothell, Federal Way, Kent and Renton	
	Marijuana - Shared Local Revenues	Bothell, Federal Way, <b>Kirkland</b> and Renton	
	Protect Shared Revenue / New Revenue / Flexibility	Burien, <b>Kirkland</b> , Redmond, Renton and Shoreline	AWC
	Streamlined Sales Tax (SST) mitigation payments - Protect	Kent	
<u>ST3</u>	Sound Transit (ST) - Additional authority for Phase 3	Federal Way, <b>Kirkland</b> and Redmond	

**Comparison of TOP Priorities of 9 Cities  
2015 Legislative Agendas submitted to the SCA**

<b>General Category</b>	<b>Cities' TOP Legislative Priorities / Asks</b>	<b>Cities</b>	<b>Other</b>
<u>Tourism</u>	Tourism Promotion Areas (TPA) – authorization of in King County	Federal Way	
<u>Transportation</u>	Transportation - Local Options	Redmond, SeaTac and Shoreline	
	Transportation - Statewide Package (Local Options)	Shoreline	
	Transportation - Statewide Package (Specific local projects)	Burien, Kent, <b>Kirkland</b> , Redmond, SeaTac	
	Transportation - Statewide Package (Local/Regional projects)	Federal Way, Kent, Kirkland, Redmond, Renton and SeaTac	
<u>Utilities</u>	Water-sewer districts "assumption" laws	Shoreline	

**Comparison of Legislative SUPPORT Items of 9 Cities  
2015 Legislative Agendas - submitted to the SCA**

<b>General Category</b>	<b>Cities' Legislative SUPPORT items</b>	<b>Cities</b>	<b>Other</b>
<u>1% PTC</u>	Support adjusting the 1 percent property tax cap	Kent	
<u>Capital Budget Funding</u>	Local stormwater and flood control	Kent and Renton	
<u>Economic Development</u>	State Sales Tax Credit - Additional years of usage for Public Facilities Districts (PFDs)	Kent	
	Support DOR legislation to simplify sales taxation on "amusement and recreation services"	Kent	
	Tax-Increment Financing (TIF), Local Revitalization Financing (LRF) tools	Kent, Redmond, Renton	
	Small Business Development Centers (grants & Loans)	Renton	
<u>Education Funding</u>	K-12 Obligation	Renton	
	Educated/Flexible work force for all employers	Renton	
<u>Environment</u>	Environment - Oil Train safety	Kent	
	Product stewardship program	Kent, Redmond and Renton	
	Paint stewardship program	Shoreline	
	Fish Consumption rates	Kent and Renton	
	Puget Sound Action agenda	Kent, Redmond and Renton	
	Climate Change Impacts	Burien	
	Funding to assist WRIA 9 Salmon Recovery efforts	Renton	
<u>GMA</u>	Oppose Mandatory Deferral of GMA Impact Fees	Kent, Redmond and Renton	
	Expand the use of GMA Impact Fees	Redmond and Renton	
	Restore planning grants for local governments	Kent and Renton	
	Streamline Annexation laws	Kent and Renton	
<u>Home Rule</u>	Home Rule	Kent	
<u>Housing &amp; Human Services</u>	Affordable Housing - Funding	Kent, Redmond and Renton	
	Human Services - Funding	Kent, Redmond and Renton	
	Mental Health – Funding	Burien	
<u>Infrastructure Funding</u>	Authorizing code cities to complete additional public works projects in-house	Kent, Redmond and Renton	
	Transportation Investment Board Funding	Redmond	
	Public Works Trust Fund (PWTF) / Public Works Assistance Account (PWAA)	Kent, Redmond, Renton and Shoreline	
	Regional Mobility Grant Funding Program - Preserve	Kent	
	Support Healthy & Sustainable Communities Initiative	Kent, Redmond and Renton	

