



CITY OF KIRKLAND
City Manager's Office
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MEMORANDUM

To: Kurt Triplett, City Manager
From: Lorrie McKay, Intergovernmental Relations Manager
Date: February 25, 2013
Subject: 2013 LEGISLATIVE UPDATE #3

RECOMMENDATION:

Council should receive its third update on the 2013 legislative session.

BACKGROUND DISCUSSION:

The 2013 State Legislative Session opened on Monday, January 14 and at the writing of this memo, has completed its sixth week. Friday, February 22 was the last day to read in committee reports in the house of origin, except fiscal committees and Senate Ways and Means and Transportation committees. The last day to read in committee reports from House fiscal committees and Senate Ways and Means and Transportation committees is Friday, March 1. March 13 is the last day to consider bills in house of origin. This is an update on the City's legislative interests as of February 22.

COUNCIL LEGISLATIVE COMMITTEE:

The Council's Legislative Committee (Mayor McBride, Deputy Mayor Marchione and Council Member Asher) meets weekly on Friday's at 3:30pm.

The Council's Legislative Committee met on February 22 to discuss the status of the city's 2013 legislative priorities (Attachment A) and other bills of interest to the City (Attachment B).

Week 5 (2/11 – 2/17)

The primary focus in week 5

1. Follow-up on requests from meetings with legislators Feb. 14
2. As requested by House and Senate district leadership, Finalized Park Lane Pedestrian capital project white paper (Attachment C) and completed House Community Projects Requests form.
3. Monitored transportation funding discussions among legislators and stakeholders.
4. Monitored status of City's legislative priorities.

Week 6 (2/18 – 2/24)

The primary focus in week 6

1. Validated City's acceptance of proposed amendment to HB 1268.
2. Initiated review of proposed Statewide Transportation Package released by House Transportation Chair (Attachment D - Overview).
3. Monitored status of City's legislative priorities.
4. Monitored status of Annexation Sales Tax Credit.
5. Initiated review of Transportation Local Options bills (Attachment E) released and scheduled for hearing. Councilmember Asher's 2/25 draft testimony (Attachment F)

2013 LEGISLATIVE PRIORITIES:

As mentioned above, a detailed matrix tracking the status of Kirkland’s legislative priorities (as of February 22) is attached to this memorandum. Below is an at a glance summary:

2013 Legislative Priority	Bill Number	Hearing Status
Support state and local transportation revenue to maintain infrastructure investments and complete projects that enhance economic vitality.	HB 1954 HB 1955 HB 1956 HB 1957 HB 1485 HB 1865 HB 1953 HB 1959 HB 1944 HB 1883	2/20 - House Transportation Chair dropped four bills on Wed. re a transportation package: Includes \$675 million for local government assistance; \$897 million for storm water cleanup; \$61 million for Complete Streets. 2/22 – Six bills related to Local Options scheduled for hearing 2/25.
Support retaining the State Annexation Sales Tax Credit and defend against state revenue reductions or legislation that impact completion of the Finn Hill, Juanita and Kingsgate-area annexation.		Monitoring. Leadership in House and Senate have indicated it is not on the table at this early stage in budget negotiations.
Support \$5 million in funding for the next phase of the NE 132nd Interchange ramp design and for the NE 132nd Interchange to be included in any statewide transportation package.		Formal requests were submitted to the House Transportation Chair by Reps Springer & Habib.
Support eliminating the \$10 million ongoing diversion of liquor taxes and reinstating local share of excess liquor profits.	HB 1368 SB 5703	2/19 – Heard in House Appropriations 2/11 – First read into Senate Ways & Means
Support the development of the Cross-Kirkland Corridor including support of continued state financial assistance (WWRP) and other tools to implement multiple uses including recreation and transportation.		The Cross Kirkland Corridor ranked #2 among the WWRP Proposed Trail Projects to be funded in 2013. \$500,000 with a \$500,000 match. Additional capital project requests provided as requested by House and Senate district leadership.
Support providing cities with financing options to support public/private partnerships.	HB 1306 SB 5293	2/20 –Executive action in Tech & Econ. Dev. 2/26 – Hearing in Finance “in anticipation of other legislative action” 1/25 – Read into Ways and Means. Rep. Springer dropping new bill on 2/22; to be heard in House Finance next week - includes all components up to point where negotiations broke down.
Support allowing local governments the option to award contracts to vendors whose pre-tax bid unit price is lowest.	SB 5110 HB 1268	2/8 - Passed by Senate (48 yeas, 1 excsd) 2/11 – First read, referred to House Local Gov 2/13 – Placed on second reading in Rules. Springer AMD proposed at request of R's to limit to in-state vendors.

