



CITY OF KIRKLAND

City Manager's Office

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www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: Lorrie McKay, Intergovernmental Relations Manager
Date: November 30, 2012
Subject: CITY OF KIRKLAND DRAFT 2013 LEGISLATIVE AGENDA

RECOMMENDATION:

It is recommended that the City Council review the proposed draft 2013 Legislative Agenda (Attachment A) and provide comments to staff, so that a final agenda may be adopted at the January 2, 2013 Council meeting. An annotated version of the proposed draft agenda (Attachment B) is also included, providing explanatory information for some agenda items.

BACKGROUND DISCUSSION:

The City Council's Legislative Committee, consisting of Mayor McBride, Deputy Mayor Marchione and Councilmember Asher, met in late September to begin mapping out a preliminary draft of the City's 2013 legislative priorities. The Legislative Committee also held their annual legislative breakfast meetings in October with senators and representatives of the 1st, 45th and 48th legislative districts.

Throughout October and into November, the Legislative Committee met with each member of the City's state delegation to thank them for their support in 2012 and to discuss issues identified on the City's preliminary draft 2013 Legislative Agenda (Attachment C). The primary focus of these meetings was to discuss transportation issues and the transportation budget. Along these lines, the City is requesting \$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 (Attachments D & E).

Other potential legislative priorities were discussed such as: eliminating the \$10 million ongoing diversion of liquor taxes and reinstating local share of excess liquor profits; providing cities with financing options to support public/private partnerships; allowing current transportation impact fees to be spent on multi-modal capacity adding projects for trails and/or transit corridors on railbanked rights of way; allowing local governments the option to award contracts to vendors whose pre-tax bid unit price is lowest. The Legislative Committee believes that, with an incoming new governor, the City should keep the preservation of the annexation sales tax credit as a specific priority and remain vigilant in protecting this shared revenue source.

Development of the Proposed Draft 2013 Legislative Agenda

The process for developing the next session's legislative agenda literally begins in the preceding year. The Intergovernmental Relations Manager keeps a running list of "legislative ideas" (from Councilmembers, Legislators, staff, etc.) for consideration in the next legislative session. In June, directors and managers of City departments are specifically requested to submit legislative ideas that they'd like considered. The City's Legislative Committee is convened in September to review and prioritize the list of ideas into a preliminary draft Legislative Agenda, which the Committee reviews and discusses with the City's legislative delegation at the annual legislative breakfast meetings in October, hosted by the Mayor.

Throughout November, based on feedback received on the preliminary draft, staff make revisions and prepare the proposed DRAFT Legislative Agenda (and Support Agenda) for the full Council's review and discussion at their regular December meeting. After receiving the City Council's feedback and recommended edits in December, a final Legislative Agenda is prepared for review and adoption at the Council's first regular meeting in January.

The proposed draft agenda is formatted and categorized first by guiding principles, followed by Kirkland's top legislative priorities, and then by selected priority items of our ally organizations that the City may support. The top legislative priority items will be the focus for the City's contracted lobbyists. With regard to the "support" items, formal City support is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

Kirkland's Legislative Review Process During Session

Proposed bills are introduced (Daily through the first cut-off) in either the Senate or House of Representatives. 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 brings bills, reports and recommendations to the Legislative Committee for consideration, discussion and validation of staff recommendation. 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 communicates 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.

Changes to the City's State Delegation

Both Representatives Larry Springer and Roger Goodman will continue serving the 45th Legislative District, having won re-election this year. Senator Andy Hill was not up for election. In the 48th Legislative District, Representative Ross Hunter will be joined by Representative-elect Cyrus Habib, who won election to the House seat vacated by the Honorable Deb Eddy. Like Senator Hill, Senator Rodney Tom was not up for election this cycle. Following the redistricting process last year, the 32nd Legislative District will no longer represent the City of Kirkland. However, Kirkland residents will now also be represented by the 1st Legislative District, where State Senator Rosemary McAuliffe and Representatives Luis Moscoso and Derek Stanford each won re-election to office.

The State Budget Outlook

In November, the Washington State Economic and Revenue Forecast Council released a four-year outlook, which showed the state facing a projected \$900 million budget shortfall for the 2013–15 biennium and an even larger shortfall of nearly \$1.1 billion for the following biennium (2015–17). The outlook was released in conjunction with the November revenue forecast, which reduced General Fund revenue projections for the 2013–15 biennium by \$88 million for the next two-year budget cycle that begins July 1.

Governor Gregoire noted that while the estimated \$900 million near-General Fund shortfall for 2013–15 is slightly better than what the Office of Financial Management had projected preliminarily in August, she stressed that the outlook does not include any additional spending that will be needed to meet basic education needs identified by the state Supreme Court in the McCleary decision.

The Governor is required by law to propose a 2013–15 budget by Dec. 20. A new four-year outlook will be released in January by the Forecast Council based on the Governor's proposed budget. Beginning with the 2013–15 budget, the Legislature will be required to adopt an operating budget that balances projected revenue and expenditures over two full biennia, or through the 2015–17 biennium.