**Comparison of SUPPORT Legislative Items of 9 Cities  
2015 Legislative Agendas submitted to the SCA**

<b>General Category</b>	<b>Cities' Legislative SUPPORT items</b>	<b>Cities</b>	<b>Other</b>
<u>Labor</u>	Oppose pension enhancements that add costs	Kent, Redmond and Renton	
	Workers' Compensation statutes - Revisions	Kent	
	LEOFF 1 medical costs	Kent and Renton	
<u>Marijuana</u>	Maintain Local Control	Kent	
	Harmonize Medical & Recreational Regulations	Redmond	
<u>Public Records Act</u>	Public Records Act (PRA) – Public Agency Cost Recovery	Burien, Redmond and Renton	
	Public Records Act (PRA) – Technical fix	Kent	
<u>Public Safety</u>	Public Safety / Criminal Justice - Protect Funding	Kent, Burien	
	Broaden use of DNA sampling	Kent, Renton	WASPC
	Gang intervention/street outreach	Kent	
	Funding - Indigent Defense	Kent, Renton	
	Funding - statewide gangs intelligence database	Kent, Redmond	
	Oppose legislation reducing local authority to contract for jail services	Redmond	
	Driving While License Suspended laws for non-payment of child support	Redmond	
	Improve Sex Offender Registration Laws	Redmond	
	Maximum property tax rates for EMS	Renton	WFCA?
	Cost Recovery for statewide emergency disaster mobilization	Renton	WFCA
	Oppose efforts by insurance companies to pay patients directly for ambulance transport fees	Renton	WFCA
<u>Recreation</u>	Washington Wildlife, Recreation and Parks (WWRP) - Preserve funding	Kent, Redmond and Renton	
	Youth Athletic Facilities (YAF) program - Preserve funding	Kent, Redmond and Renton	
	Moorage Liability Legislation	Renton	
<u>REET 3</u>	Revenue from first one-quarter percent and second one-quarter percent REET could be used for same purpose	Redmond	
<u>ST3</u>	Sound Transit (ST) - Additional authority for Phase 3	Kent	
<u>Transportation</u>	Comprehensive revenue package if includes Prioritized: projects that maintain or improve existing urban infrastructure; bike/ped facilities; transit; and direct distribution to local governments	Shoreline	
	Clarify WSTC role in approving tolls imposed by a local TBD	Shoreline	
	City tools (funding or authority) to support Transit Communities	Shoreline	
<u>Utilities</u>	Utility Tax authority for counties	Kent and Renton	
	Water and electrical fixture efficiency standards	Kent, Redmond and Renton	
	Water-sewer districts "assumption" laws	Kent and Renton	

**Comparison of SUPPORT Legislative Items of 9 Cities  
2015 Legislative Agendas submitted to the SCA**

<b>General Category</b>	<b>Cities' Legislative SUPPORT items</b>	<b>Cities</b>	<b>Other</b>
<u>Miscellaneous</u>	Oppose changes to "presumptive disease" laws	Kent and Renton	AWC
	Oppose Unfunded Mandates	Redmond and Renton	
	Oppose legislation to centralized statewide administration of the B&O tax and business licensing	Kent and Renton	
	Re-Authorize funding for Financial Fraud/Identify Theft Task Force in King and Pierce	Redmond	
	Public Health Funding – Operating Budget	Renton	



## **CITY OF KIRKLAND 2015 LEGISLATIVE SUPPORT AGENDA**

Kirkland generally supports the policy principles of the items below, however, formal City support is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

### **2015 Legislative Support**

#### **Legislation on Kirkland's Support agenda from 2014**

- Honor the state's commitment to reconnect the Eastside Rail Corridor (ERC) at 1-405 (Wilburton).
- Support maintaining/enhancing funding to the Life Sciences Discovery Fund (LSDF).
- Support legislation to enable local funding sources for multi-benefit watershed projects.
- Support providing cities with financing options to support public/private partnerships.
- Support brown grease to energy conversion legislation and programs.
- Support an amendment to RCW 46.68.090 that would allocate gas tax revenues between counties and cities based on a per capita allocation rather than the current fixed percentages.

Additionally, Kirkland supports selected items from the 2015 legislative agendas led by the following ally organizations:

#### **Association of Washington Cities**

**Shared Revenue:** Maintain the revenue sharing partnership between the state and cities and restore local liquor revenue.

**Marijuana:** Fund critical criminal justice needs by sharing a portion of the excise tax on recreational marijuana.

**Transportation:** Adopt a multi-modal transportation package that addresses city needs.

**Property Tax:** Replace the 1% property tax cap with an annual limit that accounts for inflation and population growth.

**Infrastructure:** Restore the state's commitment to public infrastructure investment.

### **Transportation Issues**

#### **Transportation Choices Coalition**

- LOCAL FUNDING FOR TRANSIT
- COMMUTE TRIP REDUCTION PROGRAM
- CARBON PRICING
- EFFICIENT MOVEMENT OF PEOPLE AND GOODS
- TRANSPORTATION PACKAGE AND BUDGET

#### **Eastside Transportation Partnership**

- Develop and fund a transportation package through an increase in the state gas tax and/or other revenue sources to pay for critical safety, maintenance, and mobility improvements including I-405, I-90, SR 520, SR 522, SR 202, SR 203, and other East King County routes.
- Support reforms that streamline and reduce costs of transportation improvements.

- Increase funding options for city, county, and regional transportation needs; while maintaining funding for programs that support mobility, economic vitality, and maintenance of the existing transportation system.
- Develop funding mechanisms for transit in, between, and to communities east of Lake Washington as a fundamental tenet of achieving growth management goals.
- Continue to have the State Transportation Commission explore alternatives to the gas tax and encourage implementation of a demonstration project statewide of the road usage charge.

