



LAKEWOOD CITY COUNCIL JOINT CITY COUNCIL AND STATE LEGISLATORS SPECIAL MEETING AGENDA

Wednesday, December 2, 2020

City of Lakewood

6:00 P.M.

Residents can virtually attend City Council meetings by watching them live on the city's YouTube channel:

<https://www.youtube.com/user/cityoflakewoodwa>

Those who do not have access to YouTube can call in to listen by telephone via Zoom: Dial +1(253) 215- 8782 and enter participant ID: 868 7263 2373

Page No.

CALL TO ORDER

ITEMS FOR DISCUSSION:

- (2) 1. Review of the 2021-2022 State Legislative Agenda and Legislative Policy Manual.

ADJOURNMENT

Persons requesting special accommodations or language interpreters should contact the City Clerk, 253-983-7705, as soon as possible in advance of the Council meeting so that an attempt to provide the special accommodations can be made.

<http://www.cityoflakewood.us>



2021-2022 State Legislative Agenda

The City looks forward to continuing its partnership with its legislative delegation to improve the overall quality of life for everyone that calls Lakewood home.

Economic Development Financing for Lakewood Landing: Lakewood Landing is a 25-acre property along I-5 that is primarily used for industrial purposes, including a WSDOT maintenance facility. The site's prime I-5 frontage and proximity to the Lakewood Sounder Station make it well suited for transit-oriented development (TOD) and mixed-use development. The site could potentially include affordable housing, childcare centers, retail business, commercial businesses and, if redeveloped, would generate significant state and local tax revenue. Because redevelopment of this site requires the WSDOT maintenance facility to be relocated, public investment is needed to advance Lakewood Landing from vision to reality. This public investment could come from state authorized economic development financing such as tax increment financing and/or an investment of \$1 million annually for twenty-years years. To learn more about Lakewood Landing and the need for economic development financing, [click here](#).

Western State Hospital Community Partnership Program: Since 2007 the City has operated a highly effective Community Partnership Program (CPP) to improve public safety at Western State Hospital (WSH). CPP has responded to hundreds of calls for police service at WSH. The City requests \$621,000 be included in the 2021-23 Operating Budget for continued operation of the CPP. This is the same funding level that has been allocated in the last two state biennial budgets.

Capital Budget Request – Living Access Support Alliance Expansion:

Living Access Support Alliance (LASA) is a nonprofit that provides emergency housing, rapid rehousing and transitional housing in Lakewood, in addition to case management, and a range of other services to prevent homelessness. Demand for LASA's services surpasses their current capacity and is only expected to intensify due to the continuation of the COVID-19 pandemic. The City provides annual grants to LASA as part of its 1% general fund allocation to human services and funding for capital facility development. In 2020, the City provided LASA a total of \$426,390 to help with programming and rental-housing assistance. The City is currently working with LASA to acquire additional space to expand their existing facilities as well as helping LASA develop a long-range social services plan to help meet community needs. The City is committed to providing \$150,000 in 2020 and up to \$300,000 in 2021/2022 to help LASA expand. The City is requesting \$500,000 from the state for LASA to accelerate this project and expand needed services in Lakewood.

Capital Budget Request - Wards Lake Park Improvements: The City is requesting \$250,000 to help complete a multi-faceted park revitalization project that will improve safety and access for an historically underserved community in Lakewood, restore and enhance environmental systems, and increase recreational opportunities. The City believes that this project will be a community catalyst encouraging neighborhood revitalization and will provide new healthy choices to the surrounding neighborhood. Park improvements include: trail expansion; open space improvements that allow for better active and passive recreation; improved water access; wetland enhancements and other environmental remediation; increased parking areas; expanded signage and learning opportunities; and improved safety and security through park programming and the incorporation of crime prevention through environmental design (CPTED) features. The City has also applied for state WWRP and federal LWCF grants. To learn more about this project, [click here](#).

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CITY OF LAKEWOOD, WASHINGTON

Capital Budget Request - American Lake Park ADA Improvements: The City is requesting \$250,000 toward ADA access improvements at American Lake Park (ALP). Since incorporation, Lakewood has worked to create more equitable access to parks. This project will provide a new ADA ramp to the shoreline and boat launch area for all Lakewood residents to access and enjoy the waterfront. The improvements will also provide easier access to the restrooms and picnic shelters. To learn more about this project, [click here](#).

Multimodal Transportation Study: The City requests \$250,000 for a multimodal transportation assessment to consider practical solutions to increase multimodal connectivity along the I-5 corridor between DuPont and Lakewood. The study will include options that take advantage of already funded grade separated crossings and increase connectivity between Sound Transit and Amtrak using existing or planned infrastructure. This will support the movement of people through the growing South Sound corridor - including Lakewood, DuPont, Joint Base Lewis McChord, and areas of unincorporated Pierce County, including Parkland and Spanaway. This is supported by Sound Transit, JBLM, Pierce Transit, Lakewood Water District, West Pierce Fire & Rescue and the Clover Park School District.

Economic Development Financing for Lakewood Landing



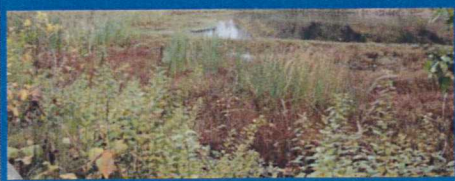
WSH Community Partnership Program



LASA Expansion



Wards Lake Park Improvements



American Lake Park ADA Improvements



Multimodal Transportation Study





CITY OF LAKEWOOD LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

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INDIGENOUS PEOPLE AND LANDS ACKNOWLEDGEMENT

Every community owes its existence and vitality to generations from around the world who contributed their hopes, dreams, and energy to making the history which led to this moment. The City would like to recognize that we are on the lands of the Nisqually People, and acknowledge the history of dispossession that allowed for the growth of our community. We offer respect to the Nisqually People and their Elders, past, present, and emerging. We recognize our responsibility to value all people, and are committed to equitably serving all people in our diverse community.

COMMITMENT TO EQUITY

The City is committed to identifying, preventing, and eliminating systemic racism in all aspects of employment, and leading by example in the advancement of racial equity in the community. The City is committed to instilling principles of equity in our policies so that all families and individuals are able to thrive in the intersections of all aspects of their identity, including race, religion, gender, orientation, ability, and socioeconomic background.

In 2018, the City acknowledged work needed to be done to increase equity within the organization. To help with this, the City created an Equity Team. To date, the City's Equity Team developed an Indigenous People and Lands Acknowledgement (see above) and started to craft an Equity Team Strategic Plan that will outline the Team's short and long term work plan for increasing equity at the City, including integrating pro-equity practices at all levels of the organization, leveraging community-based partnerships, developing facilities, plans, and policies that promote equity, and more. The Equity Team continues to work on crafting an all-encompassing Equity Commitment Statement and Equity Hiring Guidelines for the city. Lakewood supports the state's ongoing work to develop and instill more equitable principles in state laws and policies.



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HOUSING/ HOMELESSNESS SERVICES

Quality Affordable Housing

The City supports legislation that incentivizes developers to build affordable housing, such as the multifamily housing tax exemption, and funding allocated for public and nonprofit affordable housing, including the Housing Trust Fund.

