

AGENDA

**DES MOINES CITY COUNCIL
STUDY SESSION**

**City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

November 1, 2018 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

COMMENTS FROM THE PUBLIC

Note: Comments from the public must be limited to the items of business on the Study Session Agenda per Council Rule 10. Please sign in prior to the meeting and limit your comments to three (3) minutes.

DISCUSSION ITEMS

ITEM 1: EMERGING ISSUES

ITEM 2: CITY MANAGER MONTHLY REPORT

Page 3 ITEM 3: 2019 LEGISLATIVE PRIORITIES AND INTERGOVERNMENTAL POLICES AND POSITIONS

EXECUTIVE SESSION

NEXT MEETING DATE

November 8, 2018 City Council Regular Meeting

ADJOURNMENT

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AGENDA ITEM

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: 2019 Legislative Priorities and Intergovernmental Polices and Positions

FOR AGENDA OF: November 1, 2018

DEPT. OF ORIGIN: Administration

DATE SUBMITTED: October 24, 2018

ATTACHMENTS:

- 1. 2018 Legislative Priorities
- 2. 2018 Intergovernmental Policies and Positions
- 3. AWC 2019 Legislative Priorities and Intergovernmental Policies and Positions

CLEARANCES:

- Community Development _____
- Marina _____
- Parks, Recreation & Senior Services _____
- Public Works _____

CHIEF OPERATIONS OFFICER: _____

- Legal 
- Finance _____
- Courts _____
- Police _____

APPROVED BY CITY MANAGER
FOR SUBMITTAL: 

Purpose and Recommendation

The purpose of this agenda item is to allow the City Council to review the City’s Legislative Priorities and Intergovernmental Polices and Positions for 2019.

Background

From time to time the City will actively advocate for legislative positions that will benefit the City. These can be pieces of legislation establishing state of Washington policies and/or appropriations that provide resources for the City, in addition to other issues that arise in the State Legislature.

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City of Des Moines

2018 Legislative Priorities

The 2018 State Legislative session will begin in January, 2018. There are several issues critical to the well-being of the City and discussed below:

- Funds to replace the north bulkhead in the Marina. This is critical to maintaining the structural integrity of the Marina. It also will shore up the north parking lot that can serve as a staging area for air, land and sea operation in an emergency situation. Appropriate capital investment in the Marina serves the public interest by continuing to provide a safe, accessible location for public access to Puget Sound, the Marina, pier and Beach Park.
- Relief from the DNR lease payment that has increased considerably in recent years. The funds that are used to pay for the DNR lease can be reinvested into the Marina and provide enhanced recreation, emergency management options, economic development activities and public access. (Attached is the DRAFT White Paper on this issue prepared by staff).
- Provide legislative language that would allow the proceeds from the surplus of SR 509 assets (right of way) to remain with the SR 509 project, as opposed to being returned to the State's general fund. Also, include language that proceeds from the surplus of SR 509 assets should be applied against the "local contribution" share of the SR 509 project.
- Several public safety items, including
 - Improving the Mental Health System: Without better resources, LE will be faced with an increasing number of violent encounters.
 - Increase DNA Testing Capacity: We need additional funding so that the WSP Crime Lab's DNA Testing capacity can be increased and turn-around times decreased.
 - Address the Unintended Consequences of the Public Records Act: There needs to be tighter restrictions so that the abuse can be stopped.
 - Ensure Sufficient and Consistent Funding for Statewide Public Safety Training. This includes Academy Training and other programs that allow for regional information sharing and technology upgrades.
 - Increase Funding Opportunities for Small Agency Regional Partnerships: Create funding incentives that encourage LE agencies to create regional partnership models.
- 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.
- The City opposes any expansion or increase in operations at Sea-Tac International Airport until current impacts, including health and noise, are adequately mitigated.
- The City supports legislation that would address the disproportionate health and noise impacts felt by the City of Des Moines due to our close proximity to Sea-Tac International Airport.

- The City supports legislation that provides cities with the authority to voluntarily change their election system or take other action if needed to ensure the fairness of elections.
- The City opposed legislation that limits cities authority to control their own elections or that creates a potential for increased litigation over election related issues.
- Furthering issues identified in the City Council Intergovernmental Policies and Positions for 2018.
- Any additional items that come up during the Legislative Session that can further the City Council Goals and Objectives.

City of Des Moines
2018 Intergovernmental Policies and Positions

A. State of Washington Intergovernmental Positions

1. 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.
2. The City 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 local transportation needs.
3. (See updated #5 incorporating this position).The City supports restoring state-shared liquor revenues to 2011 levels.
4. The City supports legislative review of the Growth Management Act in an effort to restore local control.
5. The City supports legislation that treats City leases of DNR aquatic lands equal to Port leases and/or eliminates or reduces rental rates. The City opposes legislation that increases the City's current lease rate.
6. The City supports Association of Washington Cities' (AWC) position that the State of Washington should fund and clarify new city responsibilities from the recent changes to state laws regarding recreational marijuana and marijuana taxation.
7. The City supports restoration of and additional funding for the planning, acquisition, restoration and development of recreational and boating facilities and wildlife habitat.
8. The City opposes legislation which reduces the authority of cities to assume special purpose districts.
9. The City supports additional state funding for local criminal justice needs and training.
10. The City supports proposals that will help cities manage public records requests.

11. 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.
12. The City supports tort reform that reduces municipal liability and exposures.
13. The City opposes legislation that preempts local zoning control, including siting of essential public facilities for mental health services, addiction services, and resources to respond to homelessness.
14. 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.) The City supports legislation providing civil immunity from reference checks.
15. The City supports legislation which would abolish the 1889-1890 right-of-way vacation by operation of law statutes.
16. 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.
17. The City opposes legislation that would reduce municipal control over city streets and rights-of-way.
18. The City supports legislation to elect Port commissioners by district.
19. The City opposes mandatory requirements for affordable housing, housing growth, and residential density targets.
20. 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.
21. The City supports legislation to increase the local share of municipal court fines and forfeits.
22. 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.
23. 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.

24. 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 216th Street not used for traffic improvements.
25. 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.
26. 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.
27. The City supports flexible use of Real Estate Excise Taxes.
28. 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.)
29. The City supports State tax policies that assist cities in meeting infrastructure needs for new development in airport noise impacted areas.
30. 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.
31. 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.
32. The City supports legislation that creates a true tax increment financing mechanism to support economic development and infrastructure investment.
33. The City supports full state funding for Shoreline Management Plan updates.
34. The City supports continued implementation of court mandated K-12 funding reforms to provide adequate and equitable educational opportunities that prepare all students for college, career, and citizenship, support the unique demographic needs of Southwest King County and the state's long-term economic vitality, and do so without negatively impacting existing funding levels for higher education or health and human services programs.