### **Washington Bikes & Cascade Bicycle Club**

- Highlight the benefits of efficient transportation investments
- Improve safety and health through smart investments and legislative improvements
- Grow the state's economy via bicycle travel and tourism

## **Human Services Issues**

### **Eastside Human Services Forum**

Not finalized yet (as of 1/13/15)

### **Washington Low Income Housing Alliance**

- Create Affordable Homes
- Protect Washington's Lifeline for Disabled and Elderly Adults
- Help End Chronic Homelessness by Creating a Medicaid Supportive
- Pass the Fair Tenant Screening Act
- Pass the Truth In Evictions Reporting Act
- Pass Legislation to Protect Renters from Source of Income Discrimination

## **Environmental Issues**

### **Environmental Priorities Coalition**

- Making big industries pay for their pollution in order to reduce emissions that harm our health and environment
- Protecting our communities and waterways from the risks of increased oil transport.

**Northwest Product Stewardship Council** (While the NPSC does not develop a legislative agenda, the NPSC does advocate in support of the principles of product stewardship and producer responsibility in policies and legislation.)

- **Support Paint Stewardship legislation.**

## **Water Issues**

### **WRIA 8**

Not finalized yet (as of 1/13/15)

### **Cascade Water Alliance**

- **High Efficiency Toilet Legislation**

## **Public Safety Issues**

### **Washington Association of Sheriffs and Police Chiefs**

- Body-Worn Cameras
- Improve Sex Offender Registration Laws
- Authorize the Use of Warrant Officers in Cities with a Population of Less than 400,000
- Continue Funding for Statewide Public Safety Programs

### **Washington Fire Chiefs Association**

- Raise the E.M.S. levy cap to \$.75 /\$1000 of A.V.
- Funding of all-risk mobilization
- Public record request compliance funding
- Volunteer firefighter incentives
- Allowing a city to form RFA and RFA "clean-up" language

## **Parks Issues**

### **Washington Recreation and Parks Association**

- Enhance WWRP funding in 2015-17 Capital Budget
- Support Department of Revenue (DOR) request legislation on "Amusement and Recreation Services" sales taxes
- Re-establish competitive grant funding for the Youth Athletic Facilities (YAF) program
- Support Key Recommendations of the Blue Ribbon Task Force on Outdoor Recreation

## **Planning Issues**

### **Washington Chapter of the American Planning Association**

Not finalized yet (as of 1/13/15)



## CITY OF KIRKLAND 2015 LEGISLATIVE SUPPORT AGENDA

Kirkland generally supports the policy principles of the items below, however, formal City support is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

### 2015 Legislative Support

#### Legislation on Kirkland's Support agenda from 2014

- **Honor the state's commitment to reconnect the Eastside Rail Corridor (ERC) at 1-405 (Wilburton).**
- **Support maintaining/enhancing funding to the Life Sciences Discovery Fund (LSDF).** The Fund involves several startup companies, including Aqueduct Neurosciences and OtoMetrix in Kirkland, whose work will create new jobs for the future, from research and development, to manufacturing to sales. There is also important LSDF funded activity through the Lake Washington Institute of Technology and Evergreen Hospital. LSDF grants are helping to drive the innovation that will create the future of health care. The \$19 million appropriated for the LSDF in the 2013-14 biennium was critical for start-up companies to develop enough to attract private investments.
- Support legislation to enable local funding sources for multi-benefit watershed projects.
- Support providing cities with financing options to support public/private partnerships.
- Support brown grease to energy conversion legislation and programs.
- Support an amendment to RCW 46.68.090 that would allocate gas tax revenues between counties and cities based on a per capita allocation rather than the current fixed percentages.

Additionally, Kirkland supports selected items from the 2015 legislative agendas led by the following ally organizations:

#### Association of Washington Cities

**Shared Revenue:** Maintain the revenue sharing partnership between the state and cities and restore local liquor revenue. *Sharing of these revenues is the product of a longstanding partnership, and without the promise of this revenue, cities would have sought other local options and authorities.*

**Marijuana:** Fund critical criminal justice needs by sharing a portion of the excise tax on recreational marijuana. *The state and local governments must partner to respond to the legalization of marijuana, including support for enforcement, prevention, and education efforts. We must also appropriately regulate medical marijuana while maintaining patient access.*

**Transportation:** Adopt a multi-modal transportation package that addresses city needs. *Like the state, cities have insufficient funding to maintain and enhance critical transportation infrastructure. We urge passage of a statewide transportation revenue package that includes direct distribution of gas tax revenues to cities at a percentage that reflects the actual amount of travel that occurs on city streets; an array of local transportation revenue options; and increased funding for programs that benefit cities, including the Transportation Improvement Board, Safe Routes to Schools, Bicycle and Pedestrian grants, Complete Streets, transit, and freight mobility.*

**Property Tax:** Replace the 1% property tax cap with an annual limit that accounts for inflation and population growth. *This local option would balance the public's desire for property tax limits with the reality of keeping pace with funding service needs.*

**Infrastructure:** Restore the state's commitment to public infrastructure investment. *To keep*

Washington moving forward and to keep up with demand and regulatory requirements we need on-going and reliable funding for programs like the Public Works Assistance Account, the Centennial Clean Water Fund and the Model Toxics Control Account.

