



LAKEWOOD CITY COUNCIL SPECIAL MEETING AGENDA

Wednesday, October 13, 2021

6:00 P.M.

City of Lakewood

Due to COVID-19, Lakewood City Council meetings will be **conducted remotely and NOT IN PERSON** at this time.

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 meeting ID: 868 7263 2373

Page No.

CALL TO ORDER

ROLL CALL

- (2) 1. Review of 2022 Federal Legislative Priorities, 2022 State Legislative Agenda and Policy Manual and 2022 Pierce County 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>



2022 Federal Legislative Priorities

Situation Assessment

The City of Lakewood has established a productive and trusted relationship with its congressional delegation over the past many years. The result is a delegation that actively partners with the City in support of shared goals, whether they be funding for critical infrastructure or offering legislative language to modify Department of Defense policies.

Policy Opportunities: The City has identified a number of infrastructure needs and policy objectives that would benefit its community and are defined more below. Simultaneously, a new Congress and the Biden Administration are providing numerous funding opportunities for Lakewood. The City put forward an earmark request for South Tacoma Way that was selected by Congresswoman Strickland for funding but fell out of consideration when the Bipartisan Infrastructure bill eliminated all earmark requests. The City also continues to look at the Defense Community Infrastructure Program for funding Washington Boulevard and other projects.

Congressional Delegation Opportunities: Lakewood's Congressional Delegation is extraordinarily well positioned to help the City in terms of their committee assignments and seniority. Congresswoman Strickland serves on the Transportation Committee and the Armed Services Committee with jurisdiction over JBLM and whose Chair, Adam Smith, is also from Washington State. Senator Murray is a senior member of the Senate Appropriations Committee and serves on the Defense Appropriations Subcommittee. Senator Cantwell is the Chair of the Senate Commerce Committee with jurisdiction over a majority of transportation policy. From a statewide perspective, Washington State has four members on the Appropriations Committee and three on the Armed Services Committee.

Strategy: Lakewood's congressional delegation knows what the needs are in Lakewood and what the city's funding and policy priorities are. The City's effort in 2022 will be to continue to drive major policy changes within the Department of Defense and the Department of Transportation and bring federal funding to City needs. The City's objective will be a sustained partnership with the federal government to bring federal funding into the City to support economic, infrastructure, human and environmental priorities.

While a refined approach will be adopted in ongoing consultation with the City, a brief summary of anticipated opportunities is included below in the proposed federal legislative priorities.

2022 Proposed Priorities

The 2022 scope of work builds on the City's recent work and continues to build support in 2022 and for longer-term initiatives in the years ahead. Additionally, the City will follow the work being done by partner agencies and organizations and will levy support when and where appropriate. Some of these organizations include the Association of Washington Cities, the Association of Defense Communities, the Puget Sound Regional Council and Pierce County, among others.

These items are listed in priority order.

1) Bringing federal funding to the City's top infrastructure priorities

Background: With Members of Congress restoring earmarking authority, the City has ample opportunity to position its priority projects for federal support. In 2021, the City secured House support for \$2.4 million to complete the South Tacoma Way project. The City also identified four other projects for potential funding support including the Gravelly Lake Loop Road Project, the JBLM North Connector Project, Steilacoom Boulevard and the Town Center Connector Project.

Action: The City's work in 2022 will be to use the new earmark rules and regulations to revisit the City's capital projects and position them for federal support. The City will make a decision about resubmitting the South Tacoma Way project and ensure that the City has numerous projects in play to be considered for federal funding support. The City's secondary priority will be to continue to seek federal funding support for other City priorities. This may be through earmark requests or other funding opportunities that come together (see Priority 5 below).

2) Supporting the Second Tranche of ARPA funding and any future COVID recovery

Background: Lakewood has received half of its ARPA designated funding with the second tranche expected in May 2022. Moreover, as the pandemic continues to impact communities, there is already discussion about what a future COVID bill might entail with an emphasis on public health infrastructure and economic recovery for impacted communities.

Action: The City will monitor the status of the second tranche of ARPA funds from the U.S. Treasury and lobby for City needs in any future COVID bill.

3) Supporting the Ongoing Efforts in the North Clear Zone

Background: The South Sound Military and Community Partnership (SSMCP) has been the driving leader in supporting the Air Force and Army funding the acquisition of property in the JBLM North Clear Zone. The City has requested legislative language from its congressional delegation to clarify the appropriate use of federal dollars.

Action: The City will continue to lobby for funding and policy support for this effort. The House and Senate Armed Services Committees are both watching the work being done at the North Clear Zone at JBLM and the City has a strategy ready to enact should the contemporary work being done on the ground prove stuck.

4) Defense Community Infrastructure Program (DCIP)

Background: In 2018, Congress included the creation of the Defense Community Infrastructure Program (DCIP) in the Defense Authorization bill with an initial authorization of \$100 million for the program. This program was the result of a multiple-year effort led by the City of Lakewood and pushed by former Congressman Denny Heck with the support of Congressman Derek Kilmer and Congressman Adam Smith. This new federal initiative created a new funding program for the Department of Defense to help cities construct infrastructure that serves military installations.

Congress failed to fund the program in 2018 but we were able to get \$50 million appropriated in 2019 to establish the program and support the first round of grants. As 2020 unfolded, the Office of Local Defense Community Cooperation (OLDCC, formerly known as the Office of Economic Assessment) established the DCIP with an emphasis on projects that enhanced military quality of life and de-emphasized infrastructure.

