



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

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## MEMORANDUM

**To:** Kurt Triplett, City Manager

**From:** Lorrie McKay, Intergovernmental Relations Manager

**Date:** September 24, 2014

**Subject:** CITY OF KIRKLAND PROPOSED PRELIMINARY DRAFT 2015 STATE LEGISLATIVE PRIORITIES AGENDA

### **RECOMMENDATION:**

It is recommended that the City Council reviews the proposed preliminary draft 2015 State Legislative Priorities Agenda (Attachment A) and provides comments to staff, so that a final agenda may be brought back to and adopted at the October 21, 2014 Council meeting.

An annotated version of the proposed draft agenda (Attachment B) is included, providing explanatory information for some agenda items. A draft Resolution (Attachment C) adopting the agenda is also included for Council's review and suggested edits.

### **BACKGROUND DISCUSSION:**

The City Council's Legislative Committee, consisting of Mayor Walen and Councilmembers Asher and Marchione, is staffed by the City Manager and the Intergovernmental Relations Manager with participation from Waypoint Consulting Group, the City's contracted lobbyists. The Legislative Committee's proposed preliminary draft 2015 State Legislative Priorities Agenda follows a four month process of development. The proposed preliminary draft 2015 Legislative Priorities represent the highest 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. It is the goal of the Legislative Committee to have the City's 2015 legislative priorities adopted before it hosts its annual legislative breakfasts with the city's delegation, which begin October 23.

The 2015 legislative session is a long, 105-day session that begins on Monday, January 12 and ends on Sunday, April 26.

#### Development of the Draft Proposed 2015 Legislative Agenda

The process for developing the next session's legislative agenda always begins in the preceding year. The Intergovernmental Relations Manager keeps a running list of legislative ideas as they come up (from councilmembers, legislators, directors, staff, etc.) throughout the year, for consideration in the next legislative session. Additionally, the Intergovernmental Relations Manager reaches out to directors and managers of City departments in June, in an effort to solicit legislative ideas that may not be on the list for consideration.

The Council's Legislative Committee convened on July 11<sup>th</sup> and identified several core issues important to the City, such as: transportation revenue; marijuana revenue; marijuana harmonization; marijuana zoning (local control); and Capital Budget related projects. The Legislative Committee recommended staff reach out individually to non-legislative committee members for their input on potential legislative priorities and areas of interest. These meetings resulted in validating the core issues identified and listed

above. Additionally, these meetings helped highlight issue areas where the City may play a strong supportive role to its partners and ally organizations better positioned to take the lead. Issues such as: liquor revenue sharing; funding for the Public Works Assistance Account; affordable housing; homelessness; education; extending REET; Sound Transit 3 revenue authorization; economic development; health care; minimum wage; accountability & transparency; environmental policy; were all raised. These additional issue areas will be reflected in the proposed Legislative Support Agenda, which will be brought to Council for consideration in January 2015.

The Legislative Committee met on September 5 to review and prioritize the list of ideas that had been gathered and to request additional information. Understanding the continuing budget constraints facing the state of Washington, the committee proposed narrowing the focus of the City's 2015 priorities in comparison to the City's 2014 priorities (Attachment D).

The Council's Legislative Committee last met on September 12, the day after the State Supreme Court's unanimous ruling in the McCleary case found the Legislature in contempt for failing to show steady, real and measurable progress in fully funding K-12 education by 2018. While the court, in delaying issuance of sanctions until after the session ends, accepted the State's promise that the Legislature would comply in the 2015 session, it sent a clear message to lawmakers and a clear message to the rest of the state. Pursuing local funding in 2015 will be difficult. The Legislative Committee recommends staying very focused and include as few priority items on the City's legislative agenda as possible. To that end, the Legislative Committee recommends supporting organizations like the Association of Washington Cities (AWC), in taking the lead on far-reaching issues such as restoring funding to the Public Works Assistance Account; restoring local liquor revenue sharing formulas; and harmonizing medical marijuana regulations with recreational marijuana regulations.

#### Proposed 2015 Legislative Priorities

As in the past, the legislative priorities are formatted and framed first by general principles that promote the Council's goals and protect the city's ability to provide basic municipal services to its citizens. The proposed legislative priorities align with the principles.