35. The City supports addressing college budget funding shortfalls created by tuition reductions and partially funded salary increases.
36. The City supports legislation that allows all cities to impose a moorage fee and not incur any liability.

B. Federal Intergovernmental Positions

1. The City supports passage of the Maritime Goods Movement Act (S. 1509) to keep the Ports of Seattle and Tacoma competitive with west coast Canadian ports and east coast U.S ports by changing how the Harbor Maintenance Tax is assessed and what projects/activities it funds.
2. Airport – The City supports 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 Policy A.30.
3. Personnel – see Policy A.15.
4. The City supports continued Community Development Block Grant funding.
5. 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.
6. The City supports increasing federal funding of emergency preparedness for local first responders.
7. The City supports declassifying marijuana as a schedule 1 drug, as defined by the Controlled Substances Act.

C. Metropolitan King County Intergovernmental Positions

1. The City supports continued King County funding of regional human service needs from current or future county revenues. The City should remain a provider of local human services.
2. Any King County budget or service reductions should treat residents of incorporated and unincorporated areas equally.

3. King County Metro should provide the following transit services to Des Moines residents.
 - a. Existing routes.
 - b. Metro should restore service lost to cutbacks since 2000.
 - c. Enhance and increase east-west connections for Des Moines residents to transit service provided on Pacific Highway South, and with proposed service by Sound Transit.
 - d. Provide service to the Woodmont and Redondo areas of Des Moines to include the future 272nd Street Sound Transit Station at I-5.
 - e. Provide Dial-a-Ride service to the citizens of Des Moines.
 - f. Continue to fund the Access Transit Program.
 - g. Continue to fund the Senior Services Des Moines/Normandy Park Shuttle.
 - h. Provide service from the Des Moines Creek Business Park to the Angle Lake Light Rail Station.
4. If the Legislature authorizes King County Metro to councilmanically enact a revenue stream to fund transit, then Metro should restore and enhance services in Des Moines
5. The City supports development of the Lake to Sound Trail System in south King County.
6. 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.
7. The City 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.
8. King County should respect previous agreements regarding regional governance.

D. Interjurisdictional and Regional Intergovernmental Positions

1. The City supports a phased approach to the extension of SR-509 and Legislative efforts ensuring the full funding and timely completion of the project. Phase I should guarantee completion of the route from I-5 to SR-509 and include the following features: the I-5 collector/distributor lanes, a grade-separated interchange at South 200th Street, the planned South Access with interchange to SeaTac International Airport and provisions for 24th/28th Avenues to continue uninterrupted beneath or over SR-509.

2. The City supports clear, transparent, planning efforts on the part of Sound Transit that create positive, cooperative relationships and result in all stakeholders having in depth knowledge of all potential Sound Transit plans, studies, and projects such that they can provide Sound Transit with timely and thoughtful input.
3. 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.
4. The City supports the development and implementation of a comprehensive regional and state Emergency Management, Response, and Communication System.
5. 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.
6. 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.
7. 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.
8. The City supports retention of local control over its roads.
9. 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.
10. The City supports continued coordination with utility and other special districts to plan for capital improvements within the City limits.
11. The City opposes any proposal extending Kent's cross-valley connector (South 228th Street) any further west than the south bound I-5/SR 509 proposed right-of-way.

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.

Adopted by the
Des Moines City Council
At an open public meeting
January 18, 2018

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Strong cities make a great state. Cities house 65 percent of the state's residents, drive its economy, and provide the most accessible government. The continued success of cities depends on adequate resources and community-based decision-making to best meet the needs of our residents. Preserving local decision-making continues to be one of our core principles.



Support economic development tools to encourage job creation and economic growth

Washington's cities need additional economic development tools that assist in maintaining, expanding, and modernizing local infrastructure to help spur local private sector investment. By supporting value capture financing, the Legislature can partner with cities and towns to advance our shared goals of building a robust and diverse economy for communities around the state.



Keep the Public Works Trust Fund in working order

Cities support ongoing investment in the various infrastructure funding programs sponsored by the state. In particular, the Public Works Trust Fund (PWTF) is a crucial funding partner in our efforts to provide the necessary infrastructure for our communities. We seek full funding for the Public Works Board's \$217 million budget, funded from the current stream of loan repayments and the 2 percent of REET dedicated to the account. Additionally, we look to strengthen the program by ending REET fund diversions from the account now instead of waiting until 2023.



Invest in affordable housing

Communities around the state are facing a housing affordability crisis. Cities support an ongoing \$200 million capital budget investment in the Housing Trust Fund, a \$20 million per year local government revenue sharing proposal, and \$1.5 million per year for reinvestment of the sales tax from the construction of multifamily development. In addition, cities support proposals that remove barriers to affordable housing, including voluntary density and infill development solutions, opportunities for creating shared housing, and addressing condominium liability to expand housing choices.



Fund a systems approach to correct fish-blocking culverts

AWC and state agency partners are focused on developing and funding a comprehensive statewide approach to fix salmon-blocking culverts. In order to achieve meaningful salmon and orca recovery, cities need ongoing and significant funding to upgrade city culverts. This critical investment will support fish passage by maximizing collaboration with the state's legal obligation to upgrade its culverts, while also addressing other critical needs like stormwater and water quality. Cities support creating a permanent framework to fund systemwide corrections that begins with fully funding the Fish Barrier Removal Board this biennium, including capacity for a grant program in the second half of the biennium. An effective framework also includes a commitment to future investment.



Provide responsive funding for the Criminal Justice Training Commission (CJTC)

Cities need a responsive funding model for the CJTC to ensure that newly-hired law enforcement officers and corrections officers have timely access to basic training. Cities seek funding for at least 19 Basic Law Enforcement Academy (BLEA) classes per year and at least seven Corrections Officer Academy classes per year in order to meet our public safety needs.



Address a failing behavioral health system

Cities are experiencing the ramifications of an overwhelmed mental health and drug abuse response system. The state needs to make investments sufficient to improve access to these systems and their success across the state. Cities will work with the state to pursue enhancements and reforms to the behavioral health delivery systems including engaging with mental health transformation proposals, the *Trueblood* settlement, making permanent the mental health co-responder program, and supporting comprehensive opioid response legislation.