In 2021, Lakewood successfully lobbied for an increase in the amount of funding available to \$60 million and successfully re-prioritized infrastructure in the grant award criteria. This is key to the City's strategy of using the DCIP to fund the infrastructure improvements needed to connect JBLM North with the main base.

Action: In 2022, the City's top priority is increasing the funding available to the DCIP up to its authorized amount of \$100 million and ensuring that the program adequately prioritizes the types of projects needed in Lakewood.

5) Transportation and Infrastructure Program and Funding

Background: Congress is in the final negotiations for an infrastructure deal, the outcome of which will have tremendous consequence for Lakewood. At minimum, a deal will provide an infusion of funding into traditional state and regional programs like WSDOT and PSRC, providing opportunities for City projects to be considered.

Action: Several proposals in both House and Senate bills have new programs identified for competitive grant funding (see below for a short list). Influencing how these programs are developed by the agencies and ensuring they are set up in ways that make Lakewood's projects accessible and competitive will be a top priority. Each of these new programs that make it through the legislative process will provide an opportunity for the City to position projects.

Potential New Programs in 2022 (Subject to Congressional Enactment in 2021):

- Community Transportation Investment Grant Program *
- Climate Innovation Grant Program *
- Transportation Connectivity Grant Program
- Culvert Replacement Program
- Broadband Development and Deployment
- Electric Vehicle Infrastructure

* Of note, thanks in part to efforts led by Lakewood and other Northwest cities, the Community Transportation Investment Grant Program contains a 30% set aside for medium sized cities and the Climate Innovation Grant Program contains a 10% set aside.

6) Transportation and Infrastructure Policy Changes

Congress is in the final negotiations for an infrastructure deal. The City has been supporting significant policy changes for federal transportation spending and the outcome of these will need to be reassessed and re-engaged after we see the 2021 outcome.

Medium Sized City Set Aside

Background: Most federal infrastructure spending has a rural set aside which is critical for smaller communities to be able to access federal dollars. There is no comparable medium sized city set aside. Instead, medium sized cities compete against large cities like Seattle, Portland and Los Angeles for limited resources. Medium sized cities need a defined pool to compete within so as to make federal funds available in a way that simply aren't in their current status.

Action: As Congress debates a new Transportation bill and considers the continued funding of the RAISE Program (formerly known as the BUILD or TIGER discretionary grant program), the City should lobby for a portion of federal infrastructure dollars be set aside for medium sized cities. This policy position is consistent with the work the City has been doing for years and is supported broadly by similar sized cities throughout the state. As for proof as to why this set aside is needed, since the RAISE program was created in 2009, not a single award has been made to a city in Washington State between 10,000 and 75,000 in population size.

The RAISE program is the key federal funding program for local infrastructure investments. Yet, all cities compete within the same funding pool, putting smaller and medium sized cities at a competitive disadvantage for funding even as the transit and commuter challenges are similar to those of larger communities. There are efforts in Congress to create funding tiers so that cities of similar size can compete for federal funds. The City should support efforts to designate a portion of federal transportation spending for cities between 10,000 and 75,000 in population size.

In 2021, Lakewood successfully lobbied to get a medium sized city set aside in two of the new transportation grant programs in the House-passed transportation bill. This was the first time that Congress recognized the problem and designed a funding strategy to address it. In 2022, the City will need to continue to partner with other Northwest cities to increase the set asides in additional transportation programs so that Lakewood has competitive access moving forward.

Funding for Metropolitan Planning Organizations (MPOs)

Background: Federal transportation funding is generally distributed in Washington State via the State Department of Transportation (DOT) or via a Metropolitan Planning Organization (MPO) like the Puget Sound Regional Council (PSRC). In the most recent Transportation bill from 2016, Congress changed the allocation of funds from 50%-50% between DOTs and MPOs to 55%-45% with MPOs gaining the larger amount.

Action: As Congress continues to implement the next Transportation bill, the City should support increasing this proportion to the benefit of MPOs and oppose any attempt to preclude the formation of new MPOs to meet regional needs. This should dovetail with the City's work at PSRC to more highly value cities with military installations in competitive funding pools.

In 2021, the House-passed transportation bill changed the allocation formula to 60%-40% with MPOs getting the larger portion. The Senate bill made no changes to the allocation formula and the final agreement is to be determined as the bill works towards enactment.

7) Defense Policy/Issues

As the host community to Joint Base Lewis McChord, the City is keenly impacted by Defense policies. The following issues comprise a key portion of the City's 2022 federal priorities.

Base Realignment and Closure (BRAC)

Background: A BRAC round is the best way to direct military construction and infrastructure funding to the bases and locations that need the most investments. While the prospects of a BRAC round over the next few years are unlikely, the DOD and the City's congressional delegation are supportive, including most importantly, Congressman Adam Smith who is the Chair of the House Armed Services Committee with jurisdiction over this issue.

Action: The City will continue to support a BRAC round to focus limited federal funding on critical military infrastructure needs. The City urges Congress to invest in the Office of Local Community Cooperation with any BRAC round. Moreover, for bases that see an increase in missions or personnel following a BRAC, Congress should consider creating a new funding support to address deficiencies on those installations.