HEARINGS AND CORRESPONDENCE:

<u>Bill</u>	<u>Cmte</u>	<u>Dt/Time</u>	<u>City Rep.</u>	<u>SME</u>
HB 1485 , HB 1865 , HB 1953 , and HB 1959	HTr	2/25 1:30pm	Dave Asher	Ray Steiger
Transportation, Local Options Bills				

Cmte (Committee) Legend

HTr = House Committee on Transportation

BILL TRACKING:

Waypoint Consulting is tracking other bills of interest to the City. To date, Waypoint has identified over 150 bills for the City to review, analyze and potentially take positions on. Staff are actively reviewing these bills and assessing their potential impact on the way the city operates, measuring them against our 2013 legislative agenda and providing recommended positions to the Legislative Committee (Attachment G). As mentioned above, a bill tracker on positions that the City has taken (as of February 22) is attached to this memorandum.

Matrices updated February 15, for both Kirkland's legislative priorities and an updated bill tracker will be emailed to Council in advance of the meeting on February 19.

- Attachments:
- A. Status of City's 2013 legislative priorities
 - B. List of bills the City is tracking and positions
 - C. Park Lane Pedestrian capital project white paper
 - D. Overview of proposed Statewide Transportation Package
 - E. List of bills comprising proposed Statewide Transportation Package and Local Options
 - F. Councilmember Asher's 2/25 draft testimony on Transportation Local Options
 - G. Total List of bills reviewed by City and analysis

City of Kirkland Legislative Priorities and Status: 2013 Legislative Session

Attachment A

Updated 2.22

	Legislative Priority	Bill #	Prime Sponsor	Status
1	Support state & local transportation revenue			2/20 - House Transportation Chair dropped four bills on Wed. re a transportation package: 1954, 1955, 1956 and 1957. Includes \$675 million for local government assistance; \$897 million for storm water cleanup; \$61 million for Complete Streets.
2	Retain the State Annexation Sales Tax Credit			Monitoring. Leadership in House and Senate have indicated it is not on the table at this early stage in budget negotiations.
3	\$5M for the next phase of the NE 132nd Interchange ramp design and for it to be included in any statewide transportation package			1/30 - Rep Springer emailed Chair Clibborn formal requests. - Rep Habib sent Chair Clibborn a formal request. 2/14 - Council delegation shared project with Chair Clibborn during AWC lobby day.
4	Eliminate the \$10 million ongoing diversion of liquor taxes and reinstate local share of excess liquor profits	HB 1368 SB 5703	Rep Tharinger Sen Hobbs	2/19 – Heard in House Appropriations 2/11 – First read into Senate Ways & Means
5	The development of the Cross-Kirkland Corridor including support of continued state financial assistance (WWRP) and other tools to implement multiple uses including recreation and transportation			The Cross Kirkland Corridor ranked #2 among the WWRP Proposed Trail Projects to be funded in 2013. \$500,000 with a \$500,000 match. Additional capital project requests provided as requested by House and Senate district leadership.
6	Provide cities with financing options to support public/private partnerships	HB 1306 SB 5293	Rep Wylie Sen Cleveland	2/20 –Executive action in Technology & Econ. Dev. 2/26 – Hearing in Finance “in anticipation of other legislative action” 1/25 – Read into Ways and Means. Rep. Springer dropping new bill on 2/22; to be heard in House Finance next week - includes all components up to point where negotiations broke down.
7	Allow local governments the option to award contracts to vendors whose pre-tax bid unit price is lowest	SB 5110 HB 1268	Sen Tom Rep Springer	2/8 – Amended by Tom on floor. ESSB Passed Yeas, 48; Nays, 0; Excsd, 1 2/11 – First read, referred to House Local Government 2/13 – Placed on second reading in Rules. Springer AMD proposed at request of R's to limit to in-state vendors.