The 2013 Legislative Session

This year's regular session is a long 105-day session beginning on January 14, 2013 and extending to April 29, 2013. The legislature will finalize the cutoff schedule on the first day of session.

State Lobbyists

Majken Ryherd and Jim Richards of Waypoint Consulting, who were retained by contract to serve as Kirkland's State lobbyists, have assisted staff with the development of the proposed draft agenda. Majken and Jim also participated in the legislative breakfasts.

After receiving the City Council's feedback and edits, a final Legislative Agenda will be prepared for adoption at the Council's January 2, 2013 regular meeting.

- Attachments:
- A. Proposed Draft 2013 Legislative Agenda
 - B. Annotated Proposed Draft 2013 Legislative Agenda
 - C. Legislative Breakfast Version of the Preliminary Draft 2013 Legislative Agenda
 - D. NE 132nd Interchange Project, Draft Discussion Paper
 - E. Map (8.5X11) of the NE 132nd Interchange Project
 - F. Draft Resolution of the City Council Approving the 2013 Legislative Agenda



CITY OF KIRKLAND 2013 DRAFT LEGISLATIVE AGENDA – DRAFT #1

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, 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 new mandates that drain City resources at a time of recession and limited revenues.
- Oppose any further shifting of costs or services from the State or counties to cities.
- Defend against state consolidation/central administration of taxes including Business & Occupation and telecommunication.

City of Kirkland DRAFT 2013 Legislative Priorities

1. Kirkland supports providing state and local transportation revenue to maintain infrastructure investments and complete projects that enhance economic vitality.
2. Kirkland supports retaining the State Annexation Sales Tax Credit and defending against state revenue reductions or legislation that impact completion of the Finn Hill, Juanita and Kingsgate-area annexation.
3. Kirkland supports \$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.
4. Kirkland supports eliminating the \$10 million ongoing diversion of liquor taxes and reinstating local share of excess liquor profits.
5. Kirkland supports 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.
6. Kirkland supports providing cities with financing options to support public/private partnerships (including flexibility in the use of existing tax sources).
7. Kirkland supports allowing current transportation impact fees to be spent on multi-modal capacity adding projects for trails and/or transit corridors on railbanked rights of way.
8. Kirkland supports allowing local governments the option to award contracts to vendors whose pre-tax bid unit price is lowest.



CITY OF KIRKLAND 2013 DRAFT LEGISLATIVE SUPPORT AGENDA – DRAFT #1

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.

2013 Legislative Support

Legislation on Kirkland's Support agenda from 2012

- Support brown grease to energy conversion legislation and programs.
- Support modification of the Washington State Department of Licensing's (DOL) implementation of the Commercial Driver's License process.
- Support legislation providing for the safe collection and disposal of unwanted drugs from residential sources through a producer provided and funded product stewardship program.
- 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 of the 2013 legislative agendas for the following organizations:

Association of Washington Cities

(AWC Legislative Subcommittee priority recommendations as of November 21, 2012)

- Ensure continued appropriation of committed state shared funds
- Restore liquor revenue and mitigate public safety impacts from privatization
- Preserve existing local revenue authorities
- State transportation funding and local options
 - City Option Gas Tax
 - 1% Motor Vehicle Excise Tax
- Amend or add new economic development tools
- Fund city priorities in the Capital Budget
- Pursue options for creating sustainable personnel related costs
- Stormwater Funding
- Resist transferring responsibilities from the state to cities.
- Pursue pro-active public records proposals

Transportation Issues

Eastside Transportation Partnership

(Draft as of October 12, 2012)

- 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 identified for I-405, I-90, SR 522 and SR 520 east of I-405.

- Increase funding options for local transportation needs; while maintaining funding for programs that support mobility, economic vitality and maintenance of the existing transportation system.
- Continue to evaluate tolling as a tool to help manage and finance specific projects in key corridors. Additionally, continue to monitor for impacts on other roadways as a result of SR 520 tolling and consider appropriate mitigation where necessary.

Transportation Choices Coalition

(Draft as of November 15, 2012)

- Pass a balanced biennial transportation budget that meets the following principles:
 - Increase the amount of state monies that are dedicated to transit, bicycle and pedestrian uses. Add money for the Complete Streets grant program.
 - Keep tolling revenue flexible for use on the movement of people and goods.
 - Codify future spending of new fees that passed in 2012.
 - Keep federal funding for Safe Routes to Schools that was agreed upon by the MAP-21 advisory committee.
- Pass local options:
 - Transit needs a menu of local options for transit investments that are less regressive and volatile.
 - Local options should be passed for all agencies, especially ones that have maxed out current capacity.
- Support a revenue package that meets the principles of Transportation for Washington.
- Pass a bill that includes improved health outcomes in transportation planning.
- Support Bicycle Alliance's bill for Safe Neighborhood speeds.

Bicycle Alliance of Washington

(Draft as of November 27, 2012)

- Local Government Control and Safe Neighborhood Streets
- Safe Passing on Washington's Roads
- K-12 Transportation System Study
- Adding Health as a State Transportation System Policy Goal
- Transportation Budget/Revenue

Cascade Bicycle Club

(As of November 28th, there is not yet a draft 2013 agenda available from the CBC)

Human Services Issues

Eastside Human Services Forum

(Draft as of October 25, 2012)

- Preserving Services for Basic Needs
 - Maintain programs that provide basic needs for all residents, such as food and healthcare including mental health, substance abuse, and medical interpretation.

