

**AGENDA**

**DES MOINES CITY COUNCIL  
REGULAR MEETING  
City Council Chambers  
21630 11<sup>th</sup> Avenue South, Des Moines**

**January 2, 2014 – 7:00 p.m.**

**CALL TO ORDER**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

**SWEARING IN OF COUNCILMEMBERS**

**SELECTION OF MAYOR**

**SELECTION OF MAYOR PRO TEM**

**CORRESPONDENCE**

**COMMENTS FROM THE PUBLIC**

**BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS**

**PRESIDING OFFICER'S REPORT**

**ADMINISTRATION REPORT**

Item 1: EMERGING ISSUES

**NEW BUSINESS**

Page 1 Item 1: INTERGOVERNMENTAL POLICIES AND POSITIONS

**NEXT MEETING DATE**

January 9, 2014 Regular City Council Meeting

**ADJOURNMENT**



# AGENDA ITEM

BUSINESS OF THE CITY COUNCIL  
City of Des Moines, WA

**SUBJECT:**  
Intergovernmental Policies and Positions

**ATTACHMENTS:**

1. 2013 Intergovernmental Policies and Positions
2. 2014 Intergovernmental Policies and Positions with staff recommended changes
3. Association of Washington Cities 2014 Take Action for Cities Agenda
4. 2014 Legislative Positions for Southwest King County – Soundside Alliance and the Highline Forum

**FOR AGENDA OF:** January 2, 2014

**DEPT. OF ORIGIN:** Administration

**DATE SUBMITTED:** December 26, 2013

**CLEARANCES:**  
[ ] \_\_\_\_\_

**APPROVED BY CITY MANAGER**

**FOR SUBMITTAL:** 

**Purpose and Recommendation**

The purpose of this agenda item is to allow the City Council to review and adopt the City’s Intergovernmental Policies and Positions for 2014.

Suggested Motion

“I move to adopt the 2014 Intergovernmental Policies and Positions as submitted.”

Alternative Motion

“I move to adopt the 2014 Intergovernmental Policies and Position as submitted and as amended by the City Council.”

**Background**

The City Council first adopted a set of intergovernmental policies and positions in 1998, to let the public and our state and national legislative delegations know the official positions of the City of Des Moines on a variety of issues and subjects. Having adopted positions also allows staff to accurately relate the City’s positions when discussing issues with other elected officials, in particular our state senators and representatives. Since these positions were first adopted, the City Council has reviewed and, if needed, amended and updated them on an annual basis. The last review of these positions was in January 2013.

**Discussion**

The 2014 State Legislative session will begin on mid-January and the U.S. Congress will begin its work in Washington, D.C. in early January. It is, therefore, appropriate for Council to review its intergovernmental policies and positions as these legislative bodies start to meet. Attached for Council's convenience are the policies and positions adopted for 2013 (Attachment 1) and policies and positions for 2014 with a few suggested changes from staff as a starting place for Council discussion (Attachment 2). Also attached for Council's information is the Association of Washington Cities' (AWC) 2014 Take Action for Cities Agenda (Attachment 3) and the Soundside Alliance (formerly Southwest King County Economic Development Initiative, SKCEDI) and Highline Forum 2014 Economic Development Legislative Positions for Southwest King County (attachment 4).

**Alternatives**

Council may chose not to make any changes to the current intergovernmental relations policies and positions.

**Financial Impact**

None.

**Recommendation**

Staff recommends that Council, at minimum, add a position regarding liquor revenues and tax increment financing.

**Concurrence**

None.

**City of Des Moines**  
**2013 Intergovernmental Policies and Positions**

A. General Policies

1. Any new, law, regulation, or requirement from the county, state, or federal levels should be matched with ongoing secure sources of revenue sufficient to fund the mandate.
2. Decisions affecting Des Moines are best made at the local level. Therefore, county, state and federal legislation or mandates should not erode or curtail local authority.
3. The City opposes any federal, state or regional actions which reduce the fiscal capacity of the City to provide services to its citizens.