## **Transportation Issues**

### **Transportation Choices Coalition**

#### **LOCAL FUNDING FOR TRANSIT**

- Local revenue options for Sound Transit: The Puget Sound region is one of the fastest growing regions in the nation and need more high capacity transit to meet demand. Sound Transit 3 will connect people to jobs and housing and spur even more economic growth.
- Local options sales tax for Community Transit: TCC supports a revenue option for Community Transit to restore and grow transit service in Snohomish County.

#### **COMMUTE TRIP REDUCTION PROGRAM**

- Expand CTR program and tax credit renewal: The CTR program is a cost-effective and successful program that makes our transportation system more efficient. We will be partnering with the State CTR board to advocate for the expansion of this program beyond work trips to include all trips under the program. State funding for CTR is lower today than it was in the 1990s and the CTR tax credit needs to be renewed this year.

#### **CARBON PRICING**

Legislation to address carbon pricing should:

- Include transportation (45% of emissions in Washington State) and offer an easy way to price transportation emissions, such as upstream fuel inventories and taxing.
- Be equitable in its approach and include provisions to ensure fair and equitable taxation, rebate options, and investments in low income and communities of color.
- Ensure that a significant portion of revenues should be reinvested in equitable transit-oriented development and more transit. All investments in transportation and other sectors should undergo an evaluation of their long-term carbon emissions impacts and lead to significant net reductions of carbon emissions.

#### **EFFICIENT MOVEMENT OF PEOPLE AND GOODS**

- Improving the HOV network: A functioning HOV lane network is critical for the efficient movement of people and goods.
- WSDOT's goal for optimal HOV performance is to keep the lanes moving at 45 MPH for 90% of the peak period. Currently only 2 of 7 HOV corridors in the Puget Sound are meeting the WSDOT goal.
- We oppose any efforts loosen HOV requirements including allowing single-occupancy electric vehicles. We support efforts to strengthen HOV requirements to improve their efficiency.

#### **TRANSPORTATION PACKAGE AND BUDGET**

- If a statewide transportation package gains traction, we will be focused on increasing funding for transit, bicycle and pedestrian investments.
- Our efforts on the transportation budget will focus on protecting transit funding, prioritizing state transportation grants based on performance measures, and increasing funding for the Safe Routes to School Program.

## **Eastside Transportation Partnership**

- Develop and fund a transportation package through an increase in the state gas tax and/or other revenue sources to pay for critical safety, maintenance, and mobility improvements including I-405, I-90, SR 520, SR 522, SR 202, SR 203, and other East King County routes.
- Support reforms that streamline and reduce costs of transportation improvements.
- Increase funding options for city, county, and regional transportation needs; while maintaining funding for programs that support mobility, economic vitality, and maintenance of the existing transportation system.
- Develop funding mechanisms for transit in, between, and to communities east of Lake Washington as a fundamental tenet of achieving growth management goals.
- Continue to have the State Transportation Commission explore alternatives to the gas tax and encourage implementation of a demonstration project statewide of the road usage charge.

## **Washington Bikes & Cascade Bicycle Club**

- Highlight the benefits of efficient transportation investments
- Improve safety and health through smart investments and legislative improvements
- Grow the state's economy via bicycle travel and tourism

## **Investments that Get Washingtonians Where They Want to Go**

Washington State continues to slip behind other states in making investments to grow biking and make safer streets. As the Governor and Legislature begin another round of discussions to pass a multi-year transportation-spending package, and as funding for school safety improvements are in doubt, it's even more important that Washingtonians get the right investments for biking, walking, and making streets work for everyone.

In 2015 Washington Bikes will advocate to:

1. Grow and stabilize state funding for the Safe Routes to School Grant Program;
2. Ensure that biking, walking and complete streets projects are a component in any transportation revenue package; and
3. Support the \$97 million Washington Wildlife and Recreation Program Grant request.

## **Updating State Law to Accommodate for Faulty Traffic Signal Detection**

In 2014 state law was improved to allow for motorcycles to stop and proceed or make left-hand turns through traffic control signals that do not detect motorcycles or bicycles under certain very limited conditions with a specific protocol that is clear and understood by law enforcement.