- Maintain funding for the Washington Information Network (WIN) 2-1-1.
- Preventing and Ending Homelessness
 - Maintain the State investment in the Housing Trust Fund.
 - Extend foster care for ALL youth until age 21.
 - Maintain the Housing and Essential Needs Program which replaced the Disability Lifeline.
- Supporting Early Learning and School Readiness
 - Maintain the current investment in home visiting funding for evidence-based home visiting programs such as Healthy Start.
 - Protect current investments in early learning such as the Early Childhood Education and Assistance Program (ECEAP), WaKids (the new State kindergarten learning assessment), the Washington State Child Care Resource and Referral Network, and the Working Connections Child Care Program which provides subsidies for low-income working families or families seeking work.
- Supporting the Most Vulnerable Older Adults and People with Disabilities
 - Protect Washington's current long term care infrastructure and maintain the investment in services that enable older adults and people with disabilities to remain in their homes and in the community, such as the Community Alternative Program waiver, programs and services funded by the Senior Citizens Services Act, and family caregiver programs.
 - Protect vulnerable adults through programs such as the State Long Term Care Ombudsman, Office of Public Guardianship, and through continued oversight of Adult Family homes.

Bellevue Network on Aging

As of November 28, 2012, there are no 2013 legislative priorities available from the BNA.

Washington Association of Area Agencies on Aging

As of November 28, 2012, there are no 2013 legislative priorities available from the WAAAA.

Washington Low Income Housing Alliance

2013 State Legislative Priorities

- Housing Trust Fund - Significant new Capital Budget allocation.
- Housing and Essential Needs - Protect against cuts & seek policy fixes that improve the program and address ACA (Affordable Care Act) changes.
- Fair Tenant Screening Act - Address the high cost of the reports and regulate the reporting of evictions and DV records.
- Affordable Housing, Equity and Infrastructure financing mechanism - Either oppose attempts for any TIF-like tool that does not include significant support for affordable housing, or support a negotiated bill via the PSRC Growing Transit Communities process.

Environmental Issues

Environmental Priorities Coalition

As of November 28, 2012, there are no 2013 legislative priorities available from the EPC.

Water Issues

WRIA 8

- Support \$80 million for Puget Sound Acquisition and Restoration (PSAR) funding which supports implementation of the highest priority projects throughout Puget Sound.
- Support \$40 million request in Recreation and Conservation Office capital budget request, to serve as state match to federal Pacific Coastal Salmon Recovery Fund.
- Support funding for salmon recovery Lead Entities in the Recreation and Conservation Office's general fund budget request.
- Support a study bill of the draft Watershed Investment District legislation.

Cascade Water Alliance

DRAFT 2013 legislative priorities for CWA.

- **Lane Case:** Clarify to make more workable recent decisions of the Washington State Supreme Court (Lane v. City of Seattle and City of Bonney Lake V. City of Tacoma) that have left important unresolved questions about who pays for fire hydrants, what costs may be recovered and the mechanism or process that may be used for cost recovery.
- **High Efficiency Toilet Legislation:** Cascade proposes a measure that would require By January 1, 2014, toilets sold or installed in this state must be high efficiency toilets that go beyond the current standard (1.6 gallons per flush) and use less than 1.3 gallons per flush, which would, if every home in the US replaced old toilets with new high efficiency toilets would save more than 900 billion gallons of water per year.
- **Milfoil Removal Funding:** Assist in finding funding for the milfoil in Lake Tapps.

Public Safety Issues

Washington Association of Sheriffs and Police Chiefs

- Sustainable funding for CJTC to include BLEA, mid-level and executive training, prosecutor training, and specialized training such as CIT.
- Mandatory reporting of all gunshot wounds by medical providers.
- Continued basic funding for WASPC and WATPA programs such as Victim Notification, Jail Booking and Reporting System, Sex Offender Address Verification, UCR, etc.

Washington Fire Chiefs Association

2013 Draft legislative goals proposed in 2012.

- All Risk Mobilization
- Simple Majority for M & O Levies
- Fire Training Academy Burn Tower Funding
- Oppose Ambulance Billing Direct to Patient
- Raise EMS Levy Cap to \$.75

Parks Issues

Washington Recreation and Parks Association

2013 Key Legislative Priorities

- Advocate for increased WWRP funding in 2013-15 Capital Budget
- Support State Parks efforts to secure general-fund monies
- Pursue legislation to re-establish funding for the Youth Athletic Facilities (YAF) Account

Planning Issues

Washington Chapter of the American Planning Association

As of November 28, 2012, there are no 2013 legislative priorities available from the WA APA.

DRAFT



CITY OF KIRKLAND 2013 DRAFT LEGISLATIVE AGENDA – ANNOTATED – DRAFT #1

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, 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 new mandates that drain City resources at a time of recession and limited revenues.
- Oppose any further shifting of costs or services from the State or counties to cities.
- Defend against state consolidation/central administration of taxes including Business & Occupation and telecommunication.