Office of Local Defense Community Cooperation (OLDCC)

Background: As Congress moves forward with annual Defense Authorization bills, preserving funding for the Office of Local Defense Community Cooperation (OLDCC) – formerly known as the Office of Economic Adjustment (OEA) – at the Pentagon is a key priority for the City. OLDCC funds economic studies and planning for cities that experience reductions or growth in their military installations.

Action: OLDCC is expected to continue to be a critical partner to the City for many shared initiatives in support of JBLM. Funding for OLDCC has been under recent threat and the City should lobby for stable funding for OLDCC in recognition of its strong role in the economic growth in the region.

Association of Defense Communities Engagement

Background: The Association of Defense Communities (ADC) has the potential to become a key ally for the City. The ADC's support for the Defense Infrastructure Program was key to enactment in 2018. Additionally, its steadfast support for the Office of Local Defense Community Cooperation (OLDCC) has been critically important for the viability of that agency.

Action: The City should look for ways to deepen its relationship with ADC and consider participating in ADC conferences with the eventual goal of seeking committee and board positions with ADC.

Support for Military Construction Projects at JBLM

Background: As mentioned in Priority 1, Congress has restored limited earmarking authority to its appropriations bills. In 2021, Military Construction projects were not eligible for earmarking but that is expected to be up for review in 2022.

Action: The City should support JBLM by lobbying for projects that the base has identified as priorities for the Military Construction accounts within the congressional spending bills.

8) Community and Economic Development Programs

Continuation of Earmark Authority

Action: Congress has reinstated earmarking authority in 2021 and the City should continue to support the use of congressionally-directed spending in 2022 and beyond.

Community Development Block Grants (CDBG) and the Home Investment Partnership (HOME)

Background: The City of Lakewood uses Community Development Block Grant (CDBG) and Home Investment Partnership Program (HOME) funding to support local initiatives that benefit the City's vulnerable population. Funding in the CDBG program increased by 30% in 2018 after falling to a decade low in 2017 and has been holding steady at that rate since then.

The CDBG program was used by Congress extensively as a distribution mechanism for federal relief funding for the COVID pandemic. However, those program increases in the CDBG budget are temporary and responsive to the pandemic – not permanent increases in the program.

Action: The City should support the CDBG and HOME program at the federal level and lobby for increased funding that could be put to use in Lakewood immediately.

Support Municipal Tax Policy

Background: Congress has adjusted various tax policies that have a direct impact on the City of Lakewood, including the New Markets Tax Credit, the Affordable Housing Tax Credit and the State and Local Sales Tax Deduction. These policies, in addition to policies that would negatively value municipal bonding authority, remain under debate in Congress in 2021 and are expected to continue in 2022.

Action: The City should advocate for strong municipal authority and tax credits that facilitate economic development and meet the region's critical housing needs.

DRAFT



2021-2022 State Legislative Agenda

Amended for the 2022 Legislative Session

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. Each year, the City adopts a two-year legislative agenda that aligns with the legislative biennium. Together, the City and the legislative delegation accomplished a great deal during the 2021 Legislative Session. Given that the 2022 session is a short, 60-day session, the City hopes to advance the following priorities. Additionally, attached is a policy document that highlights additional issues the Legislature may discuss, and the City's positions on those issues.

Transportation Priorities

As the Legislature negotiates a state transportation revenue package, the City requests the following projects be prioritized:

Main Gate Interchange (Exit 120): As part of the current I-5 JBLM Corridor Improvements, WSDOT identified the 41st Division Main Gate Interchange reconfiguration as a necessary future improvement. This Interchange serves as the primary access to Lewis Main on the east side of I-5 and to Lewis North on the west side. Currently, the at grade rail crossing is a safety concern and creates backups on I-5 during peak periods. The City requests the Legislature allocate \$225 million to reconfigure the existing interchange to improve mobility, increase safety and improve base operations.

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.

Equity in Discharge from State Facilities

The City appreciates the State's recent efforts to move toward a more community-based mental health system. As the home to Western State Hospital, the City of Lakewood has long shouldered an inequitable share of the state's responsibility to treat and care for the mentally ill. Transitioning to a community-based system presents an opportunity to not only provide more accessible services to those who need it most, but also for the communities of our state to share this responsibility supporting the state's community-based health system. To ensure this transition is successful, the State should establish policies that ensure equitable responsibility for those discharged from state institutions, including those with criminal backgrounds.

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Transportation Funding Request

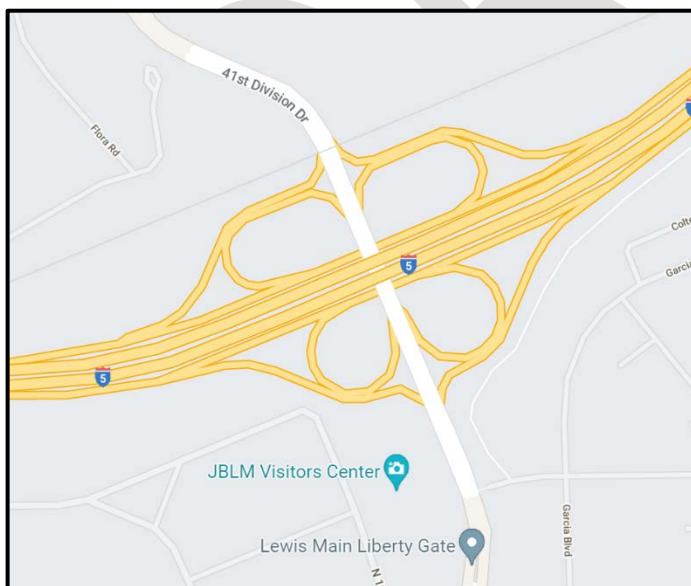
Main Gate Interchange

As part of the current I-5 JBLM Corridor Improvements, WSDOT identified the Main Gate Interchange reconfiguration as a necessary future improvement. This Interchange serves as the primary access to Lewis Main on the east side of I-5 and to Lewis North on the west side. Currently, the at grade rail crossing is a safety concern and creates backups on I-5 during peak periods.