Because this same issue affects bicycles and the 2014 law did not include bicycles, in 2015 Washington Bikes will seek similar legislation would improve the 2014 law's uniformity by including bicycles and providing a clear protocol for how to safely and legally make a left turn and a non-functioning signal.

## **Strengthen Washington State's Distracted Driving Laws**

Following Washington Bikes successful lobbying in 2010 to pass Washington's distracted driving legislation, the Washington Traffic Safety Commission is expected to make agency request legislation improves upon the current law. Work is still being conducted to refine the legislative proposal to help address the crisis of one in every ten Washington state drivers driving distracted.

In 2015 Washington Bikes will be supporting this agency request legislation to help protect bicycle riders on our streets and roads.

## **Growing the Multimillion Dollar Bicycle Travel & Tourism Industry**

Bicycle travel and tourism is big business. Annually Oregon receives \$400 million in direct economic impact from bicycle travel and tourism. An improved understanding of bike travel and tourism in Washington State is needed to make smart choices for growth statewide, particularly in rural areas and in communities seeking to recover their economies after natural disasters, like SR 530.

In 2015 Washington Bikes will be seeking state investments in a similar study to help quantify the industry and improve strategies to grow our state's economy.

## **Human Services Issues**

### **Eastside Human Services Forum**

Not finalized yet (as of 1/13/15)

### **Washington Low Income Housing Alliance**

- Create Affordable Homes
- Protect Washington's Lifeline for Disabled and Elderly Adults
- Help End Chronic Homelessness by Creating a Medicaid Supportive
- Pass the Fair Tenant Screening Act
- Pass the Truth In Evictions Reporting Act
- Pass Legislation to Protect Renters from Source of Income Discrimination

### **Create Affordable Homes**

Utilize the state capital budget to build healthy communities by investing in affordable homes.

#### How the State Can Respond to the Need for Affordable Homes

A capital investment in affordable housing will build and preserve affordable homes for seniors, homeless families, veterans, people with mental illness and disabilities, farmworkers, and more. The capital investment will fund rental homes that will remain affordable for at least 40 years and will help low-income households become first time homeowners. The vast majority of state investments in affordable homes assist people who are extremely low-income and are otherwise unable to afford a home.

#### Creating Affordable Homes Will Help the State Achieve Important Priorities

A home is the foundation for health, education, and stability. Children need a home to study and do homework. Investing in affordable housing ensures that investments in education reach our most vulnerable students. Homes for people with mental illness help ensure they stay connected to health care and treatment, while reducing the use of expensive emergency services.

#### The Legislative Solution

Invest at least \$100 million to build and preserve safe, healthy, affordable housing.

### **Protect Washington's Lifeline for Disabled and Elderly Adults**

Protect the Housing & Essential Needs Program; the Aged, Blind, & Disabled Program; and SSI Facilitation Services.

#### About the Housing & Essential Needs (HEN) Program

The state's HEN program provides housing support to ensure a temporary disability doesn't result in homelessness for very low-income adults. The program provides rental and utility assistance,

and recipients have access to essential basic need items, including transportation assistance and health/hygiene products.

#### About the Aged, Blind & Disabled (ABD) Program

The state's ABD program helps extremely low-income adults with permanent mental illnesses or permanent physical disabilities by providing cash assistance of up to \$197/month while they apply to the federal Supplemental Security Income (SSI) program. When people transition to SSI, the state is retroactively reimbursed for the full cost of the ABD cash grant.

#### About SSI Facilitation Services

SSI Facilitation Services assists disabled individuals through the lengthy and complicated process of applying for federal SSI benefits.

#### The Legislative Solution

Maintain HEN, ABD, and SSI Facilitation Services at their current funding levels.

### **Help End Chronic Homelessness by Creating a Medicaid Supportive Housing Services Benefit**

Ensure that services for people living in supportive housing can be paid for with Medicaid.

#### About the Medicaid Supportive Housing Services Benefit

Because of the Affordable Care Act, most people experiencing homelessness are now eligible for Medicaid. A Medicaid Supportive Housing Services Benefit would allow some housing providers to bill Medicaid for supportive services provided to eligible residents. This would help individuals with severe and chronic health conditions stay off the street and in a healthy home.

#### About Supportive Housing

Supportive housing is an affordable home combined with comprehensive primary and behavioral health services. Supportive housing is a research-proven model that reduces utilization of costly emergency, inpatient, and crisis services and while improving health outcomes.

Supportive housing serves people who need services in order to succeed in housing. And these same people need housing in order to succeed in services. People living in supportive housing usually have a long history of homelessness and often face persistent obstacles to keeping their home, such as a serious mental health illness, chemical dependency, physical disability, or chronic medical condition.