City of Kirkland DRAFT 2013 Legislative Priorities

- 1. Kirkland supports providing state and local transportation revenue to maintain infrastructure investments and complete projects that enhance economic vitality.**
- 2. Kirkland supports retaining the State Annexation Sales Tax Credit and defending against state revenue reductions or legislation that impact completion of the Finn Hill, Juanita and Kingsgate-area annexation.**

Without the State Annexation Sales Tax Credit, police, safety and other services will need to be spread "thinner" across the whole service area.

- 3. Kirkland supports \$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.**

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 estimates the total construction cost to be on the order of \$90 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 \$5 million in funding for the next phase of the NE 132nd Interchange ramp design.

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

4. Kirkland supports eliminating the \$10 million ongoing diversion of liquor taxes and reinstating local share of excess liquor profits.

In its 2012 session, the Legislature permanently diverted \$10 million of liquor taxes from local governments and removed the revenue sharing system for liquor profits.

5. Kirkland supports 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 project ranked #2 on the Washington Wildlife and Recreation Program (WWRP) Trails grant program list, qualifying it for \$500,000. The amount of funding available for WWRP Trails grant program will be part of the next State Capital Budget. Because of the high rank, the Cross-Kirkland Corridor is very likely to secure WWRP funds.

6. Kirkland supports providing cities with financing options to support public/private partnerships (including flexibility in the use of existing tax sources).

This item is carried over from the 2012 priorities. Given its limited economic development tools for attracting or retaining businesses, the State of Washington is at a major competitive disadvantage. Pursuing new tools to help cities recover, thrive and be efficient is critical to revitalizing local economies, the economic engines of the State.

7. Kirkland supports allowing current transportation impact fees to be spent on multi-modal capacity adding projects for trails and/or transit corridors on railbanked rights of way.

Impact fees help local agencies pay for the impacts of development. In their simplest form, impact fee rates are calculated by dividing the cost of improvements required to support new development over some future period of years by the number of new trips that are expected during that same period.

Washington State Law limits transportation impact fees to be collected and spent only for "public streets and roads". Kirkland is moving toward a multimodal transportation system, including level of service and concurrency systems that are based on the performance of all modes. The Cross Kirkland Corridor exemplifies this commitment. To more effectively implement a multimodal system, we need

allow impact fees to help fund capacity increasing transit and trail improvements on the Cross Kirkland Corridor.

8. Kirkland supports allowing local governments the option to award contracts to vendors whose pre-tax bid unit price is lowest.

Local governments have a few options for selecting vendors, which are geared toward procurement at the lowest responsive price. One option is to use the State Department of Enterprise Services contract to make purchases, to take advantage of the economies of scale represented by the State's cooperative purchasing powers.

Another option is for the local governments to solicit bids and select from the low pre-tax bid received. In this option, under the current RCW 39.30.040, the only basis to differentiate between a local and non-local vendor in this situation is that "local government may, at its option when awarding a purchase contract, take into consideration tax revenue it would receive from purchasing the supplies, materials, or equipment from a supplier located within its boundaries". Unfortunately, the City's share of the sales tax is only 0.85% of the 9.5% sales tax rate in effect in King County (9.8% for automobiles) and that small differential rarely is sufficient to make a difference in the selection therefore precluding selection of a local bidder

The intent is to allow local governments the option to select a local vendor that proposes the lowest unit cost, before taxes. The policy rationale would be that there is a public benefit derived from the local and regional sales taxes paid by procuring from the local vendor, so long as the pre-tax cost is lowest. This option does not preclude the local jurisdiction from rejecting all bids and using the State contract.



CITY OF KIRKLAND

2013 DRAFT LEGISLATIVE SUPPORT AGENDA – ANNOTATED – DRAFT #1

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.

2013 Legislative Support

Legislation on Kirkland's Support agenda from 2012

- Support brown grease to energy conversion legislation and programs.
- Support modification of the Washington State Department of Licensing's (DOL) implementation of the Commercial Driver's License process.
- Support legislation providing for the safe collection and disposal of unwanted drugs from residential sources through a producer provided and funded product stewardship program.
- 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 of the 2013 legislative agendas for the following organizations:

Association of Washington Cities

(AWC Legislative Subcommittee priority recommendations as of November 21, 2012)

Ensure continued appropriation of committed state shared funds

(Such as Liquor Excise Taxes and Profits, Streamlined Sales Tax Mitigation, City-County Assistance Account, Municipal Criminal Justice Account, and public health funding)

Restore liquor revenue and mitigate public safety impacts from privatization

Eliminate \$10 million ongoing diversion of liquor taxes and reinstate local share of excess liquor profits. Find new ways to fund liquor enforcement and increase local authority over retail liquor sales to enhance public safety.

Preserve existing local revenue authorities

(don't restrict or eliminate, such as local B&O taxing authorities)

State transportation funding and local options

Any State revenue proposal must contain a significant share of funding to assist cities and provide for new local options (such as raising the Councilmanic approval of Transportation Benefit Districts from \$20-\$40).