Bill	Title	Position	Status
Support			
HB 1007	Covering of loads on public highways	Support	2/19 - Passed to Rules for second reading
HB 1009	Prohibiting certain liquor self-checkout machines	Support	2/13 - Referred to Rules 2 consideration
HB 1016	Designating facilities and infrastructure of water purveyors as essential public facilities under GMP	Support	2/18 - Passed yeas, 87; nays, 9; abs, 0; excsd, 2
HB 1018	Expanding criminal penalties for assault (specific to HIV infection as a noxious substance).	Support	Heard 1/17 - Public Safety
HB 1020	Prohibiting level III sex offenders from residing in a community protection zone.	Support	Heard 1/23 - Public Safety
HB 1037	Establishing a cost-recovery mechanism for public records sought for commercial purposes	Support	2/21 - Referred to Appropriations
HB 1045	Authorizing certain local authorities to establish maximum speed limits	Support	2/18 - Passed yeas, 86; nays, 10; abs, 0; excsd, 2
HB 1047	photographs, microphotographs and electronic images from traffic safety cameras and toll systems.	Support	2/22 - Passed yeas, 78; nays, 18; abs, 0; excsd, 2
HB 1049	the administration and operation of flood control districts.	Support	2/5 - Passed to Rules for second reading
HB 1052	local government selection of appropriate sewer systems in urban areas.	Support	2/22 - Exec action in Local Gov
HB 1090	Increasing \$ amount for dock construction that does not qualify as a substantial dev under SMA	Support	2/13 - Referred to Rules 2 consideration
HB 1096	juvenile firearms and weapons crimes	Support	2/21 - Heard in Appropriations
HB 1138	Clean energy jobs thru renewable energy incentives	Support	First read 1/16 in Environment
HB 1147	1st degree unlawful possession of firearms	Support	2/13 - Heard in Judiciary
HB 1183	Wireless communications	Support	2/13 - Referred to Rules 2 consideration
HB 1187	Grants for community outdoor/indoor athletic facil	Support	2/7 - Referred to Appropriations
HB 1217	Strengthening the integrity, fairness, and equity in Washington's property assessment system.	Support	2/26 - Scheduled for Exec Session in Finance
HB 1234	Delaying new storm water requirements for phase I jurisdictions	Support	First read 1/21 in Environment
HB 1235	state investments in storm water control	Support	1/30 Heard in Environment
HB 1237	creation of a storm water compliance project	Support	1/30 Heard in Environment
HB 1253	Concerning the lodging tax	Support	2/26 - Scheduled for Exec Session in Finance
HB 1268	Regarding local government purchasing	Support	2/13 - Placed on 2nd reading by Rules
HB 1274	local government practices and procedures	Support	2/13 - Placed on 2nd reading by Rules
HB 1275	Regarding water discharge fees	Support	2/21 - Exec action in Environment
HB 1305	Vehicle prowling	Support	2/8 - Referred to Appropriations Subcomm on Gen Gov
HB 1306	Extending the expiration dates of the local infrastructure financing tool program	Support	2/26 - Scheduled for hearing in Finance
HB 1310	Reducing the littering of retail carryout bags	Support	First read 1/23 in Environment
HB 1315	Criminal justice training funding	Support	First read 1/23 in Appropriations
HB 1324	Transferring ferry & FCZD authorities to MKCC	Support	2/22 - Scheduled for Exec Session in Local Gov
HB 1367	cities and towns	Support	2/7 - Passed to Rules
HB 1368	Distribution of state liquor revenues to cities and counties	Support	2/19 - Heard in Appropriations
HB 1388	Penalties for vehicular homicide & assault	Support	2/7 - Heard in Public Safety
HB 1401	Timing of penalties under the GMA	Support	2/21 - Exec action taken Local Gov
HB 1512	Fire suppression water facilities and services provided by municipal & other purveyors	Support	2/15 - Passed to Rules
HB 1654	Regional fire protection service authority within the boundaries of a single city	Support	2/22 - Exec Session in Local Gov
Neutral			
HB 1717	Incentivizing up-front environmental planning, review, and infrastructure construction actions	Neutral	
Oppose			
HB 1019	Regarding identification of requestors of public records (requiring that identification if warranted).	Oppose	Heard 1/23 - Gov Ops & Elections
HB 1026	Requiring use of resident workers on public works. (public works jobs must use at least 75% of state rez)	Oppose	Heard 1/23 - Labor & Workforce Dev

SHB 1128	Local agencies' responses to public records requ	Oppose (w/conditions)	2/12 - Passed to Rules
HB 1143	Providing accountability to procurement policy	Oppose	2/5 - Heard in Local Government
HB 1165	Prohibiting adopting & developing enviro and dev policies that infringe private property rights w/o due process	Oppose	First read 1/17 Judiciary
HB 1166	Requiring compensation for government required actions on private property	Oppose	First read 1/17 Judiciary
HB 1167	Repealing growth management planning requirements in chapter 36.70A RCW	Oppose	First read 1/17 Local Gov
HB 1232	rental vouchers to a registered sex offender	Oppose	2/21 - Exec action in Public Safety
HB 1239	Concerning the powers of water-sewer districts	Oppose	2/5 - Passed to Rules
HB 1365	Requiring cities and counties to provide security for their courts.	Oppose	2/22 - Exec action in Local Gov
HB 1440	Ensuring fairness to employers by protecting employees	Oppose	2/18 - Heard in Finance
HB 1444	Concerning stewardship of household mercury-containing lights	Oppose	2/7 - Heard in Environment
HB 1559	Requiring crisis intervention training for peace officers	Oppose (w/conditions)	2/21 - Exec action in Public Safety
HB 1652	Establishing a process for the payment of impact fees through provisions stipulated in recorded covenants.	Oppose/amend	2/22 - Exec action in Local Gov
HB 1848	Permitting school siting outside of urban growth areas	Oppose	2/21 - Heard in House Local Gov