Support for Homelessness Services

Every year since incorporation, the City has allocated 1% of its general fund to support low-income and vulnerable citizens by partnering with and funding community-based organizations to provide access to: housing, food, youth programs, behavioral health services, and other human services. The city requests the state's partnership in supporting programs and services that help prevent temporary and recurrent homelessness.

Capital Funding Request – Living Access Support Alliance Expansion

Living Access Support Alliance (LASA) is a nonprofit that provides emergency housing, rapid rehousing and transitional housing in Lakewood, in addition to case management, and a range of other services to prevent homelessness. Demand for LASA's services surpasses their current capacity and is only expected to intensify due to the continuation of the COVID-19 pandemic. The City provides annual grants to LASA as part of its 1% general fund allocation to human services and funding for capital facility development. In 2020, the City provided LASA a total of \$426,390 to help with programming and rental-housing assistance. The City is currently working with LASA to acquire additional space to expand their existing facilities as well as helping LASA develop a long-range social services plan to help meet community needs. The City is committed to providing \$150,000 in 2020 and up to \$300,000 in 2021/2022 to help LASA expand. The City is requesting \$500,000 from the state for LASA to accelerate this project and expand needed services in Lakewood.

Predatory Lending

The City supports legislation to stop all predatory home lending practices and supports enforcement of state laws to ensure all home renting practices are in compliance with existing regulations.

Foreclosure of Homes

The City supports legislation that assists local jurisdictions in managing vacant, abandoned, and tax-delinquent properties. Without responsible management, these properties can cause problems throughout an entire community. The properties can become fire hazards, home to squatters, location of crime, and result in general decline in property values. In the upcoming session, the City also supports evaluating the effectiveness of legislation passed in this area.



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COMMUNITY & ECONOMIC DEVELOPMENT

Economic Development Tools

The City supports robust and sustainable funding for the Economic Development Strategic Reserve Fund, Local Revitalization Funding, Community Economic Revitalization Board, Local Infrastructure Financing Tool, Public Works Assistance Account, Public Facility Districts, and other programs that assist local governments in neighborhood residential and commercial area rehabilitation.

The City also supports legislation that provides optional economic development tools for cities, such as the multi-family housing tax incentive, lodging tax, the Main Street Act (a series of small tax incentives for neighborhood business districts), complete streets grant program, community facility financing, shared state revenue for construction of convention and special event centers, additional shared state revenue for urban renewal and other public facility improvements, and innovative approaches to property tax assessment that reduces the current incentive to allow property to remain blighted.

Economic Development Financing for Lakewood Landing

Lakewood Landing is a 25-acre property along I-5 that is primarily used for industrial purposes, including a WSDOT maintenance facility. The site's prime I-5 frontage and proximity to the Lakewood Sounder Station make it well suited for transit-oriented development (TOD) and mixed-use development. The site could potentially include affordable housing, child care centers, retail business, commercial businesses and, if redeveloped, would generate significant state and local tax revenue.

Because redevelopment of this site requires the WSDOT maintenance facility to be relocated, public investment is needed to advance Lakewood Landing from vision to reality. This public investment could come from state authorized economic development financing such as tax increment financing and/or an investment of \$1 million annually for a twenty-year period through an existing program such as the Local Revitalization Financing Program. To learn more about Lakewood Landing and the need for economic development financing, [click here](#).

Tax Increment Financing

The City joins AWC in supporting efforts to authorize property tax based or traditional tax increment financing option for cities.



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Annexation

The City believes that annexation laws should encourage the logical development and expansion of the City to provide for a healthy and growing local economy and efficient provision of urban services. The City supports legislation that would modify state annexation laws to reduce the administrative process and the overall cost of annexation, both of which would help encourage and incentivize the annexation of existing unincorporated islands.

Boundary Review Board

The City supports the elimination of Boundary Review Boards' (BRB) role in reviewing items that are governed by the GMA (RCW 36.70A) while authorizing counties to determine whether to retain their BRB to review non-GMA-governed issues (e.g., special purpose district expansions).

Local Authority for Land Use and Planning

The City supports preserving the authority of local governments regarding local taxation, as well as land use planning, zoning and regulation consistent with the GMA (RCW 36.70A) and SEPA (RCW 43.21C.) The City supports state level efforts to bolster military installations' sustainability and operational readiness and address land use compatibility issues, so long as local jurisdictional control over land use and infrastructure planning is not eroded.



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PARKS, RECREATION, & COMMUNITY SERVICES

Since incorporation, the City has worked to create more equitable access to parks for all residents. The city's investments in local parks and requested state partnership reflect work toward this goal.

Capital Funding Request - Wards Lake Park Improvements

The City is requesting \$250,000 to help complete a multi-faceted park revitalization project that will improve safety and access for an historically underserved community in Lakewood, restore and enhance environmental systems, and increase recreational opportunities. The City firmly believes that this project will be a community catalyst encouraging neighborhood revitalization and will provide new healthy choices to the surrounding neighborhood. Park improvements include: wetland enhancements and other environmental remediation; trail expansion; open space improvements that allow for better active and passive recreation; increased parking capacity; expanded signage and learning opportunities; improved water access; and improved safety and security through park programming and the incorporation of crime prevention through environmental design (CPTED) features. The City has applied for state WWRP and federal LWCF grants. To learn more about this project, [click here](#).

Capital Funding Request - American Lake Park ADA Improvements

The City is requesting \$250,000 toward ADA access improvements at American Lake Park (ALP). Since incorporation, Lakewood has worked to create more equitable access to parks. This project will significantly advance this work by providing a new ADA ramp to the shoreline and boat launch area for all Lakewood residents to access and enjoy the waterfront. The improvements will also provide easier access to the restrooms and picnic shelters. To learn more about this project, [click here](#).



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State Funding

The City supports ongoing funding for the Washington Wildlife and Recreation Program (WWRP), Aquatic Land Enhancement Account (ALEA), and the Youth Athletic Facilities (YAF) grant programs. The City supports ongoing funding for the following:

- **Washington Wildlife and Recreation Program (WWRP):** If the WWRP program is funded at the WWRC recommended level, the City could receive up to \$500,000 for the American Lake Park ADA Improvements and \$500,000 for the Wards Lake Park Improvements.
- **Aquatic Land Enhancement Fund (ALEA):** If the ALEA program is funded at the recommended level, the city could receive up to \$500,000 toward the American Lake ADA Improvements.
- **Youth Athletic Fund (YAF):** The City supports the YAF fund and is competing for \$350,000 to support the turf field project at Fort Steilacoom Park and \$350,000 to build a pump track at Wards Lake Park. The City intends to continue to complete for YAF funding in the future for other park projects that enable youth activities.



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TRANSPORTATION & INFRASTRUCTURE

Transportation Funding Request - Multimodal Transportation Study

The City requests the Legislature allocate \$250,000 for a multimodal transportation assessment to consider practical solutions to increase multimodal connectivity along the I-5 corridor between DuPont and Lakewood. The study will include options that take advantage of already funded grade separated crossings and increase connectivity between Sound Transit and Amtrak using existing or planned infrastructure. This will support the movement of people through the growing South Sound corridor - including Lakewood, DuPont, Joint Base Lewis McChord, and areas of unincorporated Pierce County, including Parkland and Spanaway. This is supported by Sound Transit, JBLM, Pierce Transit, Lakewood Water District, West Pierce Fire & Rescue and the Clover Park School District.