B. Intergovernmental Positions

1. Metropolitan King County
  - a. The City supports continued King County funding of regional human service needs from current or future county revenues. Des Moines should remain a provider of local human services.
  - b. Any King County budget or service reductions should treat residents of incorporated and unincorporated areas equally.
  - c. King County Metro should provide the following transit services to Des Moines residents.
    - (1) Existing routes
    - (2) Metro should restore service lost to cutbacks since 2000.
    - (3) Provide looped service to the Woodmont and Redondo areas of Des Moines.
    - (4) Provide Dial-a-Ride service to the citizens of Des Moines.
    - (5) Continue to fund the Access transit program.
    - (6) Continue to fund the Senior Services Des Moines/Normandy Park Shuttle
    - (7) If the Legislature authorizes King County Metro to councilmanically impose a Motor Vehicle Excise Tax to

fund transit, the Metro should restore and enhance services in Des Moines

- d. The City supports development of the Lake to Sound Trail System in south King County.
  - e. The City will participate in the WRIA9 water quality improvement process. Any changes in or new sources of revenue from Des Moines residents to support projects should be subject to City Council review and authorization.
  - f. The City of Des Moines supports other suburban cities in their negotiations to have King County fund infrastructure improvements in unincorporated areas prior to annexation. New unincorporated developments should provide urban level improvements such as adequate right-of-way, curb, gutter, underground utilities, etc.
  - g. King County should respect previous agreements regarding regional governance.
2. State of Washington
- a. Des Moines supports added state funding to meet local and regional transportation maintenance and capacity needs.
  - b. Des Moines supports restoration of and additional funding for the planning acquisition, restoration and development of recreational and boating facilities and wildlife habitat.
  - c. The City supports additional state funding for local criminal justice needs and training.
  - d. The City supports the restoration of historic levels of Public Works Trust Fund and Transportation Improvement Board funds and re-authorization of funding for the Community Economic Revitalization Board (CERB) and the Local Infrastructure Financing Tool (LIFT) program for local government infrastructure projects.
  - e. Any electric utility deregulation should not result in increases for local rate payers and should provide for consumer aggregation options for bulk purchases. (This policy also applies at the federal level.)
  - f. The City supports tort reform that reduces municipal liability and exposures.

- g. The City opposes legislation that preempts local zoning control.
- h. Des Moines supports legislation that treats City leases of DNR aquatic lands equal to Port leases and opposes legislation that increases the City's current lease rate.
- i. The City opposes personnel and labor relations legislation which diminishes its management rights or mandates additional unfunded programs and benefits. (This policy also applies at the federal level.) Des Moines supports legislation providing civil immunity from reference checks.
- j. The City supports continued improvements to high speed passenger rail travel from Portland to Vancouver, B.C. to reduce dependence on planes and automobiles.
- k. The City supports legislation which would abolish the 1889-1890 right-of-way vacation by operation of law statutes.
- l. The City supports legislation returning to Des Moines at no cost and with no conditions any portions of the SR-509 right-of-way south of South 216<sup>th</sup> Street not used for traffic improvements.
- m. The City opposes any legislation which directly or indirectly aids in the expansion of Sea-Tac International Airport or the lengthening of any of its runways. (This policy also applies at regional and federal levels.)
- n. The City opposes any legislation which reduces the authority of cities to annex territory.
- o. The City opposes legislation which reduces the authority of cities to assume special purpose districts.
- p. The City supports legislation that requires either sponsors of essential public facilities or jurisdictions in which EPF's are located to fully mitigate environmental, social, and economic impacts of the EPF in neighboring impacted jurisdictions.
- q. The City opposes legislation that would reduce municipal control over city streets and rights-of-way.
- r. The City supports legislation to elect Port commissioners by district.
- s. The City opposes mandatory requirements for affordable housing, housing growth, and residential density targets.

- t. The City supports legislation clarifying the right of cities to exercise use and zoning powers with respect to gambling activities, including the power to adopt moratoria, interim zoning controls, and prohibit gambling activities.
- u. The City supports legislation to increase the local share of municipal court fines and forfeits.
- v. The City supports legislation to allocate surplus LEOFF I pension funds to local government to assist in meeting LEOFF I medical and long term care obligations.
- w. Des Moines supports full state funding for Shoreline Management Plan updates.
- x. The City supports legislation establishing a state process for siting an additional major airport at a location at least 15 miles from SeaTac International Airport and other essential public facilities of a regional nature.
- y. The City supports legislation and legal appeals that overrule Washington Utilities and Transportation Commission decisions regarding city rights-of-way and Puget Sound Energy. Cities should not be required to purchase private easements for utilities and rules regarding utility relocates and undergrounding should be re-enacted.
- z. The City supports investigations into whether or not Streamlined Sales Taxes are being properly collected and remitted to cities into which purchased items are delivered.
- aa. The City supports retention of full local authority to operate municipal courts. Additionally, the City supports the position that cities may contract with another city to provide municipal court services and opposes legislation that would erode or eliminate this ability.
- bb. The City supports flexible use of Real Estate Excise Taxes.
- cc. The City supports State tax policies that assist cities in meeting infrastructure needs for new development in airport noise impacted areas.
- dd. The City supports amendments to binding interest arbitration criteria as outlined in the Association of Washington City's legislative priorities.