The legislative priorities proposed for 2015 are, Kirkland supports:

- providing state and local transportation revenue to maintain infrastructure investments, fund transit agencies and complete projects that enhance economic vitality.
- including funding in any statewide transportation package for the I-405 / NE 132 Interchange Ramp project in the Totem Lake Urban Designated Center: \$75 million
- continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor and implement multiple uses including recreation and transportation.
- capital budget funding for any of the following multimodal safety investments.
  1. Juanita Drive Multimodal Safety Investments: \$1,350,000
  2. Cross Kirkland Corridor to Redmond Central Connector: \$750,000
  3. NE 52nd Street Sidewalk: \$1,068,600
- giving cities flexibility to help site marijuana retail facilities and sharing marijuana revenue with cities that allow marijuana retail facilities in order to address public safety and other local impacts.
- allowing additional Sound Transit revenue authority to also fund trail development and alternative transportation along the Eastside Rail Corridor.

Four of the proposed 2015 priorities were included on the City's 2014 legislative agenda and are recommended for carry over into 2015. Two are direct carry overs, with no substantive changes. Those two are support for state and local transportation revenue, and to continue to advocate for state financial assistance and other tools that further the development of the Cross Kirkland Corridor. The third is a

revised funding request for the total costs of the I-405 / NE 132 Interchange ramp project. The fourth carry over is support for sharing marijuana revenue with cities. This last carry over it is combined with supporting flexibility to help site marijuana retail facilities.

The three new priorities being proposed include seeking flexibility to help site marijuana retail facilities. This notion was first proposed by Councilmember Nixon in February of this year and has come up repeatedly since. Another proposed new priority is to advocate for additional Sound Transit revenue authority that may also fund trail development and alternative transportation along the Eastside Rail Corridor. This notion was proposed by both Councilmembers Asher and Arnold. Finally, the third new priority being proposed includes three potential capital budget funding requests related to multimodal safety investments. (Attachments E, F & G)

#### Proposed 2015 Legislative Support Items

Staff will propose a draft 2015 Legislative "Support" Agenda for Council's consideration at one of its January meetings. The Legislative Support Agenda will include many issues & interests identified in the process of developing the proposed legislative priorities, as well as selected legislative priority items of the City's partner and ally organizations. Some of the city's allies include: the AWC, Eastside Human Services Forum, Transportation Choices, Eastside Transportation Partnership, Cascade Water Alliance, Northwest Product Stewardship Council, Washington Association of Sheriffs & Police Chiefs, Washington Fire Chiefs Association, WRIA 8, etc. Formal City support of these priorities is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

#### Lifting the Property Tax Cap?

In his 2015-16 Proposed Budget speech, King County Executive Dow Constantine stated that capping property tax revenue growth at 1 percent, far below the rate of inflation and population growth (typically 3.0-3.5 percent per year), has led to continued reductions in County services, despite significant efficiencies achieved in recent years. Brought about in 2001 by Initiative 747, the 1 percent property tax cap limited annual growth in property tax revenues to 1%, plus the value of new construction. Initiative 747 was approved statewide by 57.6% of the voters. While I-747 was ruled unconstitutional in 2007, its provisions were reenacted by the Legislature immediately thereafter. The County Executive challenged local governments to ask the legislature to revisit the 1 percent property tax cap and raise it so that local governments can raise enough money to cover inflation and population growth. This notion is among a list of issues being considered for priority by the AWC's Legislative Committee for 2015. Lifting the property tax cap could also generate significant revenue for the state to meet their McCleary obligations. Staff will be seeking direction from the Council as to whether to include support for lifting the property tax cap in the legislative agenda.

#### Legislative Breakfasts

It is the goal of the Council's Legislative Committee to have the City's 2015 legislative priorities approved by Council and adopted before it hosts its annual legislative breakfasts, which begin October 23 (Attachment H). The legislative breakfasts provide an opportunity to thank delegation members for their support of Kirkland's past priorities and to discuss the City's legislative priorities well before the start of the session.

#### Kirkland's Legislative Review Process, During Session

Proposed bills are introduced in either the Senate or House or both, daily through the first cut-off anticipated in mid-March. The City's legislative lobbyist forwards relevant bills to intergovernmental staff for review with department(s) and subject-matter experts to determine potential impacts to the City. This process also includes making an initial recommendation to intergovernmental staff on City's position (Support/Oppose/Neutral) on a given bill. From there, intergovernmental staff bring bills, reports and recommendations to the Council's Legislative Committee for consideration, discussion and validation of staff recommendations. The Legislative Committee's decisions are guided by the legislative agenda's general principles, as well as the City Council's Goals. Intergovernmental staff then communicate the City's position on bills to out legislative lobbyist, Council Members and Department Directors.