Infrastructure Funding

Local agencies, including the City of Lakewood, lack resources for infrastructure funding. As a result, city roads remain in disrepair or general fund dollars are taken from other important services to repair roads; or a combination thereof. The City joins AWC in pursuing a comprehensive local option transportation bill that will provide new resources and funding opportunities. The City continues to support the state's ongoing and increased investment in infrastructure funding programs such as the Public Works Assistance Account.

Limiting Additional Freight on Point Defiance Bypass (Lakeview Rail Line)

The City opposes increased freight traffic along this corridor that is above and beyond the activity already in place and does not have a destination within Lakewood or Joint Base Lewis-McChord. With the opening of the Point Defiance Bypass project in support of Amtrak passenger rail coupled with increasing demands on freight rail, there is concern that the Point Defiance Bypass project could eventually lead to increased freight traffic in addition to new passenger rail.

Future Commercial Airfields - JBLM

The City opposes the use of Joint Base Lewis-McChord (JBLM) as a commercial air field. The [Commercial Aviation Coordinating Commission](#) (CACC), a group created by the state legislature that is tasked with recommending a new primary commercial aviation facility in Washington, chose to keep JBLM on its list of potential sites even with strong opposition from the congressional delegation, significant concerns raised by the military, identification of the site as having high congestion issues, no transit service, and rated "unlikely" by WSDOT and "unable to accommodate commercial air service" by PSRC.



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I-5 JBLM Corridor

The I-5 JBLM corridor is fully funded in the 2015 Connecting Washington package. The City is currently working with WSDOT to ensure timely implementation of the project. The City will continue to advocate for any appropriations or policy changes needed to advance the project in the best interests of our community and region. The City will closely monitor the development of the Gravelly-Thorne Connector project.

Systematic I-5 South Sound Corridor Planning

WSDOT has increasingly indicated a preference to take a holistic approach to transportation improvements along a corridor. The City supports WSDOT's position and supports WSDOT's efforts to complete an assessment of the I-5 corridor from Tacoma to Tumwater to ensure that any future investments in this corridor resolve congestion rather than shift traffic congestion points along I-5.

Consistent with this effort, the Connecting Washington package invested significant funding in the I-5 corridor through JBLM to eliminate the traffic congestion point at Thorne Road by expanding the corridor from three to four lanes. Any future investments along the I-5 corridor in this region, particularly expanding the portion north of the project from four to five lanes, should consider the impact it would have on this and other congestion points. Any investments should resolve, rather than shift, traffic congestion points.

Interstate-5 JBLM Shared Use Path

The City is supportive of creating more active transportation options. As part of the I-5 / Joint Base Lewis McChord (JBLM) Corridor Improvement, the state has allocated \$16.8 million for WSDOT to develop a shared use path from DuPont-Steilacoom Road to the forthcoming Tillicum/Gravelly-Thorne Connector. As proposed, this shared use path would run directly along I-5. Sound Transit is not supportive of this route and has indicated that they will not provide WSDOT the necessary rights-of-way to bring this project to fruition. Additionally, JBLM has outlined a number of safety concerns with this route and the cycling community has voiced concerns about the exposure of cyclists to air pollution given the route's proximity to I-5. The City supports using the existing funding to create an alternative route using local roads through Lakewood, Pierce County, and DuPont. The existing funding would be used to develop and enhance active transportation infrastructure on local roads, such as bikeways and sidewalks. Finding an alternative route is supported by the cities of DuPont and University Place, the town of Steilacoom, Pierce County, and JBLM.



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Interstate-5 High Occupancy Vehicle Lanes

The City supports the I-5 Tacoma/Pierce County High-Occupancy Vehicle (HOV) Lanes Program. The City requests an extension of this program to include a dedicated HOV 5th lane (one each direction) from Tacoma to Mounts Road in DuPont. The timing of this extension should align with the expansion of I-5 south of Mounts Road, to prevent additional congestion at that chokepoint. If other alternatives are advanced or additional HOV lanes are not extended throughout the entire south sound corridor, the current bottleneck that begins at North Thorne Lane through the I-5/JBLM corridor will remain, despite significant state investments in the past decade to alleviate this congestion. The City opposes operating the added fourth through lane in each direction on I-5 from Mounts Road to Thorne Lane as HOV lanes rather than general purpose lanes.

Stormwater & Culvert Funding

Cities have significant stormwater and culvert funding needs. The City of Lakewood joins AWC in requesting secure, ongoing and sufficient funding for city culvert repair and replacement. The City supports funding for current and new grant programs for local stormwater and culvert projects.

Pierce Transit - Bus Rapid Transit funds

The City supports preserving the remaining \$11.9M allocated to Pierce Transit from the 2015 Connecting Washington transportation package for Bus Rapid Transit (BRT) in Pierce County. These funds complete Pierce Transit's local match for the project, leveraging \$75M in federal funding in to our local economy and improving connectivity and transit needs in the area.



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FINANCE

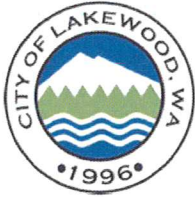
Fiscal Support for COVID-19 Response & Recovery

Lakewood, like many other cities and towns in Washington, continues to be significantly impacted by the COVID-19 public health emergency. The City joins AWC is asking the Legislature to support cities in the following areas:

- **Direct Fiscal Support:** The City requests that the Legislature provide local governments with relief that can be used to offset significant losses in general fund revenues, including sales and use tax, property tax, etc.
- **Sharing of Future Federal Funding:** The City requests that the Legislature share any federal funding with cities and towns that may be ineligible to receive direct federal funding from past or future stimulus packages.
- **Fiscal Flexibility:** The City requests that the Legislature provide flexibility within existing restricted revenues to allow cities to use funds where there are immediate needs as a result of the pandemic.
- **State-Shared Revenues:** State-shared revenues provide critical funding for essential public services. The City joins AWC in supporting restoration and continued appropriation of committed state shared funds, such as Liquor Excise Taxes and Profits, City-County Assistance Account, Municipal Criminal Justice Account, Annexation Sales Tax Credit, and public health funding.
- **Economic Stimulus:** The City requests that the Legislature continue to invest in public infrastructure projects. These types of projects are one of the best ways to inspire economic recovery by creating family-wage jobs and supporting increased economic activity.

State-Shared Revenues

Even before COVID-19, cities have relied on state-shared revenues to provide critical funding for essential public services. Recognizing the state is facing a budget shortfall, it is critical that commitments to sharing revenues with local governments be honored. During the last recession, the state reduced state-shared revenues when many local governments were already struggling to maintain basic services. The City joins AWC in supporting restoration and continued appropriation of committed state shared funds, such as Liquor Excise Taxes and Profits, City-County Assistance Account, Municipal Criminal Justice Account, Annexation Sales Tax Credit, and public health funding. In 2019, Lakewood received roughly \$2.48 million in state shared revenues. These funds are used to support city activities, including police, infrastructure development, public defenders, municipal court, etc. In total, state-shared revenues constitute a significant portion of the City's operating expenditures (6%).