- ee. The City supports the Association of Washington City's proposals to manage public records requests.
  - ff. The City supports a state law changing the City's aquatic land lease to much less as the Marina provides access to the water through the fishing pier and the breakwater protects the base of the pier as well as the boat moorage.
  - gg. The City opposes the State's proposal to streamline the collection of B&O taxes and issuance of business licenses unless the new processes are revenue neutral to cities.
  - hh. The City opposes any reduction in state-shared liquor revenues and supports restoring state-shared liquor revenues to 2011 levels.
  - ii. The City supports legislation that creates a true tax increment financing mechanism.
  - jj. The City supports legislative review of the Growth Management Act in an effort to restore local control.
  - kk. The City supports the 2013 legislative priority to appropriately fund public education as required by the McCleary decision.
3. Federal
- a. Utility deregulation – see Policy B.2.e.
  - b. Airport – The City supports the Port of Seattle in conducting a comprehensive Part 150 study that is in complete compliance with all applicable federal laws and regulations and encourages expansion of the noise mitigation program to provide insulation to all buildings within the noise contours that trigger such action for single-family homes. See also Policy B.2.m.
  - c. Personnel – see Policy B.2.i.
  - d. The City supports continued Community Development Block Grant funding.
  - e. The City opposes legislation that nationalizes cable television and telecommunications franchising, reduces or eliminates cities' ability to manage their rights-of-way, or reduces or eliminates cities' ability to impose franchise fees and utility taxes.
  - f. The City supports increasing federal funding of emergency preparedness for local first responders

4. Interjurisdictional and Regional
  - a. The City supports a phased approach to the extension of SR-509. Phase I should guarantee completion of the route from I-5 to SR509 and include the following features: the I-5 collector/distributor lanes, a grade-separated interchange at South 200<sup>th</sup> Street, the planned South Access with interchange to SeaTac International Airport and provisions for 24<sup>th</sup>/28<sup>th</sup> Avenues to continue uninterrupted beneath or over SR-509.
  - b. The City supports construction of a bridge over I-5 in the vicinity of South 240<sup>th</sup> Street.
  - c. The City supports completion of the higher speed south access route from the SR-509 extension to the south end of the airport, to be funded by the Port of Seattle.
  - d. The City supports the construction of the 28<sup>th</sup>-24<sup>th</sup> arterial as a separate business access roadway and opposes any interim use of this route for airport south access.
  - e. Des Moines supports the development and implementation of a comprehensive regional and state Emergency Management, Response, and Communication System.
  - f. The City supports straightening the Kent-Des Moines boundary on Highway 99 south of Kent-Des Moines Road so that Highway 99 would be the dividing boundary between the two cities.
  - g. The City generally supports local, state, and regional efforts to proactively improve salmon habitat to avoid imposition of more restrictive and less flexible federal standards and efforts to continually improve and upgrade surface water capital facilities.
  - h. The City supports and encourages local water districts to engage in regional and local efforts to ensure adequate future water through conservation and development of new supplies.
  - i. The City supports a light rail alignment on the State Route 509 alignment and the west margin of Interstate 5 as the light rail corridor through Pacific Ridge.
  - j. The City supports retention of local control over its roads.
  - k. The City supports interlocal agreements with its neighboring cities to coordinate the collection of traffic impact fees and imposition of appropriate environmental mitigation for development projects near our respective boundaries.

- l. The City supports continued coordination with utility and other special districts to plan for capital improvements within the City limits.
- m. The City opposes any proposal extending Kent's cross-valley connector (South 228<sup>th</sup> Street) any further west than the south bound I-5/SR 509 proposed right-of-way.

Adopted by the  
Des Moines City Council  
At an open public meeting  
February 7, 2013



**City of Des Moines**  
**2014~~3~~ Intergovernmental Policies and Positions**

A. General Policies

1. Any new, law, regulation, or requirement from the county, state, or federal levels should be matched with ongoing secure sources of revenue sufficient to fund the mandate.
2. Decisions affecting Des Moines are best made at the local level. Therefore, county, state and federal legislation or mandates should not erode or curtail local authority.
3. The City opposes any federal, state or regional actions which reduce the fiscal capacity of the City to provide services to its citizens.