Bill	Title	Position	Status
Support			
SB 5005	fiscal relief for cities and counties in times of declining revenues.	Support w/caveat	1/14 - First Read Gov Ops
SB 5020	Modifying indigent defense provisions.	Support	2/8 - Motion to report out failed - Law & Justice
SB 5066	Authorizing certain local authorities to establish maximum speed limits	Support	2/7 - Passed to Rules
SB 5110	Local government purchasing	Support	2/8 - Passed by Senate (48 yeas, 1 xcscd) 2/11 - First read, referred to Local Gov
SB 5053	Modifying vehicle prowling provisions	Support	2/19 - Placed on second reading in Rules
SB 5093	Concerning a transportation benefit district vehicle fee	Support	1/30 - Heard Transportation
SB 5096	Trnsfring ferry & FCZD authorities to MKCC	Support	First read 1/18 - in Governmental Ops
SB 5103	Grants for community outdoor and indoor athletic facilities	Support	1/30 - Heard in Ways & Means
SB 5133	Grwth mngmnt hearings board mmbtrs meet land use experience quals	Support	2/12 - Amended Passed to Rules for 2nd reading
SB 5113	Concerning the enforcement of speed limits on roads within condominium associations	Support	2/8 - Passed by Senate (49 yeas) 2/11 - First read, referred to Transportation
SB 5253	Retail store carryout bags	Support	1/24 - First Read Energy, Enviro & Telecomm
SB 5262	Concerning the lodging tax	Support	2/21 - Exec action Trade & Econ Dev. 2/22 - Referred to Ways & Means
SB 5323	Nuisance abatement assessment	Support	2/19 - Placed on second reading in Rules
SB 5349	Revising alternative public works contracting procedures	Support "strongly"	2/19 - Placed on second reading in Rules
SB 5435	Creation of a storm water compliance project	Support	2/21 - Exec Sess sched but no action taken Enviro & Telecomm
SB 5441	Prioritizing state investments in storm water control	Support	2/21 - Exec Sess sched but no action taken Enviro & Telecomm
SB 5520	Establishing a regional fire protection service authority formation process for cities	Support	2/11 - Heard in Governmental Ops
SB 5703	Distribution of state liquor revenues to cities and counties	Support	2/11 - First Read into Ways & Means
Neutral			
SB 5741	Allowing the use of lodging taxes for financing workforce housing and tourism promotion activities or facilities.	Neutral	
Oppose			
SB 5011	Prohibiting adopting and developing environmental and developmental policies that infringe private property rights without due process	Oppose	2/20 - Hearing in Law & Justice
SB 5013	Requiring a vote of the people before all annexations.	Oppose	2/5 - Placed on second reading in Rules
SB 5014	Limiting the power of eminent domain.	Oppose	2/18 - Exec action taken 2/19 - Passed to Rules for second reading
SB 5185	Concerning the powers of water-sewer districts	Oppose	2/4 - Heard in Gov Ops

SB 5240	Requiring cities and counties to provide security for their courts.	Oppose	1/24 - First read Law & Justice
SSB 5296	Concerning the model toxics control act.	Oppose	2/13 - Exec action in Energy, Enviro & Tele 2/20 - Public hearing in Ways & Means
SB 5378	Building code amendments	Oppose	2/13 - Passed to Rules for second reading
SB 5468	Modifying the definition of tourist for the purposes of the lodging tax.	Oppose	2/19 - Heard in Trade & Econ Dev
SB 5532	Requiring crisis intervention training for peace officers	Oppose	2/13 - Exec action in Law & Justice 2/20 - Public hearing in Ways & Means 2/21 - Exec action in Energy, Enviro & Tele
SB 5658	Concerning mercury-containing lights	Oppose	2/22 - Passed to Rules



WORKING TITLE: Park Lane Pedestrian Corridor redevelopment

Kirkland is requesting \$1 million in funding for the final design and construction of an ADA compliant pedestrian connection between the Kirkland Marina, the new Downtown Transit Center, and Peter Kirk Park.

ISSUE BACKGROUND:

There are currently more than 600 businesses in downtown Kirkland with almost 4,000 employees. Downtown Kirkland is renowned for its unique boutiques, world class art galleries, Performing Arts Center, top notch restaurants, entertainment, waterfront parks, and well planned development/redevelopment. Park Lane, located in the heart of downtown Kirkland, is a local and regional destination.

Park Lane is lined with many businesses, sidewalk cafes, restaurants, offices, shops, bakeries, and art galleries. Every Wednesday from May thru October, Park Lane is closed to vehicles to accommodate the Kirkland Farmer's Market, an event that draws over 2000 pedestrians. Park Lane provides a critical and direct connection between the Kirkland waterfront, the Downtown Kirkland Transit Center, Peter Kirk Park, and the commercial center of Park Place. Pedestrian mobility is a core function of the Corridor.

The Park Lane Corridor begins at Lake Street, the north/south arterial through the Downtown that ends at Peter Kirk Park and the Downtown Kirkland Transit Center located on 3rd street. Marina Park, located on Lake Washington, is one block to the west of the Corridor and offers moorage facilities, boat launch access, and a public gathering place. Peter Kirk Park, two blocks to the east, is approximately 12 acres offering a skate park and children's playground, multi-purpose sports courts, lighted baseball fields, the Kirkland Library, the Kirkland Performing Arts Center, the Peter Kirk Community Center (Senior Center), the City pool, and the Kirkland Teen Center which offers a wide range of multi-cultural and at risk youth programs.