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General Fund Revenue

The City supports legislation that will increase, expand, or favorably restructure its revenue-raising ability. In consideration of 1) the continued growth in demand for services that exceed revenue growth and inflation, and 2) intimate knowledge of individual community needs, the City supports unrestricted uses of all general government tax revenue. For example, restrictions on the use of real estate excise tax (REET), gambling taxes, etc.

City Financial Liability for Indigent Defense

Indigent defense is a constitutional right that should be funded by the state. However, in 2017 counties contributed approximately \$136 million per year to trial court public defense costs alone, while the state contributed approximately \$6 million per year. The City supports state funding for indigent defense that is standardized and non-competitive in order to ensure more equitable funding.

Unfunded Mandates & Other State & Federal Budget Impacts

Mandates from the Federal and State governments are rarely accompanied with adequate new revenues or taxing authority, but instead force the City to reduce funding levels for other services. The City opposes efforts by the State Legislature to balance budgets by shifting responsibilities to cities.

Construction Contracts Claims Process

The City opposes legislation that would change the claim process for construction contracts on public works projects. When specific instances arise, the City is willing to work with a contractor to ensure a mutually beneficial outcome is reached.



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PUBLIC SAFETY

Binding Interest Arbitration Reform

The City recognizes the importance of having a tool to help resolve potentially devastating strikes by essential service personnel, such as police and firefighters. However, existing binding interest arbitration statutes are out-of-date and inflexible, resulting in many unintended consequences – the City finds this particularly true in regard to disciplinary processes. The City requests that the state reform existing binding interest arbitration language to limit these types of unintended repercussions.

Statewide Police Reform Package

The City joins the Association of Washington Cities (AWC) and Washington Association of Sheriffs and Police Chiefs (WASPC) in supporting statewide action on the following issues, with recognition and mitigation for local costs:

- Creating a statewide standard for use of force.
- Establishing a duty for all law enforcement officers to immediately intervene and report any misconduct or illegal activity on the part of another officer.
- Addressing public record policies.

Additionally, the City joins AWC in supporting:

- Creating a database to track officers who have been fired and precluded from future employment in the law enforcement field.
- Removing the ability of an officer to resign in lieu of an investigation.
- Requiring that law enforcement officers receive a psychological evaluation after any fatal use of force.

The City also joins WASPC in supporting:

- Providing sufficient funding to support all law enforcement personnel having body cameras.
- Requiring all fatal use of force investigations to be conducted by an independent state entity.
- Reforming binding interest arbitration to provide greater authority for Police Chiefs to dismiss officers who are not helpful to the agency's mission or betray the public's trust.

The City also supports the following reforms:

- Requiring a completed investigation of a fatal use of force to be prosecuted by the Attorney General's Office when prosecution is warranted, rather than a local prosecuting attorney.
- Recognition that statewide law enforcement requirements should not be subject to local bargaining.



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Community Partnership Program at Western State Hospital

Since 2007 the City has operated a highly effective Community Partnership Program (CPP) to improve public safety at Western State Hospital (WSH). CPP has responded to hundreds of calls for police service at WSH and has supported the overall safety of hospital staff and the surrounding community. The City respectfully requests that \$621,000 be included in the 2021-23 Operating Budget for continued operation of this successful partnership. This is the same funding level that has been allocated in the last two state biennial budgets.

Authority to Appoint Municipal Court Judges

The City supports cities' ability to appoint a municipal court judge and to maintain courts and supports further technical and financial assistance for the administration of municipal courts.

Traffic Enforcement Cameras

The Legislature has authorized local government to use traffic enforcement cameras in limited situations, including red light enforcement at certain intersections and speed control in school zones. Traffic enforcement cameras have proven to be successful at reducing instances of speeding and violations of traffic signals. The City supports the use of traffic enforcement cameras. The City also supports legislation allowing images from traffic enforcement cameras to be used by law enforcement in criminal cases if there is probable cause.

Basic Law Enforcement Academy (BLEA)

The City supports ongoing funding of the Basic Law Enforcement Academy which is the sole training program for police departments statewide. With an increasing number of law enforcement officers retiring, it is imperative this program receive adequate funding to provide ample training openings for new hires.

Jail and Court Costs

The City supports legislative proposals that reduce jail and court costs, and maintain its flexibility in providing jail and court services. The City supports additional funding for local grants through the Office of Public Defense, and clarifying local authority to set standards for public defenders. The City also supports maintaining the flexibility to select the most appropriate manner in which to provide jail services. The City will monitor all legislation that impacts the City's ability to contract with government agencies.



CITY OF LAKEWOOD

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Release of Offenders to County of Origin

The City supports legislation that addresses “fair share” and expands the “county of origin” policy that sends offenders back to their county of origin upon release, including offenders released from the state’s only Special Commitment Center located on McNeil Island, and civil commitment patients released from Western State Hospital. The City requests that this legislation include sufficient enforcement mechanisms to ensure that “fair share” and “county of origin” are properly applied to released offenders and civil commitment patients. The City supports the addition of language that would expand the fair share statute so DSHS will have to:

- 1) Consider counties that neighbor the individual’s county of commitment when developing discharge plans;
- 2) Be required to provide a report on the availability of less restrictive alternative services available in regional service areas; and
- 3) To procure adequate services within a regional service area if services are not adequate.

Adult Family Homes

Adult Family Homes (AFHs) serve adults with functional limitations who need personal and special care. The City of Lakewood has become aware of public safety concerns within adult family homes. The City expects aggressive and timely legislative solutions that increase public safety in and around adult family homes.

The City supports legislation comparable to the following bills introduced in the previous session (2019-20) by 28th district legislators to respond to the concerns from the Lakewood community, including:

- **House Bill 1825 – 2019-20** would have required civilly committed sexually violent predators (SVPs) petitioning for conditional release to a less restrictive alternative (LRA) to document efforts to find placement in the county of commitment. The intent of the bill was to do the following: 1) require the Department of Social and Health Services (DSHS) to review proposed conditional release LRA placement plans and report to the court with potential alternative placements in certain circumstances; 2) impose school-proximity restrictions on residential placements for certain SVPs on LRA orders; 3) modify the criteria that courts must consider in deciding conditional release petitions for SVPs; 4) require community notification of any change of address of a conditionally released SVP; 5) provide that secure community transition facilities may be sited in any county in the state; and 6) implements Department of Health credential waivers for sex offender treatment providers working in under-served counties.
- **House Bill 1826 – 2019-20** would have required the DSHS to disclose publicly accessible and relevant criminal history for certain persons during the discharge planning process. The bill would have also imposed a civil penalty of \$5,000 for the misuse and unauthorized disclosure of protected health information by an entity authorized to receive the information.



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- **Senate Bill 5038 – 2019-20** would have limited who can be placed in an adult family home. Individuals committed under the involuntary treatment act where the court has made an affirmative special finding are prohibited from being placed in an AFH. The bill also prohibited a person committed as a sexually violent predator from being placed in an adult family home and established enhanced services facilities as the appropriate long-term care option for sexually violent predators.

State Hospital Reentry Program

The City supports language that would expand the reentry community safety program. The current program is designed for individuals being released from a correctional facility. The city supports expanding the program to apply to patients who are civilly committed after prosecution for a violent offense or who are civilly committed based on criminal insanity.