City Option Gas Tax

Would allow cities to impose a voter approved, one cent gas tax. (Similar legislation was part of last year's local transportation option bill. It came within one vote of passing Senate, was not heard in the House.)

1% Motor Vehicle Excise Tax

AWC is anticipating that King County will reintroduce a 1% MVET for the purposes of providing regional transit funding and to support road funding. Any MVET proposal must have a consensus between the county and cities prior to session or it could derail a local transportation options proposal.

Amend or add new economic development tools

(such as new rounds of funding Local Revitalization Financing and extending current sales tax funding of Local Infrastructure or Public Facilities Districts)

Fund city priorities in the Capital Budget

(such as the Public Works Trust Fund)

Pursue options for creating sustainable personnel related costs

(such as changes to binding interest arbitration statutes, stabilizing pension contribution funding, and minimizing increases in Workers Compensation rates)

Stormwater Funding

Advocate for new state funding and the continuation and formalization of existing funding to support Phase I and II NPDES cities meeting permit responsibilities.

Resist transferring responsibilities from the state to cities.

Pursue pro-active public records proposals

Proposals that address some of the problems that come with the burgeoning and abusive public records requests.

The AWC's Legislative Priorities are developed over the interim through participation by municipal elected officials and staff representatives from cities across the state. Specifically, there are 5 AWC subject area subcommittees that work on identifying potential legislative priorities for the upcoming session. The City of Kirkland has individual representatives serving on four of the five subcommittees.

The subcommittee participants comprise AWC's 80-member legislative committee. The full legislative committee met via webinar on September 19 to identify preliminary legislative priorities for 2013. The full committee's recommendations were forwarded to the AWC Board for their consideration on September 28. The full legislative committee revisited the issues and positions associated with preliminarily developed priorities on November 15. The AWC's 2013 legislative priorities are set to be finalized by the AWC's Board on December 7. Those were not available at the time this draft was assembled for the December 11 City Council meeting.

Transportation Issues

Eastside Transportation Partnership

(Draft as of October 12, 2012)

- 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 identified for I-405, I-90, SR 522 and SR 520 east of I-405.
- Increase funding options for local transportation needs; while maintaining funding for programs that support mobility, economic vitality and maintenance of the existing transportation system.
- Continue to evaluate tolling as a tool to help manage and finance specific projects in key corridors. Additionally, continue to monitor for impacts on other roadways as a result of SR 520 tolling and consider appropriate mitigation where necessary.

The City Council considered these ETP priorities at its November 7 meeting and following that meeting, Council sent a letter of support to the ETP.

Transportation Choices Coalition
(Draft as of November 15, 2012)

Pass a balanced biennial transportation budget that meets the following principles:

- Increase the amount of state monies that are dedicated to transit, bicycle and pedestrian uses. Add money for the Complete Streets grant program.
- Keep tolling revenue flexible for use on the movement of people and goods.
- Codify future spending of new fees that passed in 2012.
- Keep federal funding for Safe Routes to Schools that was agreed upon by the MAP-21 advisory committee.

Pass local options:

- Transit needs a menu of local options for transit investments that are less regressive and volatile.
- Local options should be passed for all agencies, especially ones that have maxed out current capacity.

Support a revenue package that meets the principles of Transportation for Washington.

Pass a bill that includes improved health outcomes in transportation planning (2370 from last year).

Support Bicycle Alliance's bill for Safe Neighborhood speeds (1217 from last year).

Bicycle Alliance of Washington
(Draft as of November 27, 2012)

Local Government Control and Safe Neighborhood Streets

The Bicycle Alliance again will lead the Neighborhood Safe Streets Bill to make safer streets and neighborhoods by allowing cities and towns the authority to set speed limits to 20 miles per hour on non--arterial streets. Previously SHB 1217.

Safe Passing on Washington's Roads

The Bicycle Alliance will look to pursue legislation to allow motor vehicles to drive on the left side of a double parallel solid line if passing a person riding a bicycle in the same direction.

K-12 Transportation System Study

Current pupil transportation funding shortfall exists. Study bill or proviso would explore how to improve pupil transportation options and to save the state and school districts money.

Adding Health as a State Transportation System Policy Goal

The Bicycle Alliance will again support legislation that adds human health to the policy goals of our state transportation system—alongside existing goals such as economic vitality, mobility, and the environment. Previously HB 2370.

Transportation Budget/Revenue

Investments in walking and biking give Washingtonians the freedom to get around, safer streets for our children, and create more jobs per capita dollar spent than most transportation projects. As a member of the Transportation for Washington campaign, we support the expansion of the following state grant programs:

- *Safe Routes to School Grant Program has improved safety for over 67,000 children statewide through educational programs and infrastructure improvements.*
- *Complete Streets Grant Program. Established in 2011 through ESHB 1071, which the Bicycle Alliance led, this program lacks funding but already is in demand as cities like Spokane and Moses Lake are lining up to become eligible for an innovative program that seeks to improve main streets and business corridors.*
- *Bicycle/Pedestrian Safety and Mobility Grant Program. Currently a heavily over-subscribed program at WSDOT with 10-15% projects funded.*

The Bicycle Alliance of Washington will pursue these funding priorities through the biennial transportation budget, as well as potential revenue and local options bills that increase options for cities, towns and counties to invest in a multimodal transportation system.