Much of the Park Lane corridor is currently dedicated to vehicular activities which, combined with the condition of the aging infrastructure leads to conflicts for pedestrians and vehicles. Between Lake Street and Main Street, Park Lane's mid-point, a single one-way traffic lane with angled parking and failing pavement winds through the corridor. The adjacent 40-50 year old sidewalks, curbs, and gutters continually fail due to mature tree roots that uplift and break the concrete. Exposed aggregate, uneven sidewalks, and years of spot repairs necessitated by tree roots have caused challenging conditions for pedestrians especially children, the elderly, and those with disabilities. From Main Street east to Transit Center and Park, a two-way street with angled parking crowd narrow sidewalks to the edge of the right of way.

A 2010 Park Lane Study provided the opportunity for the Park Lane business owners, property owners, and residents from the adjacent neighborhoods, to participate in developing design themes and to recommend a preferred design concept. The preferred design concept was presented to Council reflecting the Community's feedback and comments.

Total costs for the redevelopment of Park Lane are \$2.99 M. The combined funding of \$75,000 from the King County Department of Natural resources, \$739,000 from the Washington State Department of Ecology, and \$1,176,000 of local funds leaves a shortfall of \$1,000,000 to complete design and construction. Kirkland is seeking this additional funding to complete the project.

CITY OF KIRKLAND CONTACTS:

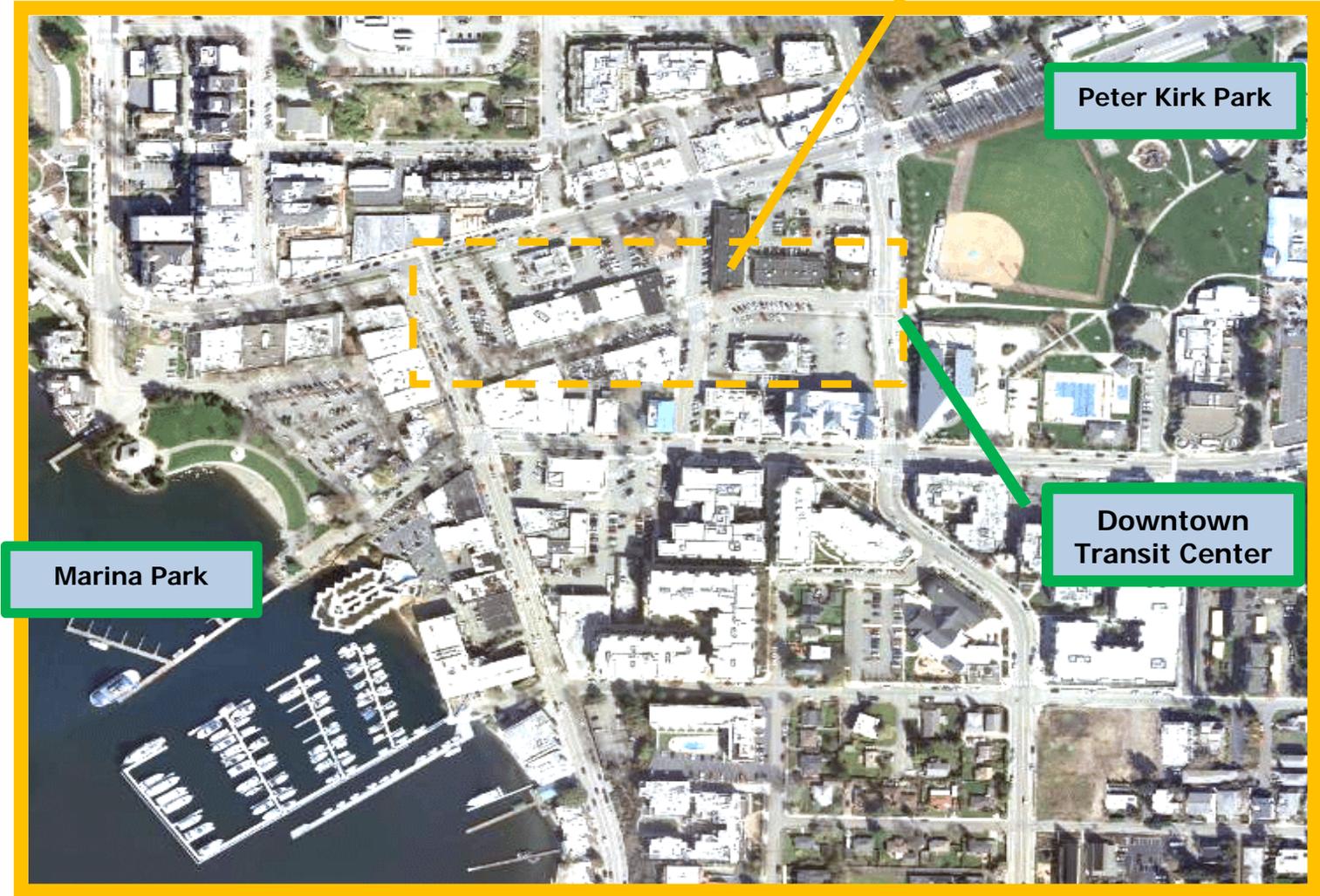
[Ray Steiger](#), Deputy Director of Public Works, 425-587-3801