Enhanced Services Facilities

Enhanced Services Facilities (ESFs) serve adults with mental and chemical disorders or other impairments that requires supervision and daily care. The City supports legislation that would prohibit Adult Family Home businesses (AFHs) from converting to ESFs, as well as legislation that would prohibit the locating of ESFs in residential neighborhoods.

Acute and Long-Term Care Facilities

The City supports the implementation of the Trueblood Settlement Agreement and state funding for the construction and ongoing operation of acute and long-term care facilities equitably dispersed in communities throughout the state. The City requests clarification on the six-year capital facilities plan for Western State Hospital (WSH), and facility programming, namely, user needs, use of space, and project phasing and scheduling.

Civil Asset Forfeiture

Civil asset forfeiture allows law enforcement agencies to take possession of property when the property itself is illegal, was used to facilitate a crime, is proceeds from a crime, or was purchased with proceeds traceable to criminal activity. The City views civil asset forfeiture as a valuable tool, and will closely monitor legislation and oppose provisions that add restrictions on law enforcement's use of civil asset forfeiture.

Consolidate Traffic-Based Financial Obligations

The City supports legislative proposals that would authorize the Administrative Office of the Courts to establish a unified payment plan system for the consolidation of multiple traffic-based financial obligations allowing defendants to bring multiple outstanding obligations into the new payment plan for ongoing servicing with a single point of contact and reducing the volume of driver's license suspension for failure to respond or pay, fewer DWLS-3 prosecutions, and improve collection rates.



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Phlebotomist Credentials

The City supports the elimination of forensic phlebotomist credential requirements from state statute leaving phlebotomist training requirements to be determined by the Department of Health.



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GENERAL GOVERNMENT

Public Records & Open Meetings

The City respects the right of the public to have access to legitimate public records and documents. The City believes its ability to recover the costs of searching for, gathering and reviewing requested documents is also in the public's interest. The City supports reasonable reforms to the Public Records Act. The City opposes requiring the recording of executive sessions or other restrictions on legitimate uses of executive sessions.

Historic Fort Steilacoom Park

The City requests that the State work with City to explore how to best preserve Historic Fort Steilacoom for future generations to use and enjoy. Historic Fort Steilacoom is one of the best preserved pre-civil war forts west of the Mississippi comprising of a marching field, officer quarters, barracks and a hospital. The City encourages the state to undertake a joint exploration with the City to determine how to best preserve this historic amenity in perpetuity. The City encourages this assessment to consider partnerships between the state and the City, City ownership, and various private-public partnerships.



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MILITARY AFFAIRS

South Sound Military & Communities Partnership (SSMCP) & Joint Base Lewis-McChord

The City of Lakewood is a strong partner with Joint Base Lewis-McChord (JBLM) and a founding member of the South Sound Military & Communities Partnership (SSMCP), a nationally recognized organization that gives unique voice to a range of issues affecting Pierce and Thurston Counties and their cities as well as JBLM, the largest military installation in Washington State. JBLM is a regional employment hub and a major statewide economic driver. The City supports the ongoing efforts of SSMCP and supports policy and financial decisions that assist JBLM's operational readiness and sustainability.

The City also believes in strong policy and financial commitments from the State in support of statewide military affairs while preserving local governments' and regional coordinating organizations' flexibility and authority to maintain communications and relationships with area installations. Lakewood supports establishing a Military Advisory Council to advise the Governor and Legislature; providing financial support of regional military-community partnerships such as Forward Fairchild, Puget Sound Naval Bases Association and SSMCP; and strengthening financial, legislative and political support for military presence in Washington in anticipation of future force restructuring or defense contract reductions due to sequestration, Department of Defense budget reductions, and/or base realignment and closure (BRAC) rounds.

Lakewood supports SSMCP's 2021 Legislative Priorities which are:

- 1) **I-5 Mounts Road to Tumwater & Nisqually River Delta:** I-5 is the lifeline of commerce, transportation, and Joint Base Lewis-McChord's (JBLM) mission readiness in the Puget Sound Region. However, the current design of I-5 restricts critical ecological functions impacting salmon survival, is at a high risk of being overtopped by a major flooding event, and has limited capacity to handle the growing South Sound economy and population - a key component to national security since 30% of the JBLM workforce live south of the Nisqually River.

The 2020 WSDOT study of this corridor identified **\$204M** worth of investments that will improve the performance of the transportation system. Of the \$204M, **\$19M** would go toward 3 roundabouts in the Yelm area to provide a viable alternative to I-5 in the case of a major event rendering this stretch impassable. Also within the \$204M, is **\$7.5M** for preliminary design and environmental review to address the current design of I-5 that is limiting salmon habitat, creating a flood risk and is a major bottleneck through the region. The estimated construction cost to fully address the problem is **\$4.2B**.



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- 2) **Defense Community Compatibility Account:** SSMCP requests that the Legislature allocate \$11M in the biennial capital budget to fund the newly established DCCA program. If fully funded, SSMCP would receive a little over \$3M toward three initiatives: a housing proposal (\$70.6K), the North Clear Zone land acquisition project (\$1.4M), and the I-5 Exit 120 Flyover Feasibility study (\$1.5M). Additionally, the City of Lakewood would receive \$1.92M toward the Washington Blvd project.

American Lake Veterans Golf Course Tax Exemption & Capital Improvements

The American Lake Veterans Golf Course (ALVGC) has always been a United States Department of Veterans Affairs (VA) golf course. In 2017, the VA decided to have the golf course run by Friends of American Lake Veterans Golf Course (Friends), a nonprofit, and it is unclear whether Friends will have to pay sales tax and business and occupation tax. The City supports legislation that clarifies that the ALVGC is not subject to sales tax or business and occupation tax. The City supports the state capital budget request by the ALVGC for improving the front nine holes of the course. Improvements would include upgrades to make the holes accessible to golfers with disabilities, similar to the new Jack Nicklaus designed back nine that opened in 2016.



LAKEWOOD LANDING

SUPPORT FOR ECONOMIC DEVELOPMENT FINANCING

Lakewood Landing: Lakewood Landing is a 25-acre project along Interstate 5. The land is currently being used for industrial purposes, including a WSDOT maintenance facility, and limited retail. Heavy daily traffic loads (average daily traffic count of 282,000 vehicles), and proximity to the Lakewood Sounder Station make it well suited for transit-oriented development (TOD) and mixed-use development. To learn more about Lakewood Landing and the need for economic development financing, [click here](#).

The Lakewood Landing development could include: affordable and market rate housing, early learning facilities, an entertainment complex, medical and other social services, office spaces, recreation and open space, restaurants, and retail.

Redevelopment would result in significant tax revenue increases for the State of Washington, Pierce County, the City, other municipalities, and special purpose districts. In addition, this redevelopment would create a more livable South Sound community.

Legislative Request: The City requests that the state authorize property tax based tax increment financing (TIF) or allocate \$1 million annually for twenty years toward an economic development financing program.

Authorization of economic development financing is needed to advance this project, due to the WSDOT facility that is located on the site and needs to be relocated. This is a capital cost that developers are not able to absorb and develop a profitable project. The City is working collaboratively with WSDOT towards a win-win proposal to relocate the WSDOT facility. The cost of removing and replacing the WSDOT facility is estimated upward of \$30 million.