#### The Legislative Solution

Medicaid can and should pay for supportive housing services. The state needs to take action to request this amendment to the state's Medicaid plan and make a modest investment of state Medicaid dollars.

### **Pass the Fair Tenant Screening Act**

Make tenant screening reports fair and affordable for all renters.

#### How Tenant Screening Reports Are a Barrier to a Home

The high cost of tenant screening reports, especially when tenants have to pay over and over, is a significant barrier to housing and mobility. Different companies produce tenant screening reports with virtually the same information. Despite this, each time prospective tenants submit a single

application, they must pay for a new report each time. These costs add up, especially when applicants are competing for vacancies in tight rental markets. Costly duplicate reports are not only unfair, but can also be a significant economic barrier for low-income renters in accessing a stable home.

#### The Legislative Solution

Pass the Fair Tenant Screening Act to make the tenant screening process more affordable and fair for both tenants and landlords.

### **Pass the Truth In Evictions Reporting Act**

Ensure that evictions are reported only when a tenant was proven guilty.

#### The Problem with Current Evictions Reporting

Tenant screening companies report all eviction lawsuits as equal, even lawsuits that have been settled to the landlord's satisfaction or when the tenant has won in court. Eviction court has many different outcomes. The tenant could have been wrongfully named, the tenant could have been a victim of their landlord's foreclosure, or the tenant could have won. But tenant reports list all eviction lawsuits as equal. No matter the outcome, tenants have a mark on their record. This mark makes accessing a rental home in the future much more difficult.

#### The Legislative Solution

Pass the Truth in Evictions Reporting Act, ensuring that evictions are reported only when a tenant was proven guilty.

### **Pass Legislation to Protect Renters from Source of Income Discrimination**

Provide Choice and Mobility for Renters: Outlaw Discrimination.

#### About Source of Income Discrimination

In the search for a home, many individuals and families face outright or unintentional discrimination. This occurs when landlords are unwilling to rent to Housing Choice (Section 8) voucher holders, seniors relying on social security income, veterans using housing subsidies, and people with disabilities who receive other legal sources of income. This discrimination has a significant impact on communities who disproportionately need to rely on housing subsidies to make ends meet: households of color, seniors, people with disabilities, and single-parent headed households with young children.

Already, several municipalities in Washington and many states have adopted laws prohibiting housing discrimination based on source of income. These protections ensure families who pay rent with a housing subsidy or other legal sources of income other than from a job can secure a safe and healthy home.

#### The Legislative Solution

Pass legislation to prevent landlords from categorically denying housing to all tenants relying on a lawful housing subsidy or lawful income supports to help pay the rent.

## **Environmental Issues**

### **Environmental Priorities Coalition**

- Making big industries pay for their pollution in order to reduce emissions that harm our health and environment

- Protecting our communities and waterways from the risks of increased oil transport.

### **Carbon Pollution Accountability Act**

Washingtonians are doing their part as individuals to keep this state clean, but industries that emit huge amounts of carbon pollution are able to do it without paying a price. Right now we are already paying the price of global warming pollution; from economic losses in the shellfish industry to fiercer and more frequent forest fires, we are seeing impacts close to home. Our Priority is going to ensure Washington is cleaner by:

- Making polluters pay for carbon emissions
- Enforcing our state climate laws
- Reducing harmful emissions in the future
- Generating needed revenue to make smart investments across the entire state

### **Oil Transportation Safety Now**

The risk of a spill or disaster from crude oil is growing here in Washington, but our laws were crafted in the 1970s and need to be updated to reflect reality. From highly volatile Bakken crude oil to toxic tar sands, the risks to our communities and waterways are real. Our Priority is going to ensure Washington is safer by:

- Giving the public information on how oil is moving through our communities
- Authorizing common sense oil spill prevention measures
- Ensuring companies carrying oil, not taxpayers, pay for cleaning up all oil spills
- Providing funding to modernize our system that safeguards communities and waterways

**Northwest Product Stewardship Council** (While the NPSC does not develop a legislative agenda, the NPSC does advocate in support of the principles of product stewardship and producer responsibility in policies and legislation.)

- **Support Paint Stewardship legislation.** The Paint Stewardship legislation would authorize manufacturers selling paint in Washington to provide a take-back and recycling program for unwanted latex and oil-based architectural paint. This legislation is supported by the paint manufacturers who have been actively working with local governments on this bill.