B. Intergovernmental Positions

1. Metropolitan King County
  - a. The City supports continued King County funding of regional human service needs from current or future county revenues. Des Moines should remain a provider of local human services.
  - b. Any King County budget or service reductions should treat residents of incorporated and unincorporated areas equally.
  - c. King County Metro should provide the following transit services to Des Moines residents.
    - (1) Existing routes.
    - (2) Metro should restore service lost to cutbacks since 2000.
    - (3) Provide looped service to the Woodmont and Redondo areas of Des Moines.
    - (4) Provide Dial-a-Ride service to the citizens of Des Moines.
    - (5) Continue to fund the Access transit program.
    - (6) Continue to fund the Senior Services Des Moines/Normandy Park Shuttle
    - (7) If the Legislature authorizes King County Metro to councilmanically ~~enact a revenue stream impose a Motor~~

~~Vehicle Excise Tax~~ to fund transit, the Metro should restore and enhance services in Des Moines

- d. The City supports development of the Lake to Sound Trail System in south King County.
  - e. The City will participate in the WRIA9 water quality improvement process. Any changes in or new sources of revenue from Des Moines residents to support projects should be subject to City Council review and authorization.
  - f. The City of Des Moines supports other suburban cities in their negotiations to have King County fund infrastructure improvements in unincorporated areas prior to annexation. New unincorporated developments should provide urban level improvements such as adequate right-of-way, curb, gutter, underground utilities, etc.
  - g. King County should respect previous agreements regarding regional governance.
2. State of Washington
- a. Des Moines supports added state funding to meet local and regional transportation maintenance and capacity needs and supports providing cities and counties additional councilmanic revenue authority to fund transportation.
  - b. Des Moines supports restoration of and additional funding for the planning acquisition, restoration and development of recreational and boating facilities and wildlife habitat.
  - c. The City supports additional state funding for local criminal justice needs and training.
  - d. The City supports the restoration of historic levels of Public Works Trust Fund and Transportation Improvement Board funds and re-authorization of funding for the Community Economic Revitalization Board (CERB) and the Local Infrastructure Financing Tool (LIFT) program for local government infrastructure projects.
  - e. Any electric utility deregulation should not result in increases for local rate payers and should provide for consumer aggregation options for bulk purchases. (This policy also applies at the federal level.)

- f. The City supports tort reform that reduces municipal liability and exposures.
- g. The City opposes legislation that preempts local zoning control.
- h. Des Moines supports legislation that treats City leases of DNR aquatic lands equal to Port leases and opposes legislation that increases the City's current lease rate.
- i. The City opposes personnel and labor relations legislation which diminishes its management rights or mandates additional unfunded programs and benefits. (This policy also applies at the federal level.) Des Moines supports legislation providing civil immunity from reference checks.
- j. The City supports continued improvements to high speed passenger rail travel from Portland to Vancouver, B.C. to reduce dependence on planes and automobiles.
- k. The City supports legislation which would abolish the 1889-1890 right-of-way vacation by operation of law statutes.
- l. The City supports legislation returning to Des Moines at no cost and with no conditions any portions of the SR-509 right-of-way south of South 216<sup>th</sup> Street not used for traffic improvements.
- m. The City opposes any legislation which directly or indirectly aids in the expansion of Sea-Tac International Airport or the lengthening of any of its runways. (This policy also applies at regional and federal levels.)
- n. The City opposes any legislation which reduces the authority of cities to annex territory.
- o. The City opposes legislation which reduces the authority of cities to assume special purpose districts.
- p. The City supports legislation that requires either sponsors of essential public facilities or jurisdictions in which EPF's are located to fully mitigate environmental, social, and economic impacts of the EPF in neighboring impacted jurisdictions.
- q. The City opposes legislation that would reduce municipal control over city streets and rights-of-way.
- r. The City supports legislation to elect Port commissioners by district.