Request: As the Legislature considers a transportation revenue package, the City of Lakewood requests \$225 million be allocated to reconfigure the Main Gate Interchange (Exit 120) to improve mobility, increase safety and improve base operations.

Background: In the planning stages of the current I-5 JBLM Corridor Improvements, WSDOT identified four interchanges that needed to be reconfigured. Three of the four interchanges were funded in the Connecting Washington package: Steilacoom-DuPont Road, Berkley Street and Thorne Lane. The fourth interchange, Main Gate/41st Division, was set aside for future funding.

Benefits: Reconfiguration of the Main Gate Interchange will improve mobility along the I-5 corridor by reducing the queuing that occurs in the southbound direction during peak periods. Grade separation will eliminate the conflict between vehicles and trains which will be increasingly important when the Amtrak Cascades rail line resumes service along this route. This will be similar to the grade separation that has occurred, or will occur, at the other three interchanges along the corridor. Finally, the reconfiguration will improve base operations by connecting Lewis Main and Lewis North, allowing service members to access both sides of the base without going through a second gate.



Current Configuration at Exit 120



An alternative configuration at Exit 120



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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Policy Request

Equity in Discharge from State Facilities

The City appreciates the State's recent efforts to move toward a more community-based mental health system. As the home to Western State Hospital, the City of Lakewood has long shouldered an inequitable share of the state's responsibility to treat and care for the mentally ill. Transitioning to a community-based system presents an opportunity to not only provide more accessible services to those who need it most, but also for the communities of our state to share this responsibility supporting the state's community-based health system. To ensure this transition is successful, the State should establish policies that ensure equitable responsibility for those discharged from state institutions, including those with criminal backgrounds.

What is the problem?

Individuals are discharged from state facilities into less restrictive alternatives (LRAs) in Lakewood at an inequitable rate compared to other communities throughout the state, despite the individual's county of origin. Additionally, individuals are placed in LRAs that do not have the appropriate services to meet the individuals needs and/or protect public safety.

Recent Examples:

- Accused murderer found not competent to stand trial but conditional release planned from Western State Hospital into the Lakewood community.
- A sexually violent predator committed in Thurston County was released from the Special Commitment Center to an adult family home in Lakewood on the basis that adequate housing was not available in his county of commitment. He received treatment in King County.
- A sexually violent predator committed in Spokane County was released from the Secure Community Transition Facility in Pierce County on the basis that return to his county of commitment would be inappropriate. He received treatment in Thurston County.
- A sexually violent predator committed in Mason County was released from the Special Commitment Center to an adult family home in Lakewood.
- A man released from Western State Hospital to an adult family home in Lakewood was accused of assaulting a fellow resident, leading to his death.
- Level 3 sex offender who committed crimes in Okanogan and Spokane counties, determined likely to reoffend was planned to be released from Eastern State Hospital to an adult family home in Lakewood.

Some Solutions:

- Institute fair share policies for discharge planning from state hospitals for individuals that have a history of one or more violent acts (extend SB 5163 policies, that were limited to the Special Commitment Center, to state hospitals)
- Disclose publicly accessible and relevant criminal history for certain persons during the discharge planning process
- Consider counties that neighbor the individual's county of commitment when developing discharge plans
- Be required to provide a report on the availability of less restrictive alternative services available in regional service areas
- Procure additional services (e.g. housing, mental healthcare, etc.) within a regional service area if existing services are not adequate
- Implement Department of Health credential waivers for treatment providers working in underserved counties