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.

#### The City's State Legislative Delegation

Three legislative districts – 45<sup>th</sup>, 48<sup>th</sup> and 1<sup>st</sup> – have significant portions within the City of Kirkland. All seats, but the Senate seat in the 1<sup>st</sup>, are up for election in November. Two seats in the 48<sup>th</sup> are open contests. The 45<sup>th</sup> Legislative District is currently represented by Senator Andy Hill, Representatives Larry Springer and Roger Goodman. In the 48<sup>th</sup> Legislative District, the Senate seat is open and being contested by Cyrus Habib and Michelle Darnell. The open House seat is being contested by Joan McBride and Tim Turner. Representative Ross Hunter currently holds the other House seat in the 48<sup>th</sup>. The 1<sup>st</sup> Legislative District is represented by Senator Rosemary McAuliffe, Representatives Luis Moscoso and Derek Stanford. Staff will update the city's delegation list following the outcome of the November election and will reschedule breakfasts if/as needed.

#### The State Budget Outlook

The State's updated revenue forecast released September 18<sup>th</sup>, projects tax revenues to increase relative to previous forecasts by about \$170 million for the remainder of the current 2013-15 state budget cycle and by about \$140 million for following 2015-17 cycle. While the improved forecast is good news, these added resources will fall far short of the extra billions of dollars needed to maintain current investments and implement the McCleary mandate. The gap between revenues and expenses is expected to be between \$1 billion and \$3 billion. In anticipation of this shortfall, the Governor's Office of Financial Management (OFM) has asked state agencies to submit budgets that reduce state general fund expenses by 15%, and to make limited requests for new or expanded programs.

The next revenue forecast is scheduled for release in mid-November, 2014. Governor Inslee's 2015-17 biennial budget proposal will be rolled out during the third week of December.

#### State Lobbyists

Waypoint Consulting was retained by contract to serve as Kirkland's State lobbyists. There were some changes at Waypoint over the summer. In August, Jim Richards left the company and Teresita Torres came on to join Majken. Both have assisted with the development of the proposed draft priorities. Majken and Teresita will participate in the upcoming legislative breakfasts.

After receiving the City Council's feedback and edits, final Legislative Priorities will be prepared for adoption at the Council's October 21, 2014 regular meeting. The Support Agenda will be prepared for Council's consideration in January 2015.

- Attachments:
- A. Proposed Draft 2015 Legislative Priorities Agenda
  - B. Annotated Draft - 2015 Legislative Priorities Agenda
  - C. Draft Resolution of the City Council Approving the 2015 Legislative Priorities Agenda
  - D. Redline changes to council adopted 2014 Legislative Priorities
  - E. Juanita Drive Multimodal Safety Investments capital budget request
  - F. Cross Kirkland Corridor to Redmond Central Connector capital budget request
  - G. NE 52nd Street Sidewalk capital budget request
  - H. Proposed schedule of Legislative Breakfasts



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

### **General Principles**

Kirkland supports legislation to promote the City Council's goals and protect the City's ability to provide basic municipal services to its citizens.

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.
- Defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes.

### **City of Kirkland 2015 Legislative Priorities**

- Kirkland supports providing state and local transportation revenue to maintain infrastructure investments, fund transit agencies and complete projects that enhance economic vitality.
- Kirkland supports including funding in any statewide transportation package for the I-405 / NE 132 Interchange Ramp project in the Totem Lake Urban Designated Center: \$75 million
- Kirkland supports continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor and implement multiple uses including recreation and transportation.
- Kirkland supports capital budget funding for any of the following multimodal safety investments.
  1. Juanita Drive Multimodal Safety Investments: \$1,350,000
  2. Cross Kirkland Corridor to Redmond Central Connector: \$750,000
  3. NE 52nd Street Sidewalk: \$1,068,600
- Kirkland supports giving cities flexibility to help site marijuana retail facilities and supports sharing marijuana revenue with cities that allow marijuana retail facilities in order to address public safety and other local impacts.
- Kirkland supports allowing additional Sound Transit revenue authority to also fund trail development and alternative transportation along the Eastside Rail Corridor.