- s. The City opposes mandatory requirements for affordable housing, housing growth, and residential density targets.
- t. The City supports legislation clarifying the right of cities to exercise use and zoning powers with respect to gambling activities, including the power to adopt moratoria, interim zoning controls, and prohibit gambling activities.
- u. The City supports legislation to increase the local share of municipal court fines and forfeits.
- v. The City supports legislation to allocate any surplus LEOFF I pension funds to local government to assist in meeting LEOFF I medical and long term care obligations.
- w. Des Moines supports full state funding for Shoreline Management Plan updates.
- x. The City supports legislation establishing a state process for siting an additional major airport at a location at least 15 miles from SeaTac International Airport and other essential public facilities of a regional nature.
- y. The City supports legislation and legal appeals that overrule Washington Utilities and Transportation Commission decisions regarding city rights-of-way and Puget Sound Energy. Cities should not be required to purchase private easements for utilities and rules regarding utility relocates and undergrounding should be re-enacted.
- z. The City supports investigations into whether or not Streamlined Sales Taxes are being properly collected and remitted to cities into which purchased items are delivered.
- aa. The City supports retention of full local authority to operate municipal courts. Additionally, the City supports the position that cities may contract with another city to provide municipal court services and opposes legislation that would erode or eliminate this ability.
- bb. The City supports flexible use of Real Estate Excise Taxes.
- cc. The City supports State tax policies that assist cities in meeting infrastructure needs for new development in airport noise impacted areas.
- dd. The City supports amendments to binding interest arbitration criteria that require arbitrators to have a minimum level of

experience and training, particularly in public finances, and allows arbitrators to consider a city's ability to pay when making arbitration rulings as outlined in the Association of Washington City's legislative priorities.

- ee. The City supports ~~the Association of Washington City's~~ proposals that will help cities to manage public records requests.
- ff. The City supports a state law changing the City's aquatic land lease to much less as the Marina provides access to the water through the fishing pier and the breakwater protects the base of the pier as well as the boat moorage.
- gg. The City opposes the State's proposal to streamline the collection of B&O taxes and issuance of business licenses unless the new processes are revenue neutral to cities.
- hh. The City opposes any reduction in state-shared liquor revenues and supports restoring state-shared liquor revenues to 2011 levels.
- ii. The City supports legislation that creates a true tax increment financing mechanism.
- jj. The City supports legislative review of the Growth Management Act in an effort to restore local control.
- kk. The City supports the need 2013 legislative priority to appropriately fund public education as required by the McCleary decision.

### 3. Federal

- a. Utility deregulation – see Policy B.2.e.
- b. Airport – The City supports the Port of Seattle in conducting a comprehensive Part 150 study that is in complete compliance with all applicable federal laws and regulations and encourages expansion of the noise mitigation program to provide insulation to all buildings within the noise contours that trigger such action for single-family homes. The City supports construction of a Ground Run-up Enclosure but only if the hours ground run-ups are allowed are not expanded. See also Policy B.2.m.
- c. Personnel – see Policy B.2.i.
- d. The City supports continued Community Development Block Grant funding.

- e. The City opposes legislation that nationalizes cable television and telecommunications franchising, reduces or eliminates cities' ability to manage their rights-of-way, or reduces or eliminates cities' ability to impose franchise fees and utility taxes.
  - f. The City supports increasing federal funding of emergency preparedness for local first responders
4. Interjurisdictional and Regional
- a. The City supports a phased approach to the extension of SR-509. Phase I should guarantee completion of the route from I-5 to SR509 and include the following features: the I-5 collector/distributor lanes, a grade-separated interchange at South 200<sup>th</sup> Street, the planned South Access with interchange to SeaTac International Airport and provisions for 24<sup>th</sup>/28<sup>th</sup> Avenues to continue uninterrupted beneath or over SR-509.
  - b. The City supports construction of a bridge over I-5 in the vicinity of South 240<sup>th</sup> Street.
  - c. The City supports completion of the higher speed south access route from the SR-509 extension to the south end of the airport, to be funded by the Port of Seattle.
  - d. The City supports the construction of the 28<sup>th</sup>-24<sup>th</sup> arterial as a separate business access roadway and opposes any interim use of this route for airport south access.
  - e. Des Moines supports the development and implementation of a comprehensive regional and state Emergency Management, Response, and Communication System.
  - f. The City supports straightening the Kent-Des Moines boundary on Highway 99 south of Kent-Des Moines Road so that Highway 99 would be the dividing boundary between the two cities.
  - g. The City generally supports local, state, and regional efforts to proactively improve salmon habitat to avoid imposition of more restrictive and less flexible federal standards and efforts to continually improve and upgrade surface water capital facilities.
  - h. The City supports and encourages local water districts to engage in regional and local efforts to ensure adequate future water through conservation and development of new supplies.