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Economic Development Issue Brief

Support value capture financing to encourage job creation, economic development, and increased state and local revenue

Currently, Washington cities and towns have limited tools to encourage economic development and job growth at the local level.

Value capture financing is a critical tool that enables local governments to fund public improvement projects that foster job creation, private development, and an increase in state and local revenue.

Value capture financing:

- Encourages job creation and local economic development
- Aims to increase local and state sales tax revenue
- Recovers public financing costs by creating a more robust and diverse tax base
- Does not increase taxes on consumers

Strong cities need:

Additional economic development tools that assist in maintaining, expanding, and modernizing local infrastructure to help spur local private sector investment. Promoting economic activity is a key function of both the Legislature and local governments and requires cooperation between the state, local governments, and the private sector. By supporting value capture financing, the Legislature can partner with cities and towns to advance our shared economic development goals to build strong cities and a great state.

More details

How would sales tax value capture financing work?

Through a competitive process administered through the Community Economic Revitalization Board (CERB), local governments can apply for state sales tax credits to help finance local infrastructure improvements that leverage private investments and increase area sales and property tax revenue. The state contribution is provided through a new local sales and use tax that is credited against the state sales and use tax.

Once the development has occurred, excess tax revenues, additional funds from local sources, and the state contribution can then be used to retire loans for the infrastructure improvements. After the debt is paid off, the city and state will continue to benefit from the additional tax revenue created by the local development.

Taxpayers will not see any increase in sales tax at the register, but instead, some of the state's portions of the

sales tax is diverted to the local jurisdiction to pay for the project.

Value capture financing has a history of success in Washington State

Passed in 2009, the Local Revitalization Financing (LRF) program, a value capture financing tool, awarded 18 local jurisdictions sales tax credits to fund local infrastructure improvement projects to encourage economic development. In 2017 alone, LRF jurisdictions reported a state benefit of \$469.6 million. Unfortunately, the LRF program is no longer accepting new applications as the state contribution limit has been reached. By supporting a new value capture tool for local governments, the Legislature can continue to incentivize economic growth across the state.

[more details on back](#)



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Cities drive Washington State's economy

96% of gross state product

86% of all retail sales

69% of job generating businesses

Cities are where the state's revenue is generated

\$8.3 billion in sales tax to the state general fund annually

\$2.8 billion of state's B&O tax generated

\$1.4 billion in property taxes for the state school levy annually

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Local Infrastructure Issue Brief

State investment in local infrastructure creates more sustainable communities and a stronger state

City infrastructure systems (like water, sewer, and stormwater) are a critical part of a larger network that serves and benefits the entire state. Previously, the Legislature diverted funds from infrastructure programs to address operating budget shortfalls. The result is a pent-up need for infrastructure investment. State investment that supports basic local infrastructure means that communities can more affordably maintain and build water, sewer, and other basic infrastructure to meet the needs of our residents and our environment.

Strong cities need:

Ongoing investment in the Public Works Trust Fund

Fund the \$217 million investment generated from loan repayments and 2% of Real Estate Excise Tax (REET) revenues scheduled for this iconic and successful infrastructure revolving loan program. End the continued diversion of REET funds now instead of waiting until 2023. These funds can help with other high priorities like supporting housing development.

Stable and reliable infrastructure investment

Help cities overcome the financial challenges of building and repairing local infrastructure systems that support our economy, the environment and benefit the entire state. Fully fund the various state programs designed to support local infrastructure. Reinvestment in key programs now allows the investments to be realized sooner.

More details

City infrastructure systems are a critical part of the larger network that serves and benefits the entire state. City streets move traffic seamlessly from one place to another. Businesses relying on city water and sewer systems create a positive impact on the entire region. Cities take on major toxic cleanup efforts to enhance our communities and bring new economic development opportunities to the state. Collectively, the strength of Washington's local infrastructure systems creates a stronger and healthier state, better positioned for continued economic growth and development.

All infrastructure assistance programs are important

In order to build essential infrastructure systems, cities rely on state and federal assistance. Assistance programs include the Public Works Trust Fund, toxic cleanup accounts, Centennial Clean Water Fund, and federal revolving funds. However, diversion from these programs that support basic local infrastructure leaves communities unable to affordably maintain and secure new infrastructure.

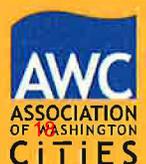
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Cities need the state to be a partner on local infrastructure

AWC is focused on maintaining and enhancing state infrastructure support because cities are:

- **Behind on the basics** – The core infrastructure systems such as streets, water, sewer, and stormwater that residents and businesses depend on are aging costing more to operate and falling behind in environmental standards.
- **Making tough choices** – Cities are forced to choose between funding basic city services like police and fire, and building and maintaining capital assets while trying to keep these basic services affordable for all residents.
- **Struggling to accommodate a growing population** – The cities of today are building the infrastructure systems to support the next generation. We need to make smart designed infrastructure decisions to meet environmental standards and respond to our communities' needs well into the future.
- **Supporting critical development** – Infrastructure investment is necessary to leverage needed private investment in housing and commercial development.

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Affordable Housing Issue Brief

Support existing programs, invest new resources, and remove barriers to increase affordable housing

Communities across the state are facing a housing affordability crisis. There is a growing need for additional resources to invest in housing for those with low incomes, and for supported housing for those in need of intensive assistance. Lack of supply of market rate housing is compounding the problem.

Cities need the Legislature to tackle this problem from multiple directions. We recognize that the state cannot address this crisis through subsidies alone. We are committed to finding ways to help the private market deliver more affordable units.

Strong cities need:



Invest in existing subsidized housing programs

Make an ongoing \$200 million investment in the Housing Trust Fund. This existing program is the preeminent tool in the state to fund capital construction of affordable housing.



Provide greater flexibility for programs that support affordable housing

- Extend the authority to use REET for affordable housing
- Expand and refine the Multifamily Tax Exemption Program
- Strengthen city decision-making role in allocating resources provided to counties to address housing and homelessness in cities
- Provide greater authority and reimbursements to exempt affordable housing projects from development fees



Create new local authority options

- Invest \$20 million per year in a new local government revenue sharing proposal (like **HB 2437** in 2018 session)
- Invest \$1.5 million per year for a pilot to allow for reinvestment of the sales tax from the construction of multifamily development modeled on **HB 1797** (2018 session)



Remove barriers

- Support voluntary densification and infill development solutions
- Explore opportunities for shared housing
- Address condo liability to expand housing options

more details on back 

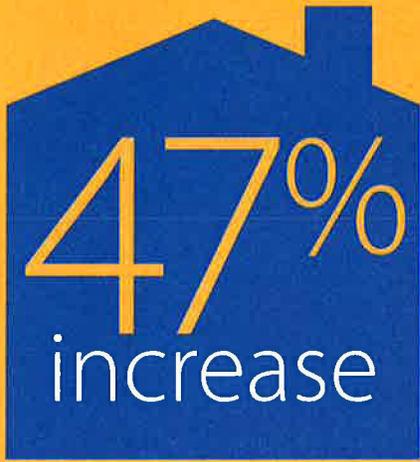
For every \$100 increase in rents, there is an increase of 6-32% in homelessness.