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CITY OF LAKEWOOD

STATE POLICY MANUAL

ADOPTED BY CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

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INDIGENOUS PEOPLE AND LANDS ACKNOWLEDGEMENT	4
COMMITMENT TO EQUITY	4
HOUSING/ HOMELESSNESS SERVICES	5
<i>Quality Affordable Housing.....</i>	<i>5</i>
<i>Support for Homelessness Services.....</i>	<i>5</i>
<i>Predatory Lending.....</i>	<i>5</i>
<i>Foreclosure of Homes.....</i>	<i>5</i>
COMMUNITY & ECONOMIC DEVELOPMENT.....	6
<i>Economic Development Tools.....</i>	<i>6</i>
<i>Annexation.....</i>	<i>7</i>
<i>Boundary Review Board.....</i>	<i>7</i>
<i>Local Authority for Land Use and Planning.....</i>	<i>7</i>
PARKS, RECREATION, & COMMUNITY SERVICES	8
<i>Historic Fort Steilacoom</i>	<i>8</i>
<i>State Funding.....</i>	<i>9</i>
TRANSPORTATION & INFRASTRUCTURE	10
<i>Transportation Funding Request – Main Gate Interchange (Exit 120).....</i>	<i>10</i>
<i>Transportation Funding Request - Multimodal Transportation Study.....</i>	<i>10</i>
<i>Infrastructure Funding</i>	<i>10</i>
<i>Limiting Additional Freight on Point Defiance Bypass (Lakeview Rail Line).....</i>	<i>10</i>
<i>Future Commercial Airfields - JBLM</i>	<i>10</i>
<i>I-5 JBLM Corridor</i>	<i>11</i>
<i>Systematic I-5 South Sound Corridor Planning.....</i>	<i>11</i>
<i>Interstate-5 JBLM Shared Use Path.....</i>	<i>11</i>
<i>Interstate-5 High Occupancy Vehicle Lanes.....</i>	<i>12</i>
<i>Stormwater & Culvert Funding</i>	<i>12</i>
<i>Bus Rapid Transit II – Feasibility Study.....</i>	<i>12</i>
FINANCE.....	13
<i>Fiscal Support for COVID-19 Recovery.....</i>	<i>13</i>
<i>State-Shared Revenues.....</i>	<i>13</i>
<i>General Fund Revenue</i>	<i>14</i>
<i>City Financial Liability for Indigent Defense</i>	<i>14</i>
<i>Unfunded Mandates & Other State & Federal Budget Impacts</i>	<i>14</i>
<i>Construction Contracts Claims Process.....</i>	<i>14</i>
PUBLIC SAFETY	15
<i>Binding Interest Arbitration Reform.....</i>	<i>15</i>
<i>Statewide Police Reform</i>	<i>15</i>
<i>Community Partnership Program at Western State Hospital.....</i>	<i>16</i>
<i>Authority to Appoint Municipal Court Judges.....</i>	<i>16</i>
<i>Traffic Enforcement Cameras.....</i>	<i>16</i>
<i>Basic Law Enforcement Academy (BLEA).....</i>	<i>16</i>
<i>Jail and Court Costs</i>	<i>16</i>
<i>Equity in Discharge from State Facilities.....</i>	<i>18</i>
<i>Adult Family Homes</i>	<i>18</i>
<i>State Hospital Reentry Program.....</i>	<i>19</i>
<i>Enhanced Services Facilities.....</i>	<i>19</i>
<i>Civil Asset Forfeiture.....</i>	<i>20</i>
<i>Consolidate Traffic-Based Financial Obligations</i>	<i>20</i>
GENERAL GOVERNMENT	21
<i>Public Records & Open Meetings.....</i>	<i>21</i>



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AMENDED ON OCTOBER XX, 2021

MILITARY AFFAIRS	22
<i>South Sound Military & Communities Partnership (SSMCP) & Joint Base Lewis-McChord</i>	<i>22</i>
<i>American Lake Veterans Golf Course Tax Exemption & Capital Improvements</i>	<i>24</i>
INDIGENOUS PEOPLE AND LANDS ACKNOWLEDGEMENT	3
COMMITMENT TO EQUITY	3
HOUSING/ HOMELESSNESS SERVICES	3
<i>Quality Affordable Housing</i>	<i>4</i>
<i>Support for Homelessness Services</i>	<i>4</i>
<i>Predatory Lending</i>	<i>4</i>
<i>Foreclosure of Homes</i>	<i>4</i>
COMMUNITY & ECONOMIC DEVELOPMENT	5
<i>Economic Development Tools</i>	<i>5</i>
<i>Annexation</i>	<i>5</i>
<i>Boundary Review Board</i>	<i>5</i>
<i>Local Authority for Land Use and Planning</i>	<i>5</i>
PARKS, RECREATION, & COMMUNITY SERVICES	7
<i>Historic Fort Steilacoom</i>	<i>7</i>
<i>State Funding</i>	<i>7</i>
TRANSPORTATION & INFRASTRUCTURE	8
<i>Transportation Funding Request — Main Gate Interchange (Exit 120)</i>	<i>8</i>
<i>Transportation Funding Request — Multimodal Transportation Study</i>	<i>8</i>
<i>Infrastructure Funding</i>	<i>8</i>
<i>Limiting Additional Freight on Point Defiance Bypass (Lakeview Rail Line)</i>	<i>8</i>
<i>Future Commercial Airfields — JBLM</i>	<i>8</i>
<i>I-5 JBLM Corridor</i>	<i>9</i>
<i>Systematic I-5 South Sound Corridor Planning</i>	<i>9</i>
<i>Interstate 5 JBLM Shared Use Path</i>	<i>9</i>
<i>Interstate 5 High Occupancy Vehicle Lanes</i>	<i>10</i>
<i>Stormwater & Culvert Funding</i>	<i>10</i>
FINANCE	11
<i>Fiscal Support for COVID-19 Recovery</i>	<i>11</i>
<i>State Shared Revenues</i>	<i>11</i>
<i>General Fund Revenue</i>	<i>11</i>
<i>City Financial Liability for Indigent Defense</i>	<i>11</i>
<i>Unfunded Mandates & Other State & Federal Budget Impacts</i>	<i>11</i>
<i>Construction Contracts Claims Process</i>	<i>12</i>
PUBLIC SAFETY	13
<i>Binding Interest Arbitration Reform</i>	<i>13</i>
<i>Statewide Police Reform</i>	<i>13</i>
<i>Community Partnership Program at Western State Hospital</i>	<i>13</i>
<i>Authority to Appoint Municipal Court Judges</i>	<i>13</i>
<i>Traffic Enforcement Cameras</i>	<i>13</i>
<i>Basic Law Enforcement Academy (BLEA)</i>	<i>13</i>
<i>Jail and Court Costs</i>	<i>14</i>
<i>Equity in Discharge from State Facilities</i>	<i>14</i>
<i>Adult Family Homes</i>	<i>14</i>
<i>State Hospital Reentry Program</i>	<i>14</i>
<i>Enhanced Services Facilities</i>	<i>14</i>
<i>Civil Asset Forfeiture</i>	<i>15</i>
<i>Consolidate Traffic-Based Financial Obligations</i>	<i>15</i>