## CITY OF KIRKLAND 2015 LEGISLATIVE AGENDA – ANNOTATED – PRELIMINARY DRAFT

### General Principles

Kirkland supports legislation to promote the City Council's goals and protect the City's ability to provide basic municipal services to its citizens.

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.
- **Defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes.**

*At this time the State does not have the software or process to accommodate Kirkland's Business License requirements. A system replacement is anticipated for 2017.*

*The City of Kirkland has concerns about the impacts that this proposal would have on the City's Business License Program which are detailed as follows:*

1. *The current Business Licensing Service process does not support Kirkland's Business License fee structure.*
2. *Moving to the State Business Licensing Service would require changing Kirkland process from monthly renewals dependent on the month the business opened to all business licenses expiring on December 31 and then renewing all at the same time. Processing approximately 7,000 licenses at one time is not within Kirkland's capabilities with the current software and staff.*
3. *The State Business Licensing Service requires additional fees to businesses for both new applications and renewals.*
4. *There is an additional cost incurred by the City for credit card processing fees; a fixed fee at 2.5% for all sales as opposed to current city average cost of 1.8%.*
5. *Record keeping is uncertain; Kirkland is required to retain the detailed information on the application whereas for the Business Licensing Service, the individual City application is considered an endorsement with records expunged after 120 days.*
6. *Processing all Business License payments through the State Business Licensing Service will create a delay in payments being received and require additional reconciliation with the applications processed.*

### City of Kirkland 2015 Legislative Priorities

- **Kirkland supports providing state and local transportation revenue to maintain infrastructure investments, fund transit agencies and complete projects that enhance economic vitality.**

*While a statewide transportation revenue package was not passed in either the 2013 session or the 2014 session, the need for transportation investments remains critical. Understanding that its prospects are unlikely this session, the City Council's Legislative Committee never the less recommends maintaining transportation funding as a top priority for the City.*

- **Kirkland supports including funding in any statewide transportation package for the I-405 / NE 132 Interchange Ramp project in the Totem Lake Urban Designated Center: \$75 million**

*Originally, the NE 132nd Interchange project was funded at \$60 million in the 2005 Transportation Partnership Funding Budget and slated for construction in 2018. Funds were originally prioritized because the Totem Lake Urban Center is an integral part in the City's and State's plan to revitalize this area to boost economic development and create jobs. The project is currently partially funded by WSDOT in 2025 and the City of Kirkland is seeking funding to move this critical improvement forward. Plans for the new interchange are currently at about 5% completion.*

*WSDOT currently estimates the total construction cost to be on the order of \$75 million. As a designated urban center, Totem Lake is also supposed to be prioritized in both regional and state transportation plans. Improving access to and through the Totem Lake area has been identified by a number of groups that have studied the Totem Lake area as a major need in order to spur economic development and ease existing congestion. Delaying additional funding until 2025 will jeopardize much needed economic development in the area. Given the importance of this project to the local and regional economy, the City is requesting full funding for the project.*

*The City is also requesting the full project to be included as part of any statewide transportation package.*

- **Kirkland supports continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor and implement multiple uses including recreation and transportation.**

*Kirkland's 5.75 mile long segment of the Eastside Rail Corridor is the most densely populated segment along the entire 42 mile corridor. The Cross Kirkland Corridor (CKC) directly connects to eight of the City's 13 neighborhoods. 14 parks and seven public schools are within 2000 feet of the corridor and it connects to over 20 miles of bicycle lanes on Kirkland arterials.*

*At its southern end, the CKC is situated at SR 520 and I-405, providing easy access and connections to the Yarrow Bay Business District, the cities of Bellevue, Seattle and Redmond. The CKC literally runs through the City's light industrial and technology zone known as the Par Mac Business District. At its northern end, the CKC connects the Totem Lake Designated Urban Center to the rest of the City and to the region.*

*Currently there are 1,700 Kirkland located businesses within 2,000 feet of the CKC with 14,000 employees, including several of the largest businesses – Evergreen Health, Google, Nintendo, and Astronics. With its planned multimodal transportation capabilities, the CKC can be expected to serve as a magnet for new development, both residential and commercial, over the next 20 years. In the Totem Lake Urban Center alone, approximately 20,000 employees and 4,000 new residents are forecasted by 2035, many of whom are likely to be accommodated on property bordering or within easy access to the corridor.*

- **Kirkland supports capital budget funding for any of the following multimodal safety investments.**