Cascade Bicycle Club

(As of November 28th, there is not yet a draft 2013 agenda available from the CBC)

Human Services Issues

Eastside Human Services Forum

(Draft as of October 25, 2012)

Preserving Services for Basic Needs

- Maintain programs that provide basic needs for all residents, such as food and healthcare including mental health, substance abuse, and medical interpretation.
- Maintain funding for the Washington Information Network (WIN) 2-1-1.

Preventing and Ending Homelessness

- Maintain the State investment in the Housing Trust Fund.
- Extend foster care for ALL youth until age 21.
- Maintain the Housing and Essential Needs Program which replaced the Disability Lifeline.

Supporting Early Learning and School Readiness

- Maintain the current investment in home visiting funding for evidence-based home visiting programs such as Healthy Start.
- Protect current investments in early learning such as the Early Childhood Education and Assistance Program (ECEAP), WaKids (the new State kindergarten learning assessment), the Washington State Child Care Resource and Referral Network, and the Working Connections Child Care Program which provides subsidies for low-income working families or families seeking work.

Supporting the Most Vulnerable Older Adults and People with Disabilities

- Protect Washington's current long term care infrastructure and maintain the investment in services that enable older adults and people with disabilities to remain in their homes and in the community, such as the Community Alternative Program waiver, programs and services funded by the Senior Citizens Services Act, and family caregiver programs.

- Protect vulnerable adults through programs such as the State Long Term Care Ombudsman, Office of Public Guardianship, and through continued oversight of Adult Family homes.

Bellevue Network on Aging

As of November 28, 2012, there are no 2013 legislative priorities available from the BNA.

Washington Association of Area Agencies on Aging

As of November 28, 2012, there are no 2013 legislative priorities available from the WAAAA.

Washington Low Income Housing Alliance

2013 State Legislative Priorities

- Housing Trust Fund - Significant new Capital Budget allocation.
- Housing and Essential Needs - Protect against cuts & seek policy fixes that improve the program and address ACA (Affordable Care Act) changes.
- Fair Tenant Screening Act - Address the high cost of the reports and regulate the reporting of evictions and DV records.
- Affordable Housing, Equity and Infrastructure financing mechanism - Either oppose attempts for any TIF-like tool that does not include significant support for affordable housing, or support a negotiated bill via the PSRC Growing Transit Communities process.

Environmental Issues

Environmental Priorities Coalition

As of November 28, 2012, there are no 2013 legislative priorities available from the EPC.

Water Issues

WRIA 8

- Support \$80 million for Puget Sound Acquisition and Restoration (PSAR) funding which supports implementation of the highest priority projects throughout Puget Sound.
- Support \$40 million request in Recreation and Conservation Office capital budget request, to serve as state match to federal Pacific Coastal Salmon Recovery Fund.
- Support funding for salmon recovery Lead Entities in the Recreation and Conservation Office's general fund budget request.
- Support a study bill of the draft Watershed Investment District legislation.

See Watershed Improvement District legislation background information in [September 15, 2011 Reading File](#)

Cascade Water Alliance

DRAFT 2013 legislative priorities for CWA. To be considered mid-November with adoption by Nov 28.

- **Lane Case:** Clarify to make more workable recent decisions of the Washington State Supreme Court (Lane v. City of Seattle and City of Bonney Lake V. City of Tacoma) that have left important unresolved questions about who pays for fire hydrants, what costs may be recovered and the mechanism or process that may be used for cost recovery.
- **High Efficiency Toilet Legislation:** Cascade proposes a measure that would require By January 1, 2014, toilets sold or installed in this state must be high efficiency toilets that go

beyond the current standard (1.6 gallons per flush) and use less than 1.3 gallons per flush, which would, if every home in the US replaced old toilets with new high efficiency toilets would save more than 900 billion gallons of water per year.

- **Milfoil Removal Funding:** Assist in finding funding for the milfoil in Lake Tapps.

Public Safety Issues

Washington Association of Sheriffs and Police Chiefs

- Sustainable funding for CJTC to include BLEA, mid-level and executive training, prosecutor training, and specialized training such as CIT.
- Mandatory reporting of all gunshot wounds by medical providers.
- Continued basic funding for WASPC and WATPA programs such as Victim Notification, Jail Booking and Reporting System, Sex Offender Address Verification, UCR, etc.

Washington Fire Chiefs Association

2013 Draft legislative goals proposed in 2012.

- All Risk Mobilization
- Simple Majority for M & O Levies
- Fire Training Academy Burn Tower Funding
- Oppose Ambulance Billing Direct to Patient
- Raise EMS Levy Cap to \$.75

Parks Issues

Washington Recreation and Parks Association

2013 Key Legislative Priorities

Advocate for increased WWRP funding in 2013-15 Capital Budget

(Capital Budget) WRPA will work closely with the Washington Wildlife and Recreation Coalition (WWRC) to seek an increased level of funding for WWRP in 2013-15. The Recreation and Conservation Funding Board (RCFB) which oversees the state's Recreation & Conservation Office (RCO) – after receiving recommendations from the Coalition and the WRPA -- have recommended a funding level of \$90 million. The WWRP program is the WRPA's highest priority, given the critical role it plays in assisting local parks agencies with funding for local parks, trails, water-access projects, etc. View Ranked Proposed Projects by Category

Support State Parks efforts to secure general-fund monies

(Operating Budget) The WRPA will strongly support a State Parks request to secure \$18 million from the state's Operating Budget – so that there is general fund assistance for our cherished State Parks along with the fee-based Discover Pass program. For the WRPA, this is much more than a "state" issue. State Parks in fact bring people into local communities in some cases, serve as a tourism attraction in others, and help underscore the importance of outdoor recreation in our state's quality of life and economy.