In addition to the economic development financing, the City is committed to utilizing the many other funding options available such as the multifamily property tax exemption, affordable housing grant funding, grant programs for early learning, and more. But these tools alone cannot close the funding gap created by the relocation of the WSDOT facility unless economic development financing is authorized.

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Regional Context



Project Site

Buildings are 213,965 sq ft with 0.20 floor-to-area ratio (FAR), which is below potential



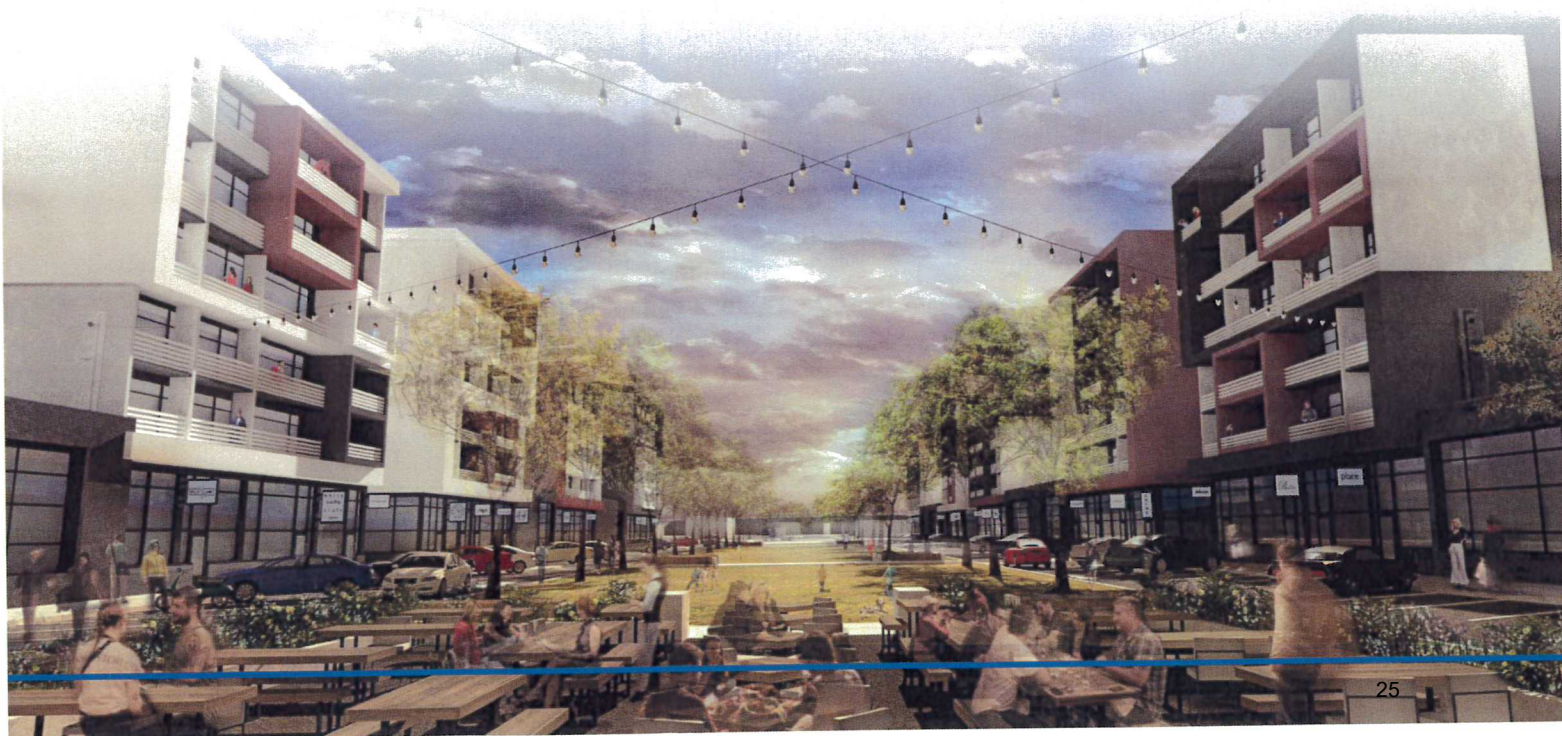
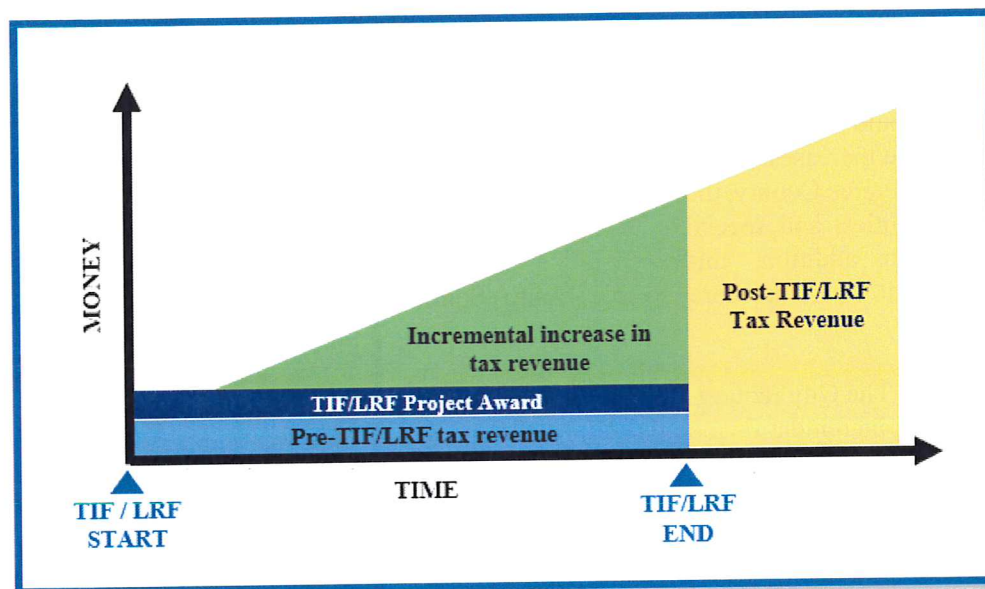
Annual benefit* estimate mid-level retail:

\$4.5 - 9.5 million	WA State
\$700K - 1.4 million	Lakewood
\$350 - 800K	Pierce Transit
\$175 - 275K	Pierce County
\$25,000	Pierce County Library
\$10,000	Port of Tacoma

(*Annual revenue estimates include sales tax, property tax, B&O tax, and utility tax.)

Tax Increment Financing: Tax increment financing is a method of investing funds for infrastructure improvements, including sidewalks, roads, utility improvements, etc., that raise the value of surrounding properties. When the value of those properties increase, the additional tax revenue is used to pay back the initial investment. Traditional tax increment financing allows the initial investment to be made with property tax revenues. Currently, Washington State does not allow for traditional tax increment financing. In lieu of traditional TIF, the state legislature previously authorized the Local Infrastructure Financing Tool (LIFT) and the Local Revitalization Financing (LRF) programs.