## **Water Issues**

### **WRIA 8**

#### **Cascade Water Alliance**

- **High Efficiency Toilet Legislation**

## **Public Safety Issues**

### **Washington Association of Sheriffs and Police Chiefs**

- Body-Worn Cameras
- Improve Sex Offender Registration Laws
- Authorize the Use of Warrant Officers in Cities with a Population of Less than 400,000
- Continue Funding for Statewide Public Safety Programs

#### **Body-Worn Cameras**

Advancements in technology now enable law enforcement agencies to equip their officers with body-worn cameras. Body-worn cameras offer additional information regarding interactions between law enforcement officers and the public. The current state of laws impede, rather than encourage, law enforcement's use of this technology. WASPC will work with the Legislature to craft legislation that removes barriers to law enforcement agencies' use of body-worn cameras.

#### **Improve Sex Offender Registration Laws**

While Washington maintains one of the most advanced sex offender registration and monitoring systems in the nation, certain provisions have been identified for improvement and to better comply with federal requirements. WASPC is seeking legislation that would make technical and policy changes to Washington's sex offender registration system.

#### **Authorize the Use of Warrant Officers in Cities with a Population of Less than 400,000**

Existing law authorizes cities with a population over 400,000 to employ warrant officers. A warrant officer is limited-commission officer with the authority to serve local court warrants, subpoenas and court orders such as domestic violence and anti-harassment orders. WASPC is seeking legislation that authorizes cities with a population less than 400,000 to employ warrant officers.

#### **Continue Funding for Statewide Public Safety Programs**

WASPC administers a number of important public safety programs on behalf of the State of Washington, including Uniform Crime Reporting, Jail Booking and Reporting, Crime Victim Notification, Auto Theft Prevention, and Sex Offender Address Verification. These programs are essential information programs for state and local law enforcement and help those agencies provide community safety services. These programs are also widely used by the general public in their efforts to remain safe.

### **Washington Fire Chiefs Association**

- Raise the E.M.S. levy cap to \$.75 /\$1000 of A.V.
- Funding of all-risk mobilization
- Public record request compliance funding
- Volunteer firefighter incentives
- Allowing a city to form RFA and RFA "clean-up" language

#### **Raise the E.M.S. levy cap to \$.75 /\$1000 of A.V.**

RCW 84.52.069 authorizes an EMS levy up to \$.50 per \$1,000 of assessed valuation to provide local emergency medical services. The initial authorization of an EMS Levy must include the desired amount of the levy, and the statement of the levy period (6 years, 10 years, or permanent in nature). Passage requires a 60% favorable vote, with a 40% validation of voter turnout. EMS levies are subject to the same 1% limitation annually as are all other property taxes.

The cap for EMS levies, which provides funds to local jurisdictions relative to the provision of emergency life safety efforts, has been capped at 50 cents for over 13 years, and has only been raised once since its inception in 1979. With budgets being extremely tight relative to public safety these days, it only makes sense to allow the local citizenry another option regarding maintaining or enhancing emergency medical services.

The WFC would like to raise the cap for EMS levies from \$.50 per \$1,000 of assessed valuation to \$.75. Any increase would still be subject to voter approval, but the increase would allow another tool for local governments with respect to public safety funding.

### **Funding of all-risk mobilization**

Under RCW 43.43.961, the Fire Service Resource Mobilization Plan is implemented to provide personnel, equipment, and other logistical resources from around the state when a wildland fire or other emergency exceeds the firefighting capacity of local jurisdictions. The types of emergencies that may require state mobilization include wildland fires, earthquakes, floods, spread of contagious disease, and other disasters that local districts are unable to fully handle on their own.

An Assistant Attorney General Interpretation was prepared that reinterpreted the governing RCW regarding state fire service mobilization. This opinion stated that the governing RCW should be interpreted to limit state mobilization to only incidents directly involving fire. This interpretation defeats the purpose of state fire service mobilization and eliminates coordinated response of the various local fire districts to such disasters as floods, earthquakes, rescues, and pandemics. This was demonstrated during the recent Oso Landslide disaster.

The WFC would like to remedy this dangerously narrow interpretation by codifying existing practice with respect to state mobilization, and does so without expanding the use of mobilization for purposes other than those already identified in both state and federal disaster response policies, including "other disasters of unprecedented size," as outlined in RCW 43.43.961.

### **Public record request compliance funding**

Under RCW 43.43.961, the Fire Service Resource Mobilization Plan is implemented to provide personnel, equipment, and other logistical resources from around the state when a wildland fire or other emergency exceeds the firefighting capacity of local jurisdictions. The types of emergencies that may require state mobilization include wildland fires, earthquakes, floods, spread of contagious disease, and other disasters that local districts are unable to fully handle on their own.

An Assistant Attorney General Interpretation was prepared that reinterpreted the governing RCW regarding state fire service mobilization. This opinion stated that the governing RCW should be interpreted to limit state mobilization to only incidents directly involving fire. This interpretation defeats the purpose of state fire service mobilization and eliminates coordinated response of the various local fire districts to such disasters as floods, earthquakes, rescues, and pandemics. This was demonstrated during the recent Oso Landslide disaster.