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



Existing Park Lane Corridor

- Park Lane Pedestrian Corridor**
- \$1.99 M funding secured
 - \$1.0 M funding needed
 - Funds construction (2015)
 - Low Impact Development
 - Links Kirkland Marina to Downtown Transit Center, Peter Kirk Park, and Park Place
 - Provides ADA compliant connections
 - Fosters economic growth



Marina Park

Peter Kirk Park

Downtown Transit Center



Artists Rendering Park Lane Corridor project

CONNECTING WASHINGTON

Package Overview:

The 2013 Transportation Package

It has been eight years since the state legislature passed a transportation funding package. The 2003 Nickel package and 2005 Transportation Partnership program generated and have funded critical transportation infrastructure and maintenance since their passage, but the majority of projects have been completed. It is time for Washington to renew its dedication to improving freight and commuter mobility in every corner of the state.

Every day our companies and citizens lose time sitting in traffic, lose money as products wait to get to market, and lose their jobs when construction, freight and economic growth come are halted on our roads and bridges. We can either do nothing as gridlock hurts our wallets and our economy, or we can pass this transportation package to give people transportation choices and create jobs in every corner of our state. Washington cannot wait.

Investments for our Future

The Connecting Washington package will raise nearly \$10 billion for Washington's transportation system while protecting and creating approximately 56,000 jobs over ten years. Investments include a broad new set of projects to alleviate congestion, complete of several outstanding projects, perform much-needed maintenance, manage storm water, fund the complete streets program for bicycle and pedestrian improvements, and provide assistance local governments for safety and transit programs.

Everybody Pays Their Fair Share

Everyone benefits from a transportation system that works, which means that everyone has a stake in investing to improve it. The Connecting Washington package embraces this principle of shared responsibility by ensuring that everybody pays their fair share. Motorists and cyclists, businesses and environment advocates alike are contributing to the revenue in this transportation package.

Broad Coalition of Support

Stakeholders of all political persuasions have come together in support of the Connecting Washington package. Businesses, economic development groups, labor organizations, cyclists, environmentalists and mass transit advocates all agree that it is time to invest in Washington's transportation infrastructure.

CONNECTING WASHINGTON

Package Details:

PROJECTS:

New Projects & Next Steps (\$3,560m)

- SR 167/I-509 Freight Corridor
- SR 167/I-405 Corridor
- I-5 Columbia River Crossing
- I-90 Snoqualmie Pass
- US 395 North Spokane Corridor
- Seed money for additional projects

Transportation System Investments (\$1,790m)

- Freight Mobility Improvements
- Washington State Patrol
- Washington Ferry System
- Transit Agencies

Maintenance and Upkeep (\$635m)

- Ensuring roads and bridges are functional and safe

Stormwater Cleanup (\$909m)

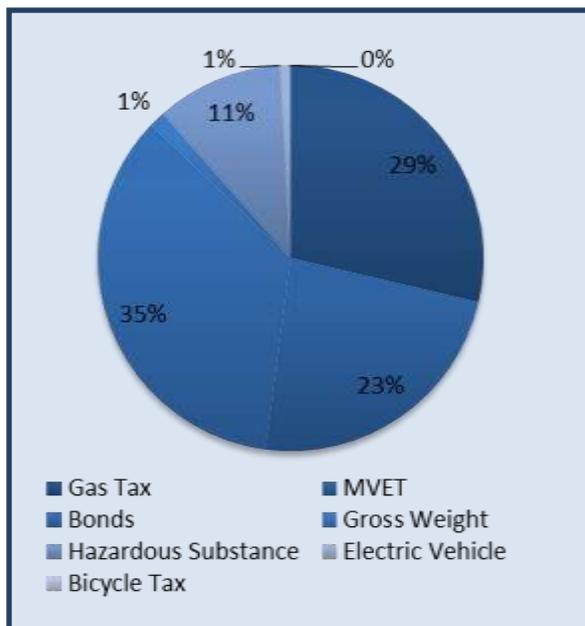
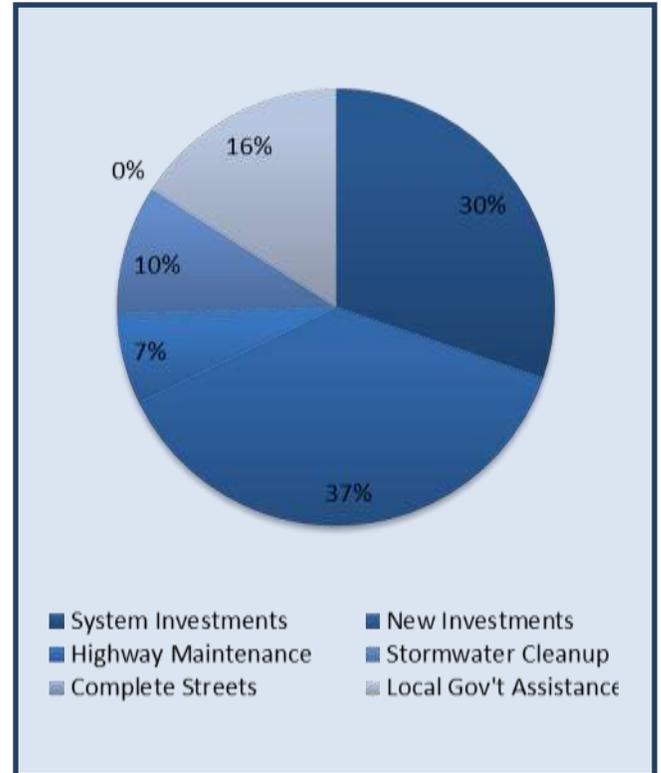
- Protecting neighborhoods and the environment from harmful chemicals