These programs authorized select cities and counties to create “revitalization areas” (RAs). The jurisdictions then received an allocation of funding from the state through a credit against the state sales tax equal to the increases in local sales and property tax revenues within the RA, up to the project award amount (previously \$500K or \$1M depending on the project award). Cities and counties then bonded against this revenue stream to make infrastructure improvements in the RA that, in turn, helped spur further increases in sales and property tax revenues for the state and local governments.





Operating Budget Request

Western State Hospital Community Partnership Program

Request: The City requests \$621,000 to continue the highly successful Western State Hospital Community Partnership Program (CPP). This is the same funding level that has been allocated in the last two biennial budgets.

Background: The CPP has been in existence since 2007. This program has successfully reduced calls for police service and created a safer environment for both the hospital and surrounding neighborhoods. Despite the ongoing need and the program's consistent success, funding has not been codified and each fiscal biennium the Legislature must appropriate funds for the program's continued operation.

Since its inception, the program has resulted in a 40% reduction in calls for police services at Western State Hospital and has facilitated a stronger relationship between hospital staff, police, and the community. This, in turn, has resulted in increased collaboration and mutual feelings of trust and respect. In a 2019 Report to the Legislature, DSHS reported that, "WSH has seen the benefit of consistency in response to criminal cases, case management, and other concerns involving patients and staff on the WSH campus as a result of this partnership with the LPD."¹ The report's assessment also highlighted that "the agreement allows the [LPD] to prioritize an intentional partnership with WSH, ensuring a proactive approach to the identified concerns and needs, support[ing] our ability to accomplish our mission of transforming lives."²

The City is proud to offer these services to WSH and is pleased to hear the value DSHS places on this program.

The City also recognizes the fiscal constraints on the state operating budget, given the impacts of COVID-19. The City is prepared to continue this successful partnership and is not requesting an increase to the biennial appropriation. The City respectfully requests the continued appropriation of \$621,000 in the 2021-23 Operating Budget for this program. This is the same funding level that has been allocated in the last two biennial budgets.



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¹ [2019 Report to the Legislature on the Western State Hospital – City of Lakewood Community Policing Program](#)

² Ibid.



Capital Funding Request

Wards Lake Park Improvements

Capital Funding Request: The City is requesting \$250,000 to help complete improvements at Wards Lake Park (WLP). This is a multi-faceted park revitalization project that will improve safety and access for an historically underserved community in Lakewood, restore and enhance environmental systems, and increase recreational opportunities. To watch a short video on this project, [click here](#).

Project Description: WLP is located in the Northeast corner of Lakewood, less than half a mile from the Lakewood International District. The surrounding community has limited access to safe parks, recreational opportunities, and natural open space areas. The next closest park is over two miles away and requires travel along major thoroughfares that lack consistent sidewalks and crossing active, at-grade railroad tracks. The community around WLP has higher than State and Pierce County average rates of persons of color, persons identifying as Hispanic/Latino, significantly lower median household incomes, and higher rates of persons below the poverty line. The community also faces significant environmental and health disparities. The Washington State Department of Health's Environmental Health Disparities Map scored this community a 10 out of 10 for Environmental Health Disparities. This means that the community has some of the highest "potential or probability for harm from a combination of environmental and vulnerability factors" in the state.¹

The existing 26-acre park offers limited recreational amenities, invasive species have taken over wetland and forested areas, and the various trails are frequently inaccessible during the winter and spring seasons. This project will expand and improve critical wetland areas; create a 1 mile ADA accessible loop trail around the lake; enhance pedestrian safety improvements at the main entry; provide new in demand active and play amenities, including an asphalted pump-track course; develop a fenced 3-acre off-leash dog park; enhance upland forest and native oak-prairie habitat areas; and provide greater connectivity with other countywide trail corridors. The selection of these park elements were heavily informed by the community input received during the 2019 revision of the WLP Master Plan and the update of the City's Legacy Plan, the Parks, Recreation, and Open Space Master Plan, which included a robust, multi-pronged public involvement campaign with surveys, focus groups and pop-up events.

Funding Sources	
City Funds (REET, SWM)	\$250,000
WWRP/ YAF	\$500,000
LWCF	\$960,430
State Capital Budget	\$250,000
Total Project Cost	\$1,960,430

These improvements will enhance an existing, underutilized community asset. The City firmly believes that this project will be a community catalyst encouraging neighborhood revitalization and will provide new healthy choices to the surrounding neighborhood. This project supports the "No child is left inside" movement by providing quality opportunities for youth to engage and

experience the natural world. It will also draw new visitors to this area, creating awareness of the nearby International District.

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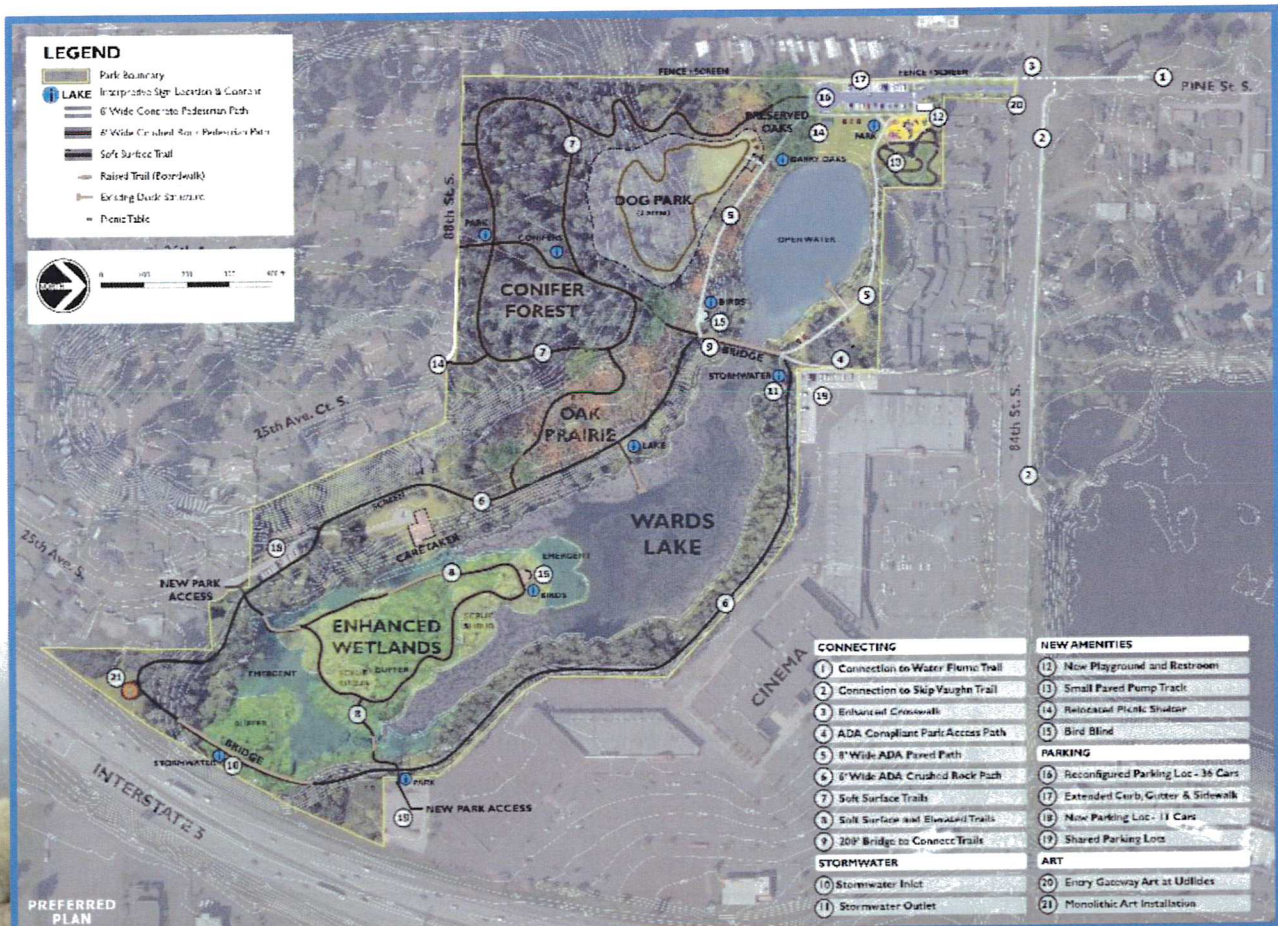
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¹ Min, Esther, et al. "The Washington State Environmental Health Disparities Map: Comparing environmental health risk factors across Communities." *University of Washington Department of Environmental & Health Sciences* (2019) p.12.