- 1. Juanita Drive Multimodal Safety Investments: \$1,350,000**
- 2. Cross Kirkland Corridor to Redmond Central Connector: \$750,000**
- 3. NE 52nd Street Sidewalk: \$1,068,600**

*The Juanita Drive Multimodal Safety Investments project would provide bicycle and pedestrian improvements for safety and connectivity, including buffered bicycle lanes and rapid flashing beacons at crosswalks from 93rd Ave NE at the south Juanita Business District to NE 143st (City limits). Cost: \$1,350,000 Status: Ready for construction. Possible job order contract.*

*The Cross Kirkland Corridor to Redmond Central Connector project would provide bicycle lane and sidewalk connection between Kirkland's end of the Cross Kirkland Corridor to the Redmond Central Connector via Willows Road to connect Redmond, Kirkland and King County segments of the Eastside Rail Corridor. Cost: \$750,000 Status: Design and construction.*

*The NE 52nd Street Sidewalk project would provide curb, gutter and sidewalks along NE 52nd Street west and east of Cross Kirkland Corridor. Only east/west connection between 108th Ave NE and Lake Washington Blvd. Cost: \$1,068,600 Status: Design and construction.*

- **Kirkland supports giving cities flexibility to help site marijuana retail facilities and supports sharing marijuana revenue with cities that allow marijuana retail facilities in order to address public safety and other local impacts.**

*The cumulative impact of all of the 1000 foot restrictions in state law have severely limited the available locations for marijuana retail sites in Kirkland. Daycare centers are particularly problematic, since they may be sited at any time in the few locations where marijuana retail could be. The City is seeking any kind of flexibility from the State that would allow Kirkland to thoughtfully create additional opportunities for marijuana retail locations.*

- **Kirkland supports allowing additional Sound Transit revenue authority to also fund trail development and alternative transportation along the Eastside Rail Corridor.**

*A key finding of the Eastside Rail Corridor Regional Advisory Council, in its 2013 [Creating Connections Report](#), was that one critical factor for successful "trail and transit" lines throughout the country is a unified revenue source that funds both modes. Kirkland believes a similar model could be successful to develop both regional transit and a regional trail on the Eastside Rail Corridor (and the Cross Kirkland Corridor) if new Sound Transit revenues are also allowed to be spent on trail development.*

## RESOLUTION R-XXXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING A CITY OF KIRKLAND LEGISLATIVE AGENDA TO BE ADDRESSED TO THE 2015 SESSION OF THE STATE LEGISLATURE.

WHEREAS, actions of the State Legislature in respect to local government issues, services and funding have a profound impact upon the ability of local governments to provide adequate local services; and

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

WHEREAS, the City of Kirkland seeks to protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues; and

WHEREAS, the Kirkland City Council supports long-term sustainability efforts related to City financial, environmental and transportation goals; and

WHEREAS, the Kirkland City Council opposes the imposition of unfunded mandates that draw on City resources and opposes any further shifting of costs or services from the State or County to cities; and

WHEREAS, the Kirkland City Council seeks to defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes; and

WHEREAS, the Kirkland City Council believes it appropriate to set forth its position as to issues affecting local government operations coming before the State Legislature during its 2015 session, including issues which the City Council requests the State Legislature to consider;

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

Section 1. The "General Principles" and "City of Kirkland 2015 Legislative Priorities" set forth in the "City of Kirkland 2015 Legislative Agenda" attached as Exhibit A and by this reference incorporated, are adopted as Kirkland's recommendation to the 2015 Session of the State Legislature.

Section 2. The City administration shall transmit the 2015 Legislative Agenda, including any subsequent changes or updates, to members of the State Legislature representing the legislative districts in which Kirkland is located, together with other members of the State

Legislature and to the Association of Washington Cities, the Sound Cities Association and other ally organizations.

Passed by majority vote of the Kirkland City Council in open meeting this 21st day of October, 2014.

Signed in authentication thereof this 21st day of October, 2014.

\_\_\_\_\_  
MAYOR

Attest:

\_\_\_\_\_  
City Clerk



**CITY OF KIRKLAND**  
**2014-2015 LEGISLATIVE AGENDA**

**General Principles**

Kirkland supports legislation to promote the City Council's goals and protect the City's ability to provide basic municipal services to its citizens.