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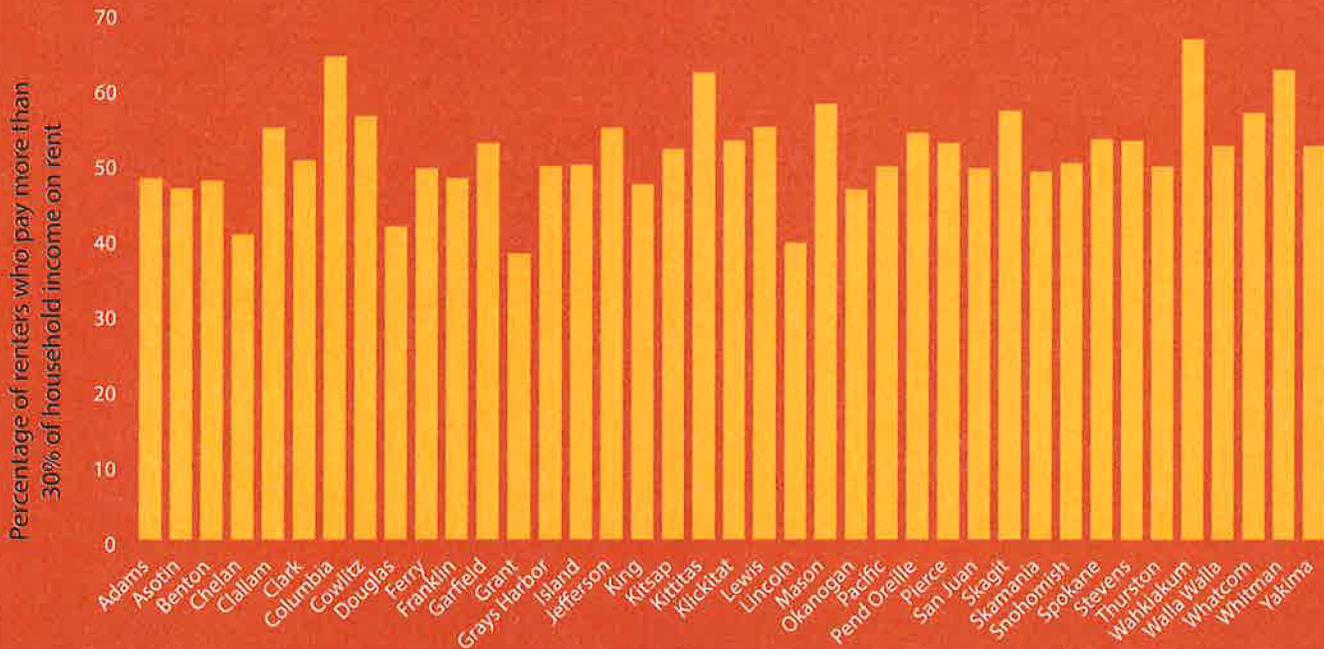
The average rental cost of a one bedroom apartment has increased 47% since 2011 to \$1,499/month



Washington ranked dead last in the country for rental vacancy rates (as of Dec. 2017)



More than half of Washington renters are cost-burdened: 51% of renters statewide



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Culverts & Salmon Recovery Issue Brief

Coordination is key to salmon recovery

Undersized and deficient culverts—built as part of the state’s transportation infrastructure—can impair the ability of migratory fish, like salmon, to access prime habitat and achieve their natural abundance. The U.S. Supreme Court recently upheld an injunction requiring the state to fix their fish-blocking culverts by 2030. The Legislature will wrestle with this daunting funding commitment this session.

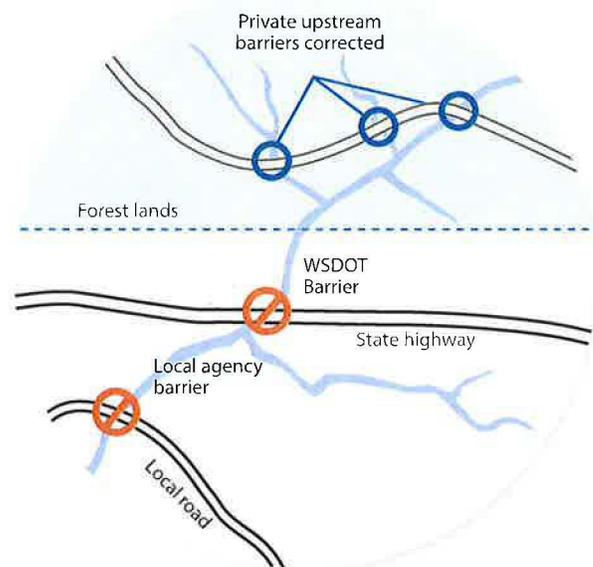
But fixing only state-owned culverts will make the state’s investment incomplete at best, and ineffective at worst.

Investing only in state-owned culverts without addressing all barriers will not achieve the goal of salmon recovery. **For 15 years, people across the state have spent millions restoring salmon habitat. Now we need to restore access to it.**

Strong cities need:

- A comprehensive, statewide approach to fix salmon-blocking culverts—which will also help address other critical needs like stormwater and water quality
- A permanent framework to fund systemwide corrections that begins with fully funding the Fish Barrier Removal Board this biennium
- Capacity for a grant program in the second half of the biennium
- A commitment to future investment

Downstream barriers



Upstream barriers have largely been fixed on forest lands. Now we need to tackle downstream barriers which are mostly state- and locally-owned.

Source: Fish Passage Barrier Removal Board

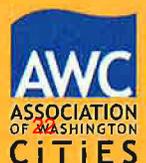
Salmon and orca recovery are linked – Salmon abundance is key to orca survival.

more details on back

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More details

The recent U.S. Supreme Court decision, upholding a federal court order mandating the state fix state-owned culverts that are blocking migratory salmon and steelhead by 2030, has received a lot of attention. Less well known is the fact that the fish barriers that the state is legally obligated to remove have other barriers up and down stream that will effectively make the state's investment incomplete at best, and ineffective at worst. Now is the time to support and fund a coordinated program that removes state, local, and private barriers that will truly open up habitat throughout a watershed.