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GENERAL GOVERNMENT	16
<i>Public Records & Open Meetings</i>	16
MILITARY AFFAIRS	17
<i>South Sound Military & Communities Partnership (SSMCP) & Joint Base Lewis McChord</i>	17
<i>American Lake Veterans Golf Course Tax Exemption & Capital Improvements</i>	18

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 as a priority of in our policies and in the delivery of services; enacting initiatives that support and celebrate the diversity of the community; ensuring equity in municipal planning; increasing sensitivity to social norms and cultural expectations; and pursuing justice and equity for all residents. ~~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. The City has hired a Diversity Equity and Inclusion Manager to further the City's effort. Lakewood supports the state's ongoing work to develop and instill more equitable principles in state laws and policies.



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

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.



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

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 options for cities.~~



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

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.

Need for Unique Restrictions in Air Corridors

The City believes that unique restrictions on land use density is necessary for land proximate to military installations. Such restrictions must be recognized within buildable lands reports, growth targets, and comprehensive planning. The North Clear Zone, Air Corridor 1 and Air Corridor 2 zones in Lakewood's case are zones that reflect the FAA and DoD guidance regarding safe densities and types of uses. Cities should not be forced to choose between GMA compliance and guidance from Army CCompatible Use Buffer (ACUB) and Air Installation Compatible Use Zones (AICUZ) reports.



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

PARKS, RECREATION, & COMMUNITY SERVICES

Since incorporation, the City has worked to create more equitable access to parks for all residents. The City believes that quality parks and recreation programs should be available to citizens throughout the City. 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.~~

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 comprised 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.



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

State Funding

The City supports programs administrated by Washington Parks and Recreation Association (WPRA) and opposes diversion from WPRA programs. Specifically, 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.



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

TRANSPORTATION & INFRASTRUCTURE

Transportation Funding Request – Main Gate Interchange (Exit 120)

As part of the current I-5 JBLM Corridor Improvements, WSDOT identified the 41st Division Main Gate Interchange reconfiguration as a necessary future improvement. This Interchange serves as the primary access to Lewis Main on the east side of I-5 and to Lewis North on the west side. Currently, the at grade rail crossing is a safety concern and creates backups on I-5 during peak periods. The City requests the Legislature allocate \$225 million to reconfigure the existing interchange to improve mobility, increase safety and improve base operations.

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) ~~was, a group~~ created by the state legislature ~~that is~~ and tasked with recommending a new primary commercial aviation facility in Washington by February 15, 2023. The CACC initially identified JBLM as a potential location



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

but has limited the options to six sites that now exclude JBLM. The City opposes the use of JBLM as a commercial air field chose to keep JBLM on its list of potential sites even with because of 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.

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.



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

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.~~

Bus Rapid Transit II – Feasibility Study

Pierce Transit envisions a future five-line electric Bus Rapid Transit system to serve the people of Pierce County. The City supports Pierce Transit's request for \$10M in a new revenue package for the feasibility study and early design of a zero-emission Bus Rapid Transit 2, serving Lakewood, Tacoma, Fircrest, and University Place.



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

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 ~~ins~~ 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. The City supports partnership between state and local government to develop the best infrastructure framework for efficient and effective distribution of America Rescue Plan Act (ARPA) funds.

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~~ surplus, it is critical that commitments to sharing revenues with local governments be honored. During the last recession,



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

~~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~~2020~~, Lakewood received roughly \$2.48~~3.32~~ 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%).

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. On average, the city pays \$520,000 per year toward indigent defense. 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.



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

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) in requesting ~~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: supports~~ clarification of and funding for legislative changes made in 2020-21 that have created compliance questions and need funding for full implementation.

~~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:~~



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

- ~~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.~~

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~~ appreciates that \$621,000 ~~is~~ 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 LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

~~Release of Offenders to County of Origin~~ **Equity in Discharge from State Facilities**

The City ~~appreciates the passage of Senate Bill 5163 which expanded “fair share” and “county of origin” policies to offenders released from the Special Commitment Center. The was a first step in creating more equity among Washington communities who share the responsibility to receive individuals released from state facilities. The City requests further action and~~ supports legislation that ~~expands this policy to discharges from Eastern and Western State Hospitals for individuals that have a history of one or more violent acts.~~ 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 additional changes so DSHS will have to:

- 1) Disclose publicly accessible and relevant criminal history for certain persons during the discharge planning process.
- 1)2) Consider counties that neighbor the individual’s county of commitment when developing discharge plans;
- 2)3) Be required to provide a report on the availability of less restrictive alternative services available in regional service areas; and
- 3)4) 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 supports legislation that protects these vulnerable members of our community by preventing registered sex offenders and sexually violent predators from residing in Adult Family homes. The city suggests amending the definition of “resident” in RCW 70.128.010 to exclude individuals convicted of sexually violent crimes and crimes that require registration as a sex offender. ~~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 ensure that AFH continue to safely serve the intended population 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~~



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

~~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.~~
- ~~▪ **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.~~

~~The City additionally supports legislation that will prevent registered sex offenders and sexually violent predators from residing in Adult Family homes intended for residency by vulnerable adults. Amending the definition of “resident” in existing law to exclude individuals convicted of sexually violent crimes and crimes that require registration as a sex offender will accomplish this.~~

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



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

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.