The WFC would like to remedy this dangerously narrow interpretation by codifying existing practice with respect to state mobilization, and does so without expanding the use of mobilization for purposes other than those already identified in both state and federal disaster response policies, including "other disasters of unprecedented size," as outlined in RCW 43.43.961.

### **Volunteer firefighter incentives**

Volunteer fire fighter numbers are decreasing locally, statewide and across the nation. This is a problem that will have a profound effect going into the future.

The WFC is working to specifically identify ways to recruit and retain volunteer firefighters in Washington State. This is a vital item on our Legislative Agenda, and we are looking at practical ways to provide desirable incentives to the fire service volunteers of Washington State.

### **Allowing a city to form RFA and RFA “clean-up” language**

Fire Protection Districts and city fire departments have dissimilar funding mechanisms, and staffing levels often vary significantly between these adjacent jurisdictions. These differences create barriers to consolidation of services and the creation of multi-department RFAs. If cities are allowed to form RFAs, future mergers with adjacent fire district or RFA entities will be more feasible since RFAs and Fire Protection Districts are very similar in structure. Cities choosing to create an RFA to isolate funding for fire and EMS services should be able to do so, ensuring these critical services do not compete with other non-essential services.

In another bill we have identified several areas in the law that treat an RFA differently than what the law currently provides for all fire protection districts. The intent of the existing RFA legislation was to provide the same mechanisms for an RFA as the law provides for fire protection districts. Over the last few years we have identified several areas where an RFA does not enjoy the same mechanisms as provided for fire protection districts. This bill will correct those areas we have identified where differences exist in the RFA law.

## **Parks Issues**

### **Washington Recreation and Parks Association**

**Enhance WWRP funding in 2015-17 Capital Budget** (Capital Budget) WRPA will work in alliance with the Washington Wildlife and Recreation Coalition (WWRC) and others to promote a \$97 million funding level for WWRP in the 2015-17 Capital Budget. The \$97 million has been recommended by the Recreation and Conservation Funding Board (RCFB), the Fish and Wildlife Commission, and the State Parks Commission. WWRP has been widely recognized as an award-winning, de-politicized, competitive process that ranks and scores projects on their merits.

**Support Department of Revenue (DOR) request legislation on “Amusement and Recreation Services” sales taxes** (Policy Bill) WRPA will actively support and advocate for passage of DOR request legislation intended to simplify sales taxation of “amusement and recreation services” and to reduce the administrative tax collection burden associated with these services. The DOR legislation is focused on tightly defining a small subset of enterprise-related and “entrepreneurial” services that would be subject to sales tax, and statutorily exempting things such as swim lessons as well as basketball, soccer, softball, and volleyball leagues that have been a source of confusion and frustration for local parks and recreation agencies under a prior state rule-making. The DOR request legislation for 2015 is very similar to ESSB 6472 from the 2014 Session, which passed off the Senate Floor but was not enacted into law.

### **Re-establish competitive grant funding for the Youth Athletic Facilities (YAF) program**

(Capital Budget) WRPA will lead an effort to ensure \$12 million in funding in the 2015-17 Capital Budget for the YAF program. The YAF was created in 1997 with an initial \$10 million donation from Paul Allen that accompanied the Seahawks stadium financing measure approved by statewide voters. But other than a 2006 Supplemental Capital Budget allocation of \$2.5 million and a \$3.63 million allocation by the 2013 for four earmarked “Youth Recreation Grant” projects, the YAF has not had sustainable competitive grant funding re-established. The RCFB has recommended a \$12 million level for YAF, which is a vital program for restoring, improving and constructing athletic fields for youth and for entire communities. The WRPA expects to build a broad-based coalition to support the YAF funding initiative.

**Support Key Recommendations of the Blue Ribbon Task Force on Outdoor Recreation** (Capital and Operating Budgets; Policy Bills) WRPA will actively support key recommendations coming out of the Blue Ribbon Task Force, which consisted of 17 voting members who worked for several months to develop a package of key recommendations for Governor Inslee. The Governor asked for recommendations that would focus on sustainable funding for State Parks and outdoor recreation as a whole; enhanced access to the outdoors, especially for youth; and a better game plan for capitalizing the economic value of outdoor recreation. The Task Force has produced a draft report with nine key near-term recommendations, including YAF funding, a new office of Outdoor Recreation, protection of dedicated accounts for outdoor recreation, and enhanced funding for the No Child Left Inside program.

## **Planning Issues**

**Washington Chapter of the American Planning Association**

ANNOTATED DRAFT