Cities and counties have pursued a strategic approach to create a coordinated effort on culvert removal.

We took part in reconvening the state's Fish Passage Barrier Removal Board and worked with our partners to develop a coordinated approach with the salmon recovery regions. We have funded barrier inventory and identification work. We sought direct funding in the transportation package and authority for culvert correction to serve as priority mitigation for transportation projects.

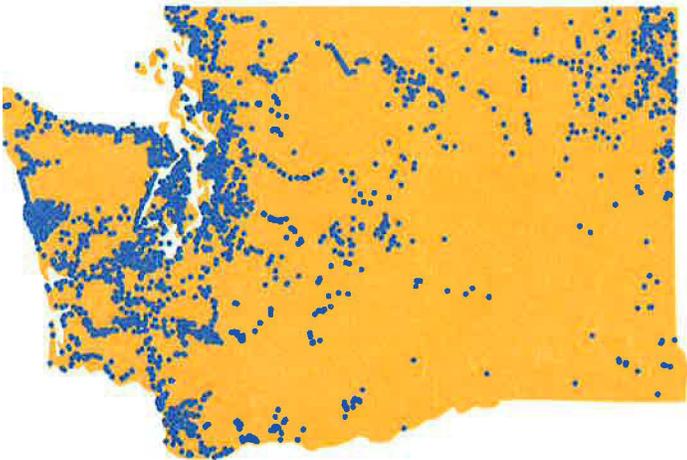
While we have made progress, now is the time to cement that work and commit to the future of salmon. Cities need a coordinated, comprehensive, and long-term funding investment for the Fish Passage Barrier Removal Board to address these barriers.

"Many people are unaware of the huge scale of the problem. It's a significant issue... It's one of the highest priorities we have for salmon recovery."

—Jeff Breckel, Executive Director,
Lower Columbia Fish Recovery Board

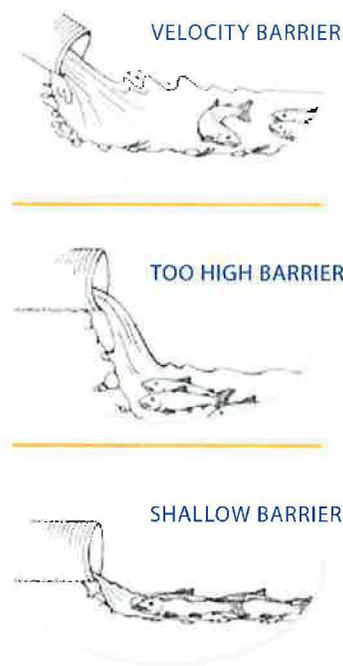
Now is the time to support and fund a coordinated program that removes state, local, and private barriers that will truly open up habitat throughout a watershed.

Known barriers with total fish blockage



Source: Fish Passage Barrier Removal Board

Not all culverts are created equal



Source: Fish Passage Barrier Removal Board

Many older culverts were not designed for fish passage:

- A steep or too narrow culvert will cause a stream to flow too fast
- A culvert too high above the stream bed will defy even the hardest jumpers
- An undersized culvert can be overwhelmed by storms and debris and cause flooding.

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Criminal Justice Training Commission Issue Brief

Sufficient funding for law enforcement training is vital for ensuring safe communities

Cities employ the majority of our state's law enforcement officers. Access to basic training is vital for our ability to provide public safety. Departments are facing a wave of retirements; right now, over a quarter of the state's officers are eligible to retire. Recently, basic academy wait times have neared the statutory six-month requirement. Long waits add to the already lengthy—and costly—period between when an officer is hired to when they are an effective presence on the street.

Strong cities need:

- A responsive funding model to ensure newly-hired law enforcement officers and corrections officers have timely access to basic training.
- Sufficient funding for at least 19 Basic Law Enforcement Academy classes and at least seven Corrections Officers Academy classes per year.

More details

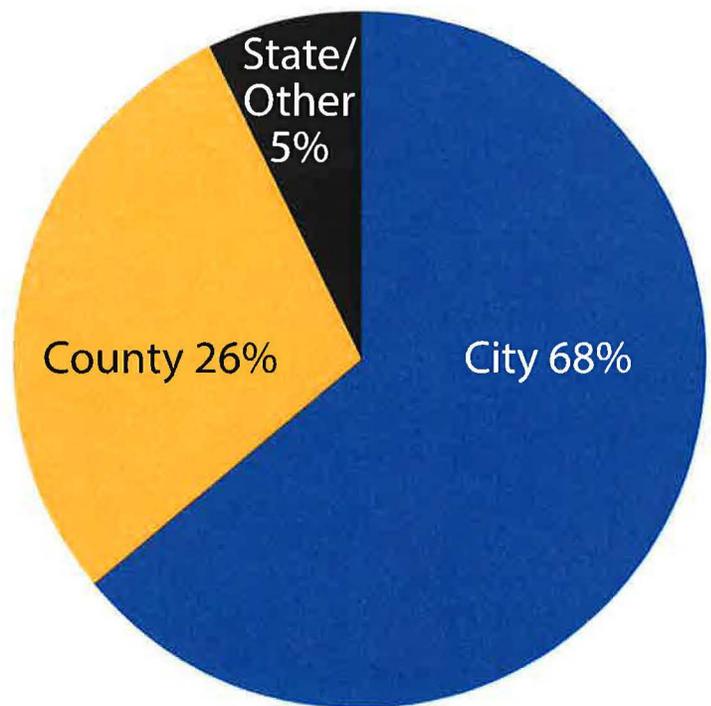
Why was the Criminal Justice Training Commission created?

In the early 1970s, numerous basic law enforcement trainings were held around the state – independently taught without standardized curriculum. In response, the Washington Legislature established the Washington State Criminal Justice Training Commission (CJTC), to provide standardized, mandatory training for law enforcement agencies statewide. Washington was the first state in the nation to provide mandated law enforcement training through a centralized, standard model and is considered a national pioneer.

What is the Basic Law Enforcement Academy?

Newly-hired law enforcement officers must receive training at BLEA within six months of hire per Washington law. Each class of 30 recruits spends five months on basic training with instruction on criminal procedure, cultural awareness, traffic enforcement, crisis intervention, defensive tactics, firearms, and more.