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.



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

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 comprised 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.~~



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

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 202~~2~~⁴ 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. In developing a transportation revenue package, SSMCP requests the Legislature prioritize funding to advance work along I-5 through the Nisqually River Delta and invest in roundabouts along State Route 507, the only viable alternative to I-5.

~~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.~~



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

2) Defense Community Compatibility Account (DCCA)

The 2019 Legislature established the DCCA - a grant program to help civilian communities adjacent to military installations address compatibility challenges. SSMCP requests the Legislature amend the DCCA statute to improve the program's success (such as aligning the report date to sync with the biennial budget cycle, clarifying that tribes are eligible grant recipients, etc.). These changes will improve the likelihood that the DCCA grant program will be funded through the biennial capital budget on a recurring basis. This grant program is critical for the long term strategy to resolve encroachment in the McChord Airfield North Clear Zone and to support Washington's military installations around the state.

3) Occupational Licensing Improvements

Despite having the required education, training, and a valid license in another state, obtaining the appropriate occupational license can create significant barriers to military spouse employment and undue hardship on military families after relocating to Washington. SSMCP urges the Legislature to improve the state's occupational licensing processes for military spouses. These improvements will support military families through improved employment opportunities and transition experience. Furthermore, the timely licensure of military spouses can help address the provider shortage we face in Washington for high demand services, such as mental health counseling, in both the military and civilian communities.

1)–

~~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.~~

2)–

3)–

4)–

5) **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.

6)–



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

AMENDED ON OCTOBER XX, 2021

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 Nickalus~~Nicklaus ~~designed back nine that opened in 2016.~~

2022 City Legislative Priorities

Cities are home to **65%** of the state's residents, drive the economy, and provide the most accessible government. The continued success of cities depends on adequate resources and local decision-making to best meet the needs of our shared residents.

Washington's 281 cities ask the Legislature to partner with cities and take action on the following priorities—because strong cities make a great state.



Ensure basic infrastructure funding

Provide flexible state and federal dollars through programs like the Public Works Assistance Account to help cities finance basic infrastructure such as drinking water and wastewater.

Basic infrastructure is the key to our robust state economy and protecting our environment. Nearly **\$900 million** in local infrastructure projects are currently halted due to lack of funding. State investment in local infrastructure is critical to ensuring reliable, equitable, safe, and affordable service to support our residents, businesses, and environment.



Protect Transportation Benefit District funding authority

Support expanded local authority for Transportation Benefit Districts (TBDs) so cities can continue using the sales tax funding tool beyond the current time limitations.

Cities largely fund their transportation systems locally. In fact, **79%** of funding comes from local sources, such as Transportation Benefit Districts. TBDs are a crucial funding tool for critical transportation needs. TBD revenue authority must continue as a sustainable funding source for ongoing transportation needs.



Pass a transportation package

Adopt a new transportation revenue package that emphasizes maintenance/preservation funding and provides an equitable level of local funding and additional long-term, sustainable revenue options for cities.

City streets accommodate **26%** of all vehicle miles traveled and cities are responsible for many aspects of the transportation system beyond local streets. This includes sidewalks, pedestrian and bicycle infrastructure, some aspects of state highways, stormwater infrastructure, and other utilities. Cities largely fund these needs locally with only **13%** of funding coming from the state and **8%** from federal sources. Pass a statewide transportation package that addresses local transportation needs to keep our state moving.

AWC's advocacy is guided by the following core principles from our Statement of Policy:

- Local decision-making authority
- Fiscal flexibility and sustainability
- Equal standing for cities
- Diversity, equity, and inclusion
- Strong Washington state partnerships
- Nonpartisan analysis and decision-making

Contact:

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CITY OF LAKEWOOD
PIERCE COUNTY POLICY MANUAL
ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020



CITY OF LAKEWOOD
PIERCE COUNTY
POLICY MANUAL

ADOPTED BY THE LAKEWOOD CITY COUNCIL ON OCTOBER 19, 2020

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CITY OF LAKEWOOD

PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

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 equity as a priority in the delivery of services; enacting initiatives that support and celebrate the diversity of the community; ensuring equity in municipal planning; increasing sensitivity to social norms and cultural expectations; and pursuing justice and equity for all residents.

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. The City has hired a Diversity Equity and Inclusion Manager to further the City's effort. Lakewood supports the state's ongoing work to develop and instill more equitable principles in state laws and policies.