Community Comparison

	International District (718.08)	Pierce County	Washington State
Persons of Color	41%	26.6%	24%
Black or African American	14.3%	6.6%	3.7%
American Indian and Alaska Native	0.6%	1.3%	1.3%
Asian	6.8%	6.2%	8.4%
Native Hawaiian / Other Pacific Islander	4.4%	1.5%	0.6%
Some other race	14.7%	3.0%	4.3%
Two or more races	7.3%	8.0%	5.7%
Hispanic/Latino	33.9%	10.6%	12.5%
Median House Income	\$41,226	\$67,868	\$70,116
Persons below poverty line	24.8%	12.2%	11.5%
Data sources: 2015, 2017, 2018 American Communities Survey, US Census Bureau			





Capital Funding Request

American Lake Park ADA Improvements

Capital Funding Request: The City is requesting \$250,000 toward ADA access improvements at American Lake Park (ALP). Since incorporation, Lakewood has worked to create more equitable access to parks. This project will significantly advance this work by providing a new ADA ramp to the shoreline and boat launch area for all Lakewood residents to access and enjoy the waterfront. The improvements will also provide easier access to the restrooms and picnic shelters. To watch a short video on this project, [click here](#).

Project Description: The name Lakewood implies a city of lakes – and that is true, however there is limited public access to most of the freshwater lakes in our community. Some of the other lakes in the city may have a small space to stand and view the water. ALP and Harry Todd Park provide ample public access to freshwater shoreline and a variety of aquatic public amenities, such as beaches, swimming areas, public docks, etc. Unfortunately, ALP does not currently provide pedestrian ADA access to the shoreline and boat launch area. This makes it difficult for people with physical or mobility impairments, parents with strollers, and older adults to safely access the waterfront areas. The community around ALP has higher than State and Pierce County average rates of person with disabilities, persons of color, persons with veteran status, and ranks high (7/10) for exposures to environmental health disparities on the Washington State Department of Health's Environmental Health Disparities Map.¹

When completed, this project will provide new opportunities for all people to enjoy the many activities associated with the waterfront, including a new pedestrian ADA access to the shoreline and boat launch areas.

Additional project elements include: interpretative signs and educational events that help increase the public's awareness of the history, legacy and ecological importance of this site; adding a new entry plaza; a new restroom; a new picnic shelter; and replacing the aging and unsafe infrastructure, including new bulkheads and a retaining wall. In 2020, the City invested \$396,000 in to ALP. This project improved the parking lot area adding six ADA parking stalls and an ADA compliant sidewalk along the road as well as to the existing restroom.



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¹ Min, Esther, et al. "The Washington State Environmental Health Disparities Map: Comparing environmental health risk factors across Communities." *University of Washington Department of Environmental & Health Sciences* (2019) p.12.

Community Information			
	Lake City (721.08)	Pierce County	Washington State
Persons with a disability under 65 years of age	23.2%	9.8%	8.8%
Persons of Color	34.9%	26.6%	24%
Black or African American	12.0%	6.6%	3.7%
American Indian and Alaska Native	0.0%	1.3%	1.3%
Asian	7.6%	6.2%	8.4%
Native Hawaiian / Other Pacific Islander	0.3%	1.5%	0.6%
Some other race	1.5%	3.0%	4.3%
Two or more races	13.5%	8.0%	5.7%
Hispanic/Latino	14.3%	10.6%	12.5%
Median household income	\$54,113	\$67,868	\$70,116
Veterans	25.6%	9.5%	7%
<i>Data sources: 2015, 2017, 2018 American Communities Survey (ACS), US Census Bureau and RCO Map</i>			

Funding Sources	
City resources (SWM, REET)	\$250,000
WWRP	\$500,000
ALEA	\$500,000
State Capital Budget	\$250,000
Total Project Cost	\$1,500,000



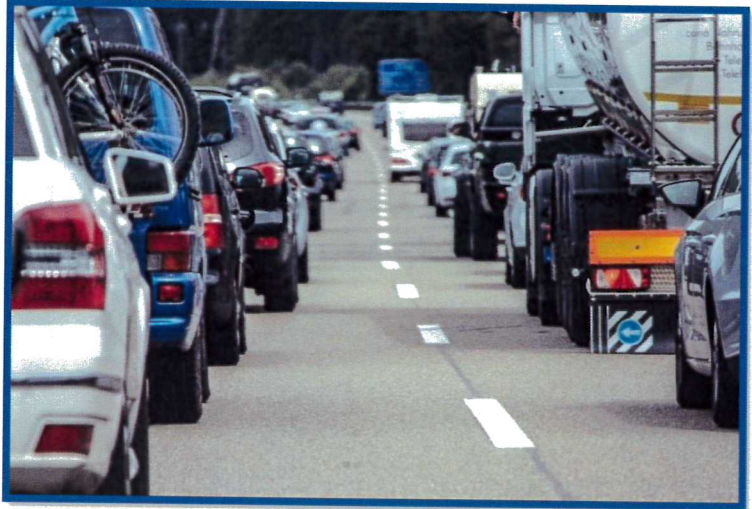


Transportation Funding Request Multimodal Transportation Study

Request: The City requests the Legislature allocate \$250,000 for a multimodal transportation assessment to consider practical solutions to increase multimodal connectivity along the I-5 corridor between DuPont and Lakewood.

The City aims to provide more equitable transportation access to historically underserved communities and national security personnel, as well as to increase the overall interconnectivity of the south Puget Sound to robust multi-modal transportation networks.

The study will include options that take advantage of already funded grade separated crossings and increase connectivity between Sound Transit and Amtrak using existing or planned infrastructure. This will support the movement of people through the growing South Sound corridor - including Lakewood, DuPont, Joint Base Lewis McChord, and areas of unincorporated Pierce County, including Parkland and Spanaway. This request is supported by Sound Transit, JBLM, Pierce Transit, Lakewood Water District, West Pierce Fire & Rescue and the Clover Park School District.



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