Cadets in FY 2017



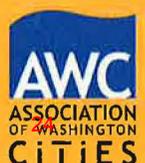
577 cadets enrolled

more details on back 

Contact:

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How is the Basic Law Enforcement Academy funded?

State and local governments originally agreed that training would be funded through a portion of local law enforcement traffic ticket revenue. In 1984, the state created a dedicated account for this purpose—the Public Safety and Education Account (PSEA). In 2009, the state eliminated the PSEA account and moved the traffic ticket revenue into the state’s General Fund. The General Fund is the state’s largest fund and, unlike the PSEA, it is not dedicated for specific purposes. Cities and counties contributed over \$22 million in traffic ticket revenue into the General Fund in FY 2016.

How much do cities pay for basic training?

For over 30 years, local traffic ticket revenue was used to pay for the full cost of training new law enforcement officers. In 2009, during recession-era budgets, the state required local law enforcement employers to pay 25% of the cost of basic training and also required that they reimburse CJTC for the costs of a recruit’s ammunition. In FY 2019, the average cost to train a BLEA recruit was \$11,445 with the employer paying \$3,143. These costs are in addition to the salaries and benefits recruits are paid while they wait for and attend basic training.

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Behavioral Health Issue Brief

Address a failing mental health system

Cities are experiencing the ramifications of an overwhelmed mental health and drug abuse response system. City streets are where the consequences of an underfunded mental health and chemical dependency system stand out. The state needs to make investments sufficient to improve access to these systems and their success across the state.

Strong cities need:

Enhancements and reforms to the mental health delivery systems and will work with the state in these areas:



Mental health system transformation

Governor Inslee is proposing a five-year plan to modernize and transform the state's mental health delivery system. His proposal includes shifting treatment of individuals who were civilly committed out of Western and Eastern State Hospitals and into smaller community-based facilities. Cities need a mental health system that provides regional equity so that all areas of the state have access to good quality mental health facilities. Cities are also facing an acute lack of supportive housing for people with long-term behavioral health challenges. An effective transformation proposal must address this reality or it will only provide a temporary bandage to the current mental health system – and, worse, it will exacerbate the homelessness crisis facing our state.



Trueblood settlement

After a 2015 trial known as *Trueblood*, the federal court ordered the Washington State Department of Social and Health Services (DSHS) to move individuals facing criminal charges out of jail and into treatment facilities within 7-14 days when they are eligible for competency evaluation and restoration services. These services are required to be provided to individuals who are unable to participate in their criminal defense because of behavioral health issues. Demand for these services continues to rise, and people with serious mental illness worsen as they wait in jail for their competency evaluation. The intent of the settlement agreement is to provide for systemic reforms of the competency evaluation and restoration services system, but it also focuses on arrest diversion and community-based supports for people with mental illness.

Cities face significant challenges in trying to address chronically ill individuals for whom long-term care services simply do not exist. As a result, these individuals end up on our streets and often cycle in and out of contact with local law enforcement and the criminal justice system. Although the settlement agreement includes a phased-in approach in several counties, cities support including all parts of the state in this new approach. We also need significant investment in the mental health co-response program to reduce the number of individuals in crisis from ending up in a jail cell rather than a treatment center.

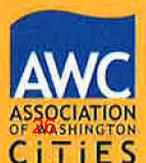
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Mental health co-responder program

After its successful passage in 2018, the mental health co-response grant program's funding is set to expire in fiscal year 2019 unless the Legislature appropriates new funding in the 2019-2021 operating budget. The pilot grant program funds local police departments to hire and utilize mental health professionals in partnership with their officers in the field, so that individuals can be connected with services and care rather than defaulting into the criminal justice system. Since its passage, the co-response grant program has been widely praised by law enforcement, mental health advocates, and lawmakers at the state and local level. Cities support the continuation of this important program. Not only is it the humane and appropriate way of interacting with people in crisis, but it is safer for our law enforcement officers, and is an effective use of resources where they are needed – on the streets.



Comprehensive opioid response

Cities greatly appreciate the steps the Legislature took in the 2018 session to pass the secure drug-take back law. This historic legislation will reduce the availability and abuse of unused prescription opioids as patients will now have access to safely dispose of unneeded medications. It is now time for the Legislature to take bold action to reduce the amount of opioids prescribed and available for disposal.

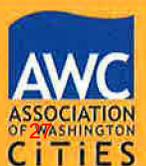
Cities support proposals that:

- Allow pharmacists to partially fill prescriptions upon request of the prescriber or patient;
- Require practitioners to discuss alternatives when prescribing opioid-based drugs to a patient for the first time;
- Require practitioners to register for the Prescription Monitoring Program and to take continuing education course on best practices;
- Connect certified peer counselors with individuals who have had a non-fatal overdose; and
- Mandate additional safety measures such as warning statements, risks, and safe disposal

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Hey Larry this is George Hines calling again. Listen I assume you contacted our condo association because they got back to us today and said that they were going to fix it and they mention the code violation which I'm sure came from a conversation that you had with them and I just want to say thank you so much for your help with this. We've really been kind of pulling our hair out trying to find a way to get these repairs done and it's really so nice to deal with our little city here and people who really take action and act on our behalf and really from the bottom of our hearts thank you Larry so much for your help anyway take care and we really do appreciate what you've done for us. Bye bye.

SUMMARY: LEGISLATIVE ISSUES FOR 2019

MARINA

Re-authorization of \$2 million in funds authorized by the Legislature in 2018 for the North Bulkhead replacement. The authorization was delayed due to the State's capital budget process. The City is requesting re-authorization of these resources as the funds have not been expended. The North Bulkhead Project is currently at about 60% design, and working through complex permitting process with multiple agencies.

EXPANSION TO EMERGENCY MANAGEMENT OPTIONS AND FUNDING.

SCORE (South Correctional Entity Regional Jail)

Under existing state law, the state has capped what the Department of Corrections (DOC) can pay for the cost of incarceration to \$85 per day per offender. DOC currently contracts with SCORE to house inmates who are serving short term incarcerations due to an administrative violation of a previous sentence. The amount that DOC pays SCORE for these inmates is well below the market rate and results in a member/host City subsidy of DOC. Options that could address this issue are:

1. Due to the different economic conditions between the west side of the state and eastside, one option is to lobby the Legislature to create two different maximum rates to account for the difference in costs. DOC from an operational and logistics perspective would not be able to work with only an eastside jail.
2. Cafeteria Style Model – Legislative fix to increase fees based on programing. i.e. Medically Assisted Treatment (Methadone), medical services, etc.