Pursue legislation to re-establish funding for the Youth Athletic Facilities (YAF) Account

(Capital Budget/Policy Bill) The YAF account remains in state statute, but has not been funded for several years. The WRPA will lead a legislative initiative that seeks to re-establish YAF funding, through retention of 50 percent of the expected sales tax proceeds that would come from the application of sales tax on competitive leagues run by public agencies and private organizations. In crafting the legislation, the WRPA also will seek to ensure that Metropolitan Park Districts (MPDs) are made eligible to compete for this funding. Under state law, the YAF funding can be used for both capital needs as well as "minor works" efforts to keep facilities maintained. The RCFB also has recommended re-establishing YAF funding.

Planning Issues

Washington Chapter of the American Planning Association

As of November 28, 2012, there are no 2013 legislative priorities available from the WA APA.

DRAFT



CITY OF KIRKLAND 2013 DRAFT 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, 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 new mandates that drain City resources at a time of recession and limited revenues.
- Oppose any further shifting of costs or services from the State or counties to cities.
- Defend against state consolidation/central administration of taxes including Business & Occupation and telecommunication.

City of Kirkland DRAFT 2013 Legislative Priorities

1. Kirkland supports providing state and local transportation revenue to maintain infrastructure investments and complete projects that enhance economic vitality.
2. Kirkland supports \$5 million in funding for the next phase of the NE 132nd Interchange ramp design.
3. Kirkland supports eliminating the \$10 million ongoing diversion of liquor taxes and reinstating local share of excess liquor profits.
4. Kirkland supports 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.
5. Kirkland supports providing cities with financing options to support public/private partnerships (including flexibility in the use of existing tax sources).
6. Kirkland supports allowing transportation impact fees to be spent on multi-modal capacity adding projects associated with trail, bicycle, and/or transit corridors.
7. Kirkland supports allowing local governments the option to award contracts to vendors whose pre-tax bid unit price is lowest.
8. Kirkland supports improving state law to protect pedestrians and bicyclists on community streets.
9. Kirkland supports safe collection and disposal of unwanted drugs from residential sources.



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

September 25, 2012

WORKING TITLE: NE 132nd Interchange Project

Kirkland supports \$5 million in funding for the next phase of the NE 132nd Interchange ramp design. Restoring the new interchange on I-405 at NE 132nd Street would improve access to the Totem Lake Urban Center by connecting Totem Lake – an important local and regional economic redevelopment project – to and from points to the north.

ISSUE BACKGROUND:

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 plan to revitalize this area to boost economic development and create jobs – without easy freeway access redevelopment will be limited at best.

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. Delaying additional funding until 2025 will jeopardize much needed economic development in the area.

WSDOT estimates the total construction cost to be on the order of \$90 million. Improving access to and through the Totem Lake area has been an objective of the City of Kirkland for some time and 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.

The interchange project is in the Kirkland's Totem Lake Neighborhood plan and the project is included in the I-405 Master Plan. The City of Kirkland has prepared a NE 132nd Street study that shows a set of projects that would complement the new interchange. One of those projects, at 100th Avenue NE, is funded for design and the other projects will be completed in the future. WSDOT is also interested in the NE 132nd Street project because of the congestion relief it will provide at the NE 160th and NE 124th interchanges. A programmatic environmental review has been completed as part of the I-405 master plan and project level environmental work would have to be completed. Additional right-of-way will be needed to complete the project. This can be completed as soon as funding is provided.

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 to the upcoming budget.

CITY OF KIRKLAND CONTACTS:

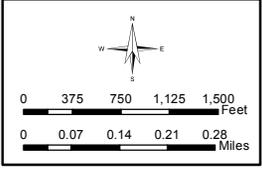
[David Godfrey](#), Transportation Engineering Manager, 425-587-3865
[Lorrie McKay](#), Intergovernmental Relations Manager, 425-587-3009