- i. The City supports a light rail alignment on the State Route 509 alignment and the west margin of Interstate 5 as the light rail corridor through Pacific Ridge.
- j. The City supports retention of local control over its roads.
- k. The City supports interlocal agreements with its neighboring cities to coordinate the collection of traffic impact fees and imposition of appropriate environmental mitigation for development projects near our respective boundaries.
- l. The City supports continued coordination with utility and other special districts to plan for capital improvements within the City limits.
- m. The City opposes any proposal extending Kent's cross-valley connector (South 228<sup>th</sup> Street) any further west than the south bound I-5/SR 509 proposed right-of-way.

Adopted by the  
Des Moines City Council  
At an open public meeting  
January 2, 2014~~February 7,~~

2013





# 2014

## take action for cities agenda

The key to a **great** state is **strong** cities throughout Washington. Our 281 cities are the state's economic engines and where most of the population lives, works, shops and plays. In 2014, legislators can protect the heart of a great state by acting as follows:

- Restore local liquor revenue sharing** – there is a long history of local/state liquor revenue sharing, a partnership dating 70+ years which has been severely undermined in recent sessions. The Legislature must pass legislation restoring the growth in profits that expanding cities need to fund public safety and other local impacts.
- Fund and clarify new city responsibilities from marijuana** – the new marijuana industry is subject to up to a 75% state excise tax, but none of that funding is directed to local jurisdictions to address public safety needs and other complex local impacts. And, reconciliation must occur between medical and recreational marijuana to meet the federal mandate for a tightly-regulated system.
- Fund transportation needs, including providing new local transportation options** – transportation is critical for our economic vitality so cities must have the resources to maintain and strengthen both local and state transportation systems.
- Stop raiding infrastructure funds** – our infrastructure is aging and cities can't keep up with increasing demands. If we are going to keep Washington moving forward, we need the Public Works Trust Fund and other infrastructure programs to remain intact, which will allow for planned and sustained investments in communities.

For more information, contact:

**Dave Williams**

Director of Government Relations  
 davew@awcnet.org • 360-753-4137

Or contact one of our lobbyists:

**Candice Bock**

Law & justice, personnel, pensions,  
 public records, social services  
 candiceb@awcnet.org

**Victoria Lincoln**

Energy, general government  
 operations, municipal finance,  
 state budget, telecommunications  
 victorial@awcnet.org

**Carl Schroeder**

Environment, housing, land use  
 carls@awcnet.org

**Alison Hellberg**

Economic development,  
 infrastructure, transportation  
 alisonh@awcnet.org





**HIGHLINE**  
PUBLIC SCHOOLS  
*A path to success for every student*



## 2014 Economic Development Legislative Positions for Southwest King County

The combined memberships of the Soundside Alliance and the Highline Forum endorse five economic development legislative positions for 2014 that increase job opportunities and income for Southwest King County residents and attract quality business investment and real estate development to the area.

*In order to promote local economic development, drive job growth, and protect the quality of life of our communities in unprecedented challenging economic times, the Soundside Alliance and Highline Forum strongly support:*

- **Funding the extension of SR509 to I-5**, through support of a new state transportation revenue package, tolling and public-private partnerships to improve the movement of people and goods throughout Southwest King County and to and from Seattle-Tacoma International Airport. The trade sector is a major source of jobs for our community and it must be supported.
- **Restored and increased funding for infrastructure programs** that provide vital resources to local jurisdictions for job creating projects: the Community Economic Revitalization Board (CERB), the Public Works Assistance Account (PWAA), the Transportation Improvement Board (TIB), the Regional Mobility Grant Program, and the Model Toxic Control Account (MTCA).
- **Support port cooperation and collaboration** by coordinating initiatives to eliminate barriers to commercial success in Washington State and reduce unfair advantages to out-of-state competitors for cargo. The Puget Sound ports support our larger state economy, particularly middle-class jobs in the maritime, transportation, and logistics economic clusters.
- **Increased funding for enrollment capacity at community and technical colleges**, including English language learners. Community and technical colleges are providing education and training that enable business and economic growth.
- **Continue to implement court mandated K-12 funding reforms to provide adequate and equitable educational opportunities** that prepare all students for college, career and citizenship and support the unique demographic needs of Southwest King County. The long-term vitality of our state is dependent on a skilled workforce.

The combined memberships of the Soundside Alliance and the Highline Forum include the cities of Burien, Des Moines, Normandy Park, SeaTac and Tukwila, Highline Community College, the Port of Seattle and Highline Public Schools.