SITING A SECOND REGIONAL AIRPORT IN WASHINGTON

The following language was included in the City's response to scoping for the near-term projects environmental review of the Sustainable Airport Master Plan:

"Scoping needs to include a review of options to growth at Sea-Tac Airport including options for siting a second regional airport." [Letter from City to Mr. Steve Rybolt, Port of Seattle, Sept. 27, 2018: page 3].

See also attached, City of Des Moines comments on Washington Aviation System Plan, April24, 2017.

The City has also provided comments advocating for siting of a second regional airport in the following Puget Sound Regional Council documents:

Scoping of Vision 2050, and the associated environmental review

Regional Aviation Baseline Study

Regional Transportation Plan



City of Des Moines

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(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



April 25, 2017

Robert Hodgman
Washington Aviation System Plan
Washington State Department of Transportation
310 Maple Park Avenue SE
PO Box 47300
Olympia WA 98504-7300

RE: Comments on WASP

Dear Mr. Hodgman,

Washington is the most trade dependent state in the nation and Washington airports undeniably have a significant impact on the State's economy. [1] The primary concern of the City of Des Moines has to do with the asymmetrical relationship between the public benefit of economic activity coming from airport operations (specifically Sea-Tac International airport) and the disproportionate negative impacts experienced by our city in proximity to this major airport. We understand the Report addresses the statewide aviation system, nonetheless Sea-Tac is the largest component in the statewide aviation system.

We encourage the WASP to state that it is state policy to work with appropriate local and regional authorities to begin the process of siting a second large commercial airport in western Washington.

As the Report's priorities are listed, we are concerned that the final priorities, lowest on the list, have to do with *Modal Mobility* and *Sustainability*. The impacts of Sea-Tac in terms of mobility, connectivity and multi-modal accessibility to and from the airport is problematic and remains largely unaddressed. The complexity of the regional transportation systems and often ineffective regional planning for transportation is part of the difficulty in addressing transport concerns.

The Waterland City

Robert Hodgman
Page Two
April 25, 2017

Sea-Tac is growing rapidly and the state needs to establish standards to assure that multi-modal options are the standard for addressing airport growth. Constraints on the capacity of the regional transportation grid to absorb millions of more passengers and tons of cargo must be seen as signaling consideration of new airport facilities that will relieve congestion, not simply add to it. We understand the WASP is a planning document and the role of the WSDOT Aviation Division is primarily achieved through advocacy and partnership. Nonetheless, the integration of the state aviation system into regional transportation planning is essential to the accommodation of future demand at Sea-Tac and elsewhere.

We encourage this regional approach as a primary function of WSDOT in regards to aviation facilities in the state. It appears that Section 2.7 addresses this conceptually and we strongly endorse the statement in the Report that,

'Adequate access for an airport means ensuring the road and parking capacity is optimized on the surrounding roadways. Airports should ensure they're being represented within the local transportation and comprehensive plans to reduce delays and coordinate with public transit. If the airport is not considered, it is likely that ground access will diminish or not improve with future growth. As roadways become more congested, passengers are encouraged to take alternative, or intermodal, modes of transportation. By reviewing connections and opportunities for other modes of transportation, such as rail, public transit, or bicycle, an airport will be better connected to the community to support continued growth.'

Without adequate access, the economic potential from aviation is constrained and the impacts to local residents becomes increasingly unfair.

Sustainability must be central to any discussion of the effectiveness and functionality of the state aviation system. As you know, the classic definition of sustainability comes from the 1987 Brundtland Report, defining sustainable development as, 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs.' The WASP uses a slightly different description breaking out four essential elements of a sustainable approach EONS. [2]

We strongly object to the manner in which sustainability is addressed in the Report. There is passing reference to sustainability in both the Policy Recommendations but also in the body of the Report, which states, 'the objectives of sustainability for WSDOT include reducing environmental impacts, providing an aviation system that is sustainable, and implementing financial sustainability measures,' (2017: page 6-25).

The Waterland City

Robert Hodgman
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April 25, 2017

The ability to implement sustainable measures to protect the natural environment, human health, mitigate noise and understand any adverse health impacts of jet fuel emissions, etc. – is not a consideration. It is an essential constraint on future airport capacity and expansion. WSDOT should call this out explicitly. Without the ability to implement sustainable measures, future airport growth in both operations and capacity, should be constrained.

The City of Des Moines appreciates the opportunity to comment on this planning document. We look forward to the opportunity to continue this discussion on behalf of all of our residents.

-
1. The 2012 Aviation Economic Impact Study estimated that, 'the total impact of airport-related activity included approximately 250,000 jobs, \$15.3 billion in wages and \$51 billion in total economic activity. The study also stated that more than \$790 million in tax revenue came from airport's economic impact, with \$550 million going to the State and \$250 million distributed to local jurisdictions; cities, counties and special purpose districts.' (WASP, 2017: page 2-6).
 2. EONS approach 'consists of economic vitality (E), operational efficiency (O), natural resources (N), and social responsibility (S). The goal of sustainability for the WASP includes reducing environmental impacts, providing an aviation system that is sustainable, and implementing financial sustainability measures. Airports that have adopted sustainability practices typically see reduced operating costs, better relationships with their community, and better customer service and satisfaction.' (2017: page 2-7).

Sincerely,



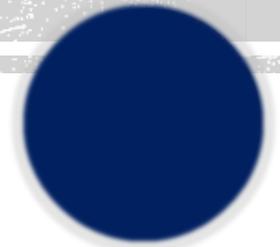
Matt Pina
Mayor

MP:bw

The Waterland City

CITY MANAGER MONTHLY REPORT

October 2018



CITY MANAGER

- Tour of Des Moines with Rep. Orwall.
- Attended Mayor's Roundtable.
- Attended Wild West Bingo
- Part 2 Tour of Des Moines with Dr. Mosby
- Aviation Advisory Committee meeting.
- North Hill Community Club meeting.
- StART Meeting.
- Des Moines Marina Tenants Association Meeting.
- Met with Arts Commission regarding sculpture location in City Hall Courtyard.
- SCORE Admin Board meeting.
- Budget Preparation.
- Legislative Agenda (proposed).



CHIEF OPERATIONS OFFICER

- Attended Des Moines Marina Tenants Association Meeting.
- Attended 9 - FWLE Design Build meetings.
- Several Human Resource Projects and Investigations.