NE 132nd Street I-405 Interchange Project

NE 132nd Street Interchange

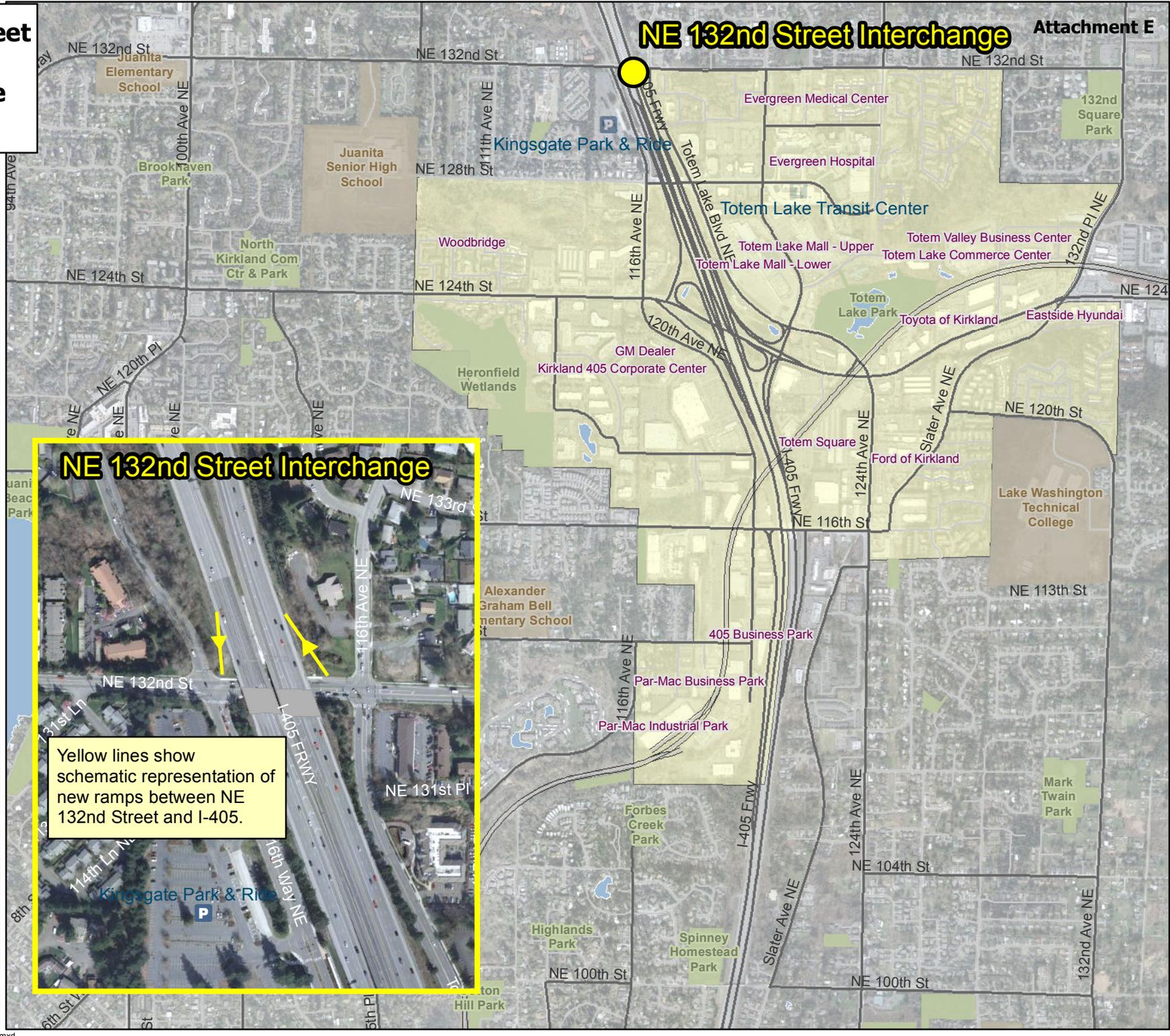
Attachment E

- Totem Lake Urban Center
- Road
- Parks
- Schools
- Cross Kirkland Corridor
- Major Streets
- Streets
- Lakes
- Park & Ride
- Transit Center



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Author: DG
Name: NE 132nd interchange
Date Saved: 9/19/2012 3:55:11 PM



NE 132nd Street Interchange

Yellow lines show schematic representation of new ramps between NE 132nd Street and I-405.

RESOLUTION R-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING A CITY OF KIRKLAND LEGISLATIVE AGENDA TO BE ADDRESSED TO THE 2013 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 citizens; and

WHEREAS, the City of Kirkland seeks to defend against state revenue reductions or legislation that hamper the City's ability to complete the Finn Hill, Juanita and Kingsgate-area annexation; and

WHEREAS, the City of Kirkland seeks to protect shared state revenue sources available to the City, 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 new 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 believes it appropriate to set forth its position as to issues affecting local government operations coming before the State Legislature during its 2013 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 2013 Legislative Priorities" set forth in the "City of Kirkland 2013 Legislative Agenda" attached hereto as Exhibit A and by this reference incorporated herein, are hereby adopted as Kirkland's recommendation to the 2013 Session of the State Legislature.

Section 2. The "2013 Legislative Support Agenda" attached hereto as Exhibit B and by this reference incorporated herein, is hereby adopted as reflecting the City's support of the policy principles underlying selected priority legislative items of the City's ally organizations. Formal City support of items on this list is contingent upon reviewing and approving the specific language of any legislative proposal drafted to advance a particular item.

Section 3. The City administration shall transmit the 2013 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 Suburban Cities Association and other ally organizations.

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2013.

Signed in authentication thereof this ____ day of _____, 2013.

MAYOR

Attest:

City Clerk

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