- Protect shared state revenue sources available to the City, including the State Annexation Sales Tax Credit, and provide new revenue options and flexibility in the use of existing revenues.
- Support long-term sustainability efforts related to City financial, environmental and transportation goals.
- Oppose unfunded mandates.
- Oppose any further shifting of costs or services from the State or County to cities.
- Defend against state consolidation/central administration of taxes including business and occupation and telecommunication taxes.

**City of Kirkland 2014-2015 Legislative Priorities**

1. > Kirkland supports providing state and local transportation revenue to maintain infrastructure investments, fund transit agencies and complete projects that enhance economic vitality.
2. > Kirkland supports \$5 million including funding, for the next phase of the I-405 / NE 132 Interchange ramp design and for the I-405 / NE 132 Interchange to be included in any statewide transportation package, for the I-405 / NE 132 Interchange Ramp project in the Totem Lake Urban Designated Center: \$75 million:-
  - > Kirkland supports continued state financial assistance and other tools that further the development of the Cross Kirkland Corridor and implement multiple uses including recreation and transportation.
  - > Kirkland supports capital budget funding for any of the following multimodal safety investments.
    1. Juanita Drive Multimodal Safety Investments: \$1,350,000
    2. Cross Kirkland Corridor to Redmond Central Connector: \$750,000
    3. NE 52nd Street Sidewalk: \$1,068,600
  - > Kirkland supports giving cities flexibility to help site marijuana retail facilities and supports sharing marijuana revenue with cities that allow marijuana retail facilities.
3. > Kirkland supports allowing additional Sound Transit revenue authority to also fund trail development and alternative transportation along the Eastside Rail Corridor.

4. ~~Kirkland supports restoring funding to the Public Works Assistance Account that was swept in 2013.~~  
[LM1]
5. ~~Kirkland supports restoring local liquor revenue sharing formulas in order to adequately fund public safety and other local impacts of liquor consumption.~~[LM2]
6. ~~Kirkland supports sharing marijuana revenue to address public safety needs and other local impacts.~~  
[LM3]
7. ~~Kirkland supports harmonizing medical marijuana regulations to reflect recreational marijuana regulations.~~[LM4]
8. ~~Kirkland opposes legislation that proposes lending products or practices that adversely impact the middle class and the poor.~~[LM5]

2014

**DESCRIPTION:**  
**Juanita Drive Multimodal Safety Investments**  
 Bicycle and pedestrian improvements for safety and connectivity, including buffered bicycle lanes and rapid flashing beacons at crosswalks from 93rd Ave NE at the south Juanita Business District to NE 143st (City limits).