CITY CLERK

- Wellness Planning Forum.
- Wellness Wii Bowling Tournament/Crockpot Chili Cook-off Contest.
- South King County Housing and Homelessness Partnership meeting.
- Washington Public Records Officer's Annual Conference
- 134 Total Public Record Requests received in October
 - 1,319 requests received to date, 40 records open, which includes both 2017 and 2018.
- Wild West Bingo.
- Quarterdeck Ribbon Cutting.



COMMUNITY DEVELOPMENT

- Des Moines Fall Recycling Collection Event held on October 27th collected three hundred and forty-nine (349) carloads of recyclable material.
- The Pacific Heights 64 Lot PUD and Crestwood Park 62 Lot PUD are working on completing civil improvements and other punch list items for Final Plat.
- The Highline Place mixed use building is nearing completion.
- The Des Moines Theater project is gaining speed.
- Wesley Gardens' earthwork is well underway.
- Permits- October 2018:
 - 274 new applications, including building and land use projects.
 - 1083 field inspections conducted vs. 560 in October 2017.
 - Business licenses - 232 new and renewal licenses this month.



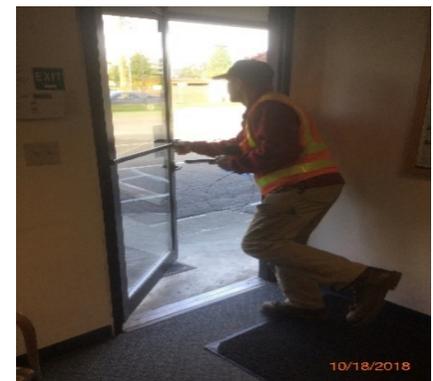
COURT

- Court staff attended fall regional training in Olympia.
- Probation put on motivational interviewing class.
- Judge & Probation attended Wash State Drug Court Conference.



EMERGENCY MANAGEMENT

- The City of Des Moines participated in the 2018 Shake Out. We had great participation from City personnel.
- Cert Planning continues in partnership with SKFR with a date for a pilot class to be set for mid-January. Information will be on the City of Des Moines website.
- Attended the monthly unified Command Meeting for the Complex Coordinated Terrorist Attack work group at the King County Office of Emergency Management. We're working through coordination issues we'll face between King, Pierce, and Snohomish Counties.
- Working with City staff (Denise Lathrop) and Highline Schools to identify non-English languages spoken in our Community, and the development of a communications plan required for our Comprehensive Emergency Management Plan.



FINANCE

- 1st Reading – 2019 Preliminary Budget.
- Prepared Budget Amendment for 2018 Budget.
- Met with Key Bank regarding banking services.
- Municipal Court and Finance met with Dunbar Armored Car Services. Brink's and Dunbar Armored have combined into one company.
- Met with FileLocal (e-portal for city business license and/or local business tax filing) to finalize FIT Analysis.
- Requested proposal for Utility Tax Audit.



LEGAL

- Reviewed and updated the facility rental policies for use of the rental facilities at the Des Moines Beach Park and updated the rental contracts.
- Assisted Code Enforcement, Building, and Police with addressing properties with code violations and/or unsafe conditions.
- The City Prosecutor brought a fourth criminal case to trial since the end of August, resulting in a guilty verdict on an Assault 4th Degree charge.



MARINA

- Dry shed improvements have started (Doors/Paint, etc.).
- All old Redondo breakwaters have been sold.
- Winter Dock Maintenance has started.
- Combined Parking revenue 1/1/2018-10/29/2018, **\$ 151,000**



PARKS, RECREATION & SENIOR SERVICES

- The 2nd annual Stormfest in the Beach Park - 800 Highline School District 6th graders participated.
 - REI had their annual Merchandizing event in the Auditorium - 200 people.
 - Seattle Symphony - next year looking for a larger facility to bring the entire symphony.
 - Fall Soccer ended 10 week season - 364 registrants and 33 teams.
 - Halloween Carnival – Field House.
 - Teen Dance October 26th - 125 teens included a costume contest and dance-off.
 - Halloween costume party, pumpkin decorating, and Ghostbusters movie.
 - Wild West Bingo - sold out with \$3,917 towards Activity Center programing.
 - Senior Outings continue to be successful with sold out trips to Issaquah Fish Hatchery, Bainbridge Island Art Museum, Museum of Glass workshop, and Spooner Farms Harvest Fest.
 - On October 6th we held a volunteer activity Eagle Scout Group Troop 965 who marked storm drains with “Puget Sound Starts Here.” About 35 volunteers participated.
 - Des Moines Arts Commission 2019 Officers will be Marcus Williams - Chair, Michelle Fawcett - Vice Chair and Nick Fannin has been nominated for Secretary. There will be four vacancies to fill.
- 

POLICE

- Car in to the water at the Redondo Boat Launch.
- Homicide at 272nd and Pacific Highway South.
- Pacific Ridge Community Meeting on 10/24/18.



PUBLIC WORKS

- 223rd Pavement project – substantial completion issued. Punch list work ongoing.
- Began use of 4 portable speed radar signs, will rotate throughout City.
- City Hall Plaza art bases poured, lighting and landscaping next.
- Highline School District Stormfest – 1,016 6th graders attended on 10/10 and 10/11 in Beach Park. Next event is June 2020.
- Wasson house utilities cut/capped.



LEGISLATIVE AGENDA - 2019

- Review Legislative Priorities for 2019.
- On December 6, 2018 we are inviting our Legislators, State (30th and 33rd) and Federal Congressman.
 - Review strategy options with Legislators.

State Legislative Priorities

SCORE:

- Business Model.
- Federal Way withdrawal.
- Department of Corrections bed rates.

Siting of a Second Regional Airport

- City has repeatedly included this as a priority in many comments official comments.
 - (See meeting packet).

Marina Bulkhead Re-Authorization

- \$2 million awarded to the City in the past legislative session:
 - Designated for construction.
 - Currently at 60% design and construction to begin in 2019.
 - Delay in passing State Capital budget.
 - Complex process of completing permitting.

Emergency Management Option and Funding

Federal Legislative Priorities

- For the new Congress that takes office in 2019 (based on next Tuesday's election).

Federal Legislative Priorities

- Relief from Airport Impacts:
 - Current input to scoping of the Sustainable Airport Master Plan.

Federal Legislative Priorities

- Airport Impacts:
 - Rely on our Aviation Advisory Committee to make legislative recommendations (they meet again on December 10, 2018).
 - Greatly appreciate the support of our Congressman.

Other Legislative Issues

- State primarily.

Intergovernmental Policies and Positions

- See packet.