Complete Streets (\$60m)

- Safety and usability improvements for cyclists and pedestrians

Local Government Assistance (\$660m)

- Help for cities and towns for infrastructure and transportation investments



SOURCES:

Gasoline Tax (\$2,455m)

- 2 cents a year for five years

Commercial Gross Weight Fee (\$115m)

- 15 percent increase

Bonds (\$3000m)

- \$1.5 billion in year 5
- \$1.5 billion in year 7

Motor Vehicle Excise Tax (\$2,004m)

- 0.7 percent

Hazardous Substance Tax (\$909m)

- 0.3 percent increase

Bicycle Sales Fee (\$1m)

- \$25 fee on bicycles over \$500

CONNECTING WASHINGTON

Project Breakdown:

Major Freight Corridor (SR 167/SR 509/I-5 HOT)

\$1,000,000,000

Improves freight and commuter mobility by from Puyallup to SeaTac by aligning and adding lanes and interchanges on SR 167, SR 509, R 512, and I-5. Studies the feasibility of converting HOV lanes into Express Toll Lanes on I-5.

I-405 Widening, Express Toll and SR 167 Connector

\$675,000,000

Continues widening of I-405 corridor between Renton and Bellevue and implements Express Toll Lanes on that route. Also begins construction of a north- and south-bound interchange between SR 167 HOT and I-405 express lanes.

Columbia River Crossing – I-5 Bridge

\$450,000,000

Funds the Washington state contribution to complete the bridge and five mile segment improvements between Vancouver and Portland along I-5. Meets the necessary obligation to leverage \$850 million in federal funds.

North Spokane Corridor – US 395

\$420,000,000

Extends the corridor across the Spokane River and connects it with I-90 to form a new interchange. Completes the BNSF rail realignment to improve freight mobility.

JBLM Corridor – I-5 Improvements

\$175,000,000

Reconstructs the Thorne Lane and Berkeley interchanges near Joint Base Lewis-McCord, enabling further widening and accessibility improvements to I-5. Extends eight lanes down to the Berkeley interchange

Snoqualmie Pass – I-90 Widening

\$158,400,000

Widens an additional 2 mile section of I-90 near the Snoqualmie Pass. Reconstructs the Stampede Pass and Cabin Creek interchanges to eliminate current low clearances.

SR 9 Corridor – Snohomish/Mill Creek

\$128,612,000

Widens and extends SR 9 and makes safety and mobility improves at several targeted intersections

**Transportation Package Related Bills
February 22, 2013**

Proposed Statewide Package (Chair Clibborn's Package)

Bill #	Short Title / Description	Recommended Position	Companion Bill	Dept. Notes
HB 1954	Concerning transportation revenue			
HB 1955	Concerning additive transportation funding			
HB 1956	Authorizing bonds for transportation funding			
HB 1957	Concerning department of transportation project delivery			

Proposed Local Options Bills (All six bills scheduled for hearing on Monday, Feb. 25)

Bill #	Short Title / Description	Recommended Position	Companion Bill	Dept./Staff Notes
HB 1485	Increasing the vehicle fee limit under a transportation benefit district's councilmanic authority.	Support		1485 would allow councilmanic increase in TBD from \$20 to \$40. Kirkland advanced community discussion regarding the \$20 Councilmanic TBD in 2012 with some amount of demonstrated community support.
HB 1865	Concerning sales and use tax imposition by public transportation benefit areas.	Support		1865 requires that one member from each jurisdiction in the transportation benefit area have a board member. Kirkland would support having membership on the governing board of the transportation benefit area were one created.
HB 1953	Concerning local option transportation revenue.	Support		1953 would allow a 1% (voter approved) MVET. Revenue must be used for transit.
HB 1959	Concerning local transportation revenue.	Support		1959 most closely aligns with the Mayors TFF letter and the Cities/County "Moving Forward Together" brochure.
HB 1944	Addressing vehicle license plate and registration fraud.	neutral		
HB 1883	Simplifying and updating statutes related to fuel tax administration.	neutral		

Public Testimony

Local Transportation Funding Options

February 25, 2013

House Committee on Transportation

Dave Asher, Councilmember, City of Kirkland

Good afternoon Madame Chair and members of the Committee.