**COST:** \$1,350,000

**STATUS:** Ready for construction. Possible job order contract.

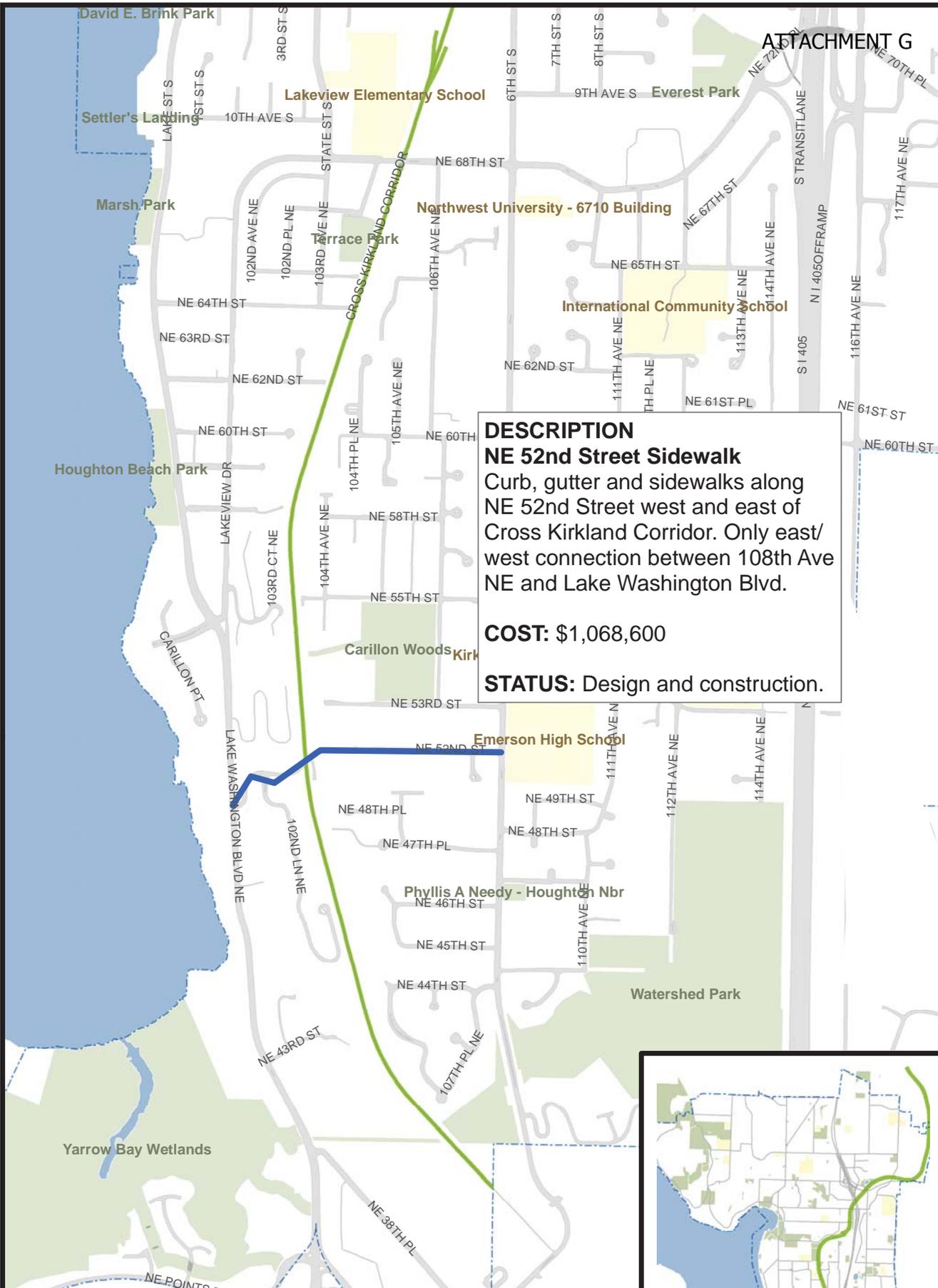


**LEGEND**

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







**DESCRIPTION**  
**NE 52nd Street Sidewalk**  
 Curb, gutter and sidewalks along NE 52nd Street west and east of Cross Kirkland Corridor. Only east/west connection between 108th Ave NE and Lake Washington Blvd.

**COST:** \$1,068,600

**STATUS:** Design and construction.

**LEGEND**

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



## Mayor's 2014 Legislative Breakfasts in Preparation for 2015 Session Schedule

### 1. Thursday, October 23

#### Meeting with Rep. Stanford\*, 1<sup>st</sup>

@ 8am

(7 participants: Rep. Stanford, Amy, Dave, Doreen, Kurt, Lorrie, Majken)

\* Note: Teresita out

### 2. Wednesday, October 29

#### Meeting with Rep. Moscoso\*, 1<sup>st</sup>

@ 8am

(8 participants: Rep. Moscoso, Amy, Dave, Doreen, Kurt, Lorrie, Majken, Teresita)

### 3. Thursday, November 6

#### Meeting with Rep. Hunter\*, 48<sup>th</sup>

@ 8am

(7 participants: Rep. Hunter, Amy, Dave, Doreen, Kurt, Lorrie, Majken, Teresita)

### 4. Monday, November 10

#### Meeting with Rep. Springer\*, 45<sup>th</sup>

@ 8am

(8 participants: Rep. Springer, Amy, Dave, Doreen, Kurt, Lorrie, Majken, Teresita)

### 5. Monday, November 24

#### Meeting with Senator Hill\*, 45<sup>th</sup>

@ 8am

(7 participants: Senator Hill, Amy, Dave, Doreen, Kurt, Majken, Teresita)

\* Note: Lorrie out

### 6. Monday, December 8

#### Meeting with Rep. Goodman\*, 45<sup>th</sup>

@ 8am

(8 participants: Rep. Goodman, Amy, Dave, Doreen, Kurt, Lorrie, Majken, Teresita)

### 7. Wednesday, December 10

#### Meeting with *Senator* Habib\*, 48<sup>th</sup>

@ 8am

(8 participants: Senator Habib, Amy, Dave, Doreen, Kurt, Lorrie, Majken, Teresita)

Pending: Senator McAuliffe and *House Rep. in the 48th*\*

\* Following the outcome of the November election, staff will reschedule members if/as needed.