I'm Dave Asher and I am a Councilmember for the City of Kirkland. Thank you for hearing these bills today and thank you for taking time to listen to views on the improvement of all levels of our essential transportation system. Your consideration and your actions are vitally important to my community's quality of life and economic development; which, in turn, contributes to the state's quality of life. So, you're right in the sweet spot of our pursuit of happiness. I'd say that goes for a lot of cities in this state. We need you to come together in order to help all the people of Washington.

My message is very simple, more is better and sooner is better. More money, more modes, more effective environmental impacts, more flexibility, and more results are needed, now. Cities are stepping up too. Kirkland has maintained and even increased our transportation funding over the past four years despite the Great Recession. We also asked our voters in 2012 to approve 3 million dollars a year in street maintenance funding and they said yes. But despite these actions, we still have several hundred million dollars of unmet transportation

needs. If you give us local options, we will use them. All the options you have laid out, in even the most generous combination, will account for less than a quarter of the needs of local governments. So you can be assured that any revenues you authorize will be needed and the money well spent.

You certainly should look for efficiencies, but do that as you move this modest package forward as quickly as you can with as many combinations as you can that contribute to addressing the needs at all levels of responsibility. This is the future of our economic development, the future of job creation, the future of our quality of life - our pursuit of happiness.

Please, BE BOLD in carrying out your responsibilities. We are counting on you to build a better tomorrow. The time is now.

Bill #	Bill Short Title	Position	Companion	Notes	Follow-up
HB 1235	Prioritizing state investments in storm water control	Support	SB 5441	This directs DOE to prioritize its funding assistance methods first to agencies working to comply with the NPDES permit requirements thus somewhat addressing the “unfunded mandate” perception of NPDES.	22-Feb
HB 1237	Regarding the creation of a storm water compliance project	Support	SB 5435	As an alternative to the prescribed LID approach that DOE is taking, best practices and other alternatives ought to be explored and developed. Having pilot projects makes extremely good approach and this will further that cause.	22-Feb
SB 5658	Concerning mercury-containing lights	Oppose		The bill strikes the Legislature’s 2010 determination that lighting manufacturers are responsible for recycling their toxic mercury product, it strikes all stewardship definitions and provisions, and does not provide financing solutions for a statewide recycling program. <ul style="list-style-type: none"> • Under SB 5658, producers’ fees to the state will provide less than \$290,000 towards a projected \$1.1 million cost. • The bill also strikes numerous provisions of the law, resulting in increased costs for schools and other small quantity lamp generators, and striking key requirements to prevent release of toxic mercury while lamps are collected. 	22-Feb
HB 1652	Establishing a process for the payment of impact fees through provisions stipulated in recorded covenants.	Oppose/amend			22-Feb

2013 Legislative Session
Bills Dropped, Assigned Analysis Recommendations

SB 5468	Modifying the definition of tourist for the purposes of the lodging tax.	Oppose		The new definition of tourist which requires that they be 50 miles plus from Kirkland etc. is unduly restrictive, as our visitors are more often from nearby locations.	22-Feb
SSB 5296	Concerning the model toxics control act.	Oppose		City receives funding from the Department of Ecology Coordinated Prevention Grant (CPG) which was created by the MTCA (Model Toxics Control Act). Our funding for 2012/2013 is \$88,871. For 2013-2015 it's \$121,232. This bill may affect the CPG funding and while it wouldn't be a back breaker for us but for many cities it would. Appears the intent of the bill is not to strip CPG funding but the end result could be just that. This bill also narrows the use of MTCA funds for stormwater projects.	22-Feb
SB 5741	Allowing the use of lodging taxes for financing workforce housing and tourism promotion activities or facilities.	Neutral		Unlikely we would make use of bonds to finance tourism promotion or workforce housing, but not a bad option	22-Feb
HB 1717	Incentivizing up-front environmental planning, review, and infrastructure construction actions	Neutral		This bill will not have a negative impact on Kirkland. However, the first sentence in Section 2 is very long and complicated and hard to understand. but there's something about the simple change of wording from "may" to "must" that appears to give the statute a completely different meaning. It sounds like the only option for government agencies in constructing the applicable facilities is to contract with real estate owners and use a latecomers agreement. Believe it would be better to continue to say that cities may contract with real estate owners and if they do then they have to offer a latecomers agreement.	22-Feb