CITY OF LAKEWOOD

PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

INDIGENOUS PEOPLE AND LANDS ACKNOWLEDGEMENT	2
COMMITMENT TO EQUITY	2
COMMUNITY & ECONOMIC DEVELOPMENT	5
<i>Regional Planning.....</i>	<i>5</i>
<i>Regional Planning – Puget Sound Regional Council</i>	<i>5</i>
<i>Regional Planning – Metropolitan Planning Organization.....</i>	<i>5</i>
<i>Annexations.....</i>	<i>6</i>
<i>Lakewood Population Allocations</i>	<i>6</i>
<i>Libraries.....</i>	<i>7</i>
COMMUNITY HEALTH & RESILIENCE.....	7
<i>Flood Control Zone District</i>	<i>7</i>
PUBLIC SAFETY.....	8
<i>Transfer of E911 Tax from Pierce County DEM to South Sound 911</i>	<i>8</i>
<i>Equity in Discharge from State Facilities.....</i>	<i>8</i>
<i>Adult Family Home Businesses.....</i>	<i>9</i>
<i>Enhanced Services Facilities</i>	<i>10</i>
<i>Video Arraignment.....</i>	<i>10</i>
<i>Pierce County Prosecuting Attorney’s Office.....</i>	<i>10</i>
TRANSPORTATION & INFRASTRUCTURE	10
<i>Pierce County Transportation Coordinating Committee.....</i>	<i>10</i>
<i>Pierce County Sewer Utility.....</i>	<i>10</i>
<i>Multimodal Transportation Study.....</i>	<i>11</i>
<i>Future Commercial Airfields - JBLM</i>	<i>11</i>
MILITARY AFFAIRS	12
<i>North Clear Zone</i>	<i>12</i>
GENERAL GOVERNMENT	12
<i>Innovative Service Solutions</i>	<i>12</i>
COMMUNITY & ECONOMIC DEVELOPMENT.....	2
<i>Regional Planning.....</i>	<i>2</i>
<i>Regional Planning – Puget Sound Regional Council</i>	<i>2</i>
<i>Regional Planning – Metropolitan Planning Organization.....</i>	<i>2</i>
<i>Tax Increment Financing.....</i>	<i>2</i>
<i>Annexations.....</i>	<i>3</i>
<i>Lakewood Population Allocations</i>	<i>3</i>
<i>Libraries.....</i>	<i>3</i>
COMMUNITY HEALTH & RESILIENCE.....	4
<i>Behavioral Health & Chemical Dependency Tools.....</i>	<i>4</i>
<i>Flood Control Zone District</i>	<i>4</i>
PUBLIC SAFETY.....	4
<i>Transfer of E911 Tax from Pierce County DEM to South Sound 911</i>	<i>4</i>
<i>Release of Offenders to County of Origin.....</i>	<i>4</i>
<i>Adult Family Home Businesses.....</i>	<i>5</i>
<i>Enhanced Services Facilities</i>	<i>6</i>
<i>Video Arraignment.....</i>	<i>6</i>
<i>Pierce County Prosecuting Attorney’s Office.....</i>	<i>6</i>



CITY OF LAKEWOOD

PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

TRANSPORTATION & INFRASTRUCTURE	6
<i>Pierce County Transportation Coordinating Committee.....</i>	<i>6</i>
<i>Pierce County Sewer Utility.....</i>	<i>6</i>
<i>Multimodal Transportation Study.....</i>	<i>7</i>
<i>Future Commercial Airfields – JBLM</i>	<i>7</i>
MILITARY AFFAIRS	8
<i>North Clear Zone</i>	<i>8</i>
GENERAL GOVERNMENT	8
<i>Innovative Service Solutions</i>	<i>8</i>



CITY OF LAKEWOOD

PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

COMMUNITY & ECONOMIC DEVELOPMENT

Regional Planning

The City supports the continued partnership between Pierce County and other municipalities within the county concerning regional planning and transportation issues. Lakewood is a proud member jurisdiction of the Pierce County Regional Council (PCRC), which was created to ensure local planning between Pierce County municipalities is accomplished in a coordinated, efficient, and consistent manner. The primary responsibility of the PCRC is to ensure that the Growth Management Act requirements are coordinated within the region.

Regional Planning – Puget Sound Regional Council

The City supports a more equitable sharing of federal transportation dollars by the governing Regional Transportation Planning Organization (RTPO) and Metropolitan Planning Organization (MPO) - the Puget Sound Regional Council (PSRC).

The City also supports the limitation of PSRC's authority and scope to that identified in Chapter RCW 47.80 and 23 USC § 134. In its Interlocal Agreement, the mission of PSRC is identified,

“to preserve and enhance the quality of life in the central Puget Sound area. In so doing, it shall prepare, adopt, and maintain goals, policy, and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and state law and based on local comprehensive plans of jurisdictions within the region.” (emphasis added.)

However, PSRC's continually expanding reach now includes: the establishment of Multi-County Planning Policies; a Regional Growth Strategy (RGS) and Growth Shares; and implementation activities including VISION 2050 adoption and interpretation. The City opposes any incursion by PSRC into local land use, housing issues and equity issues.

Regional Planning – Metropolitan Planning Organization

The City would support, and take the lead on, forming a Pierce County Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) as alternatives to the Puget Sound Regional Council (PSRC).

Tax Increment Financing

~~The City joins Association of Washington Cities (AWC) in supporting efforts to create a tax increment financing option for cities.~~



CITY OF LAKEWOOD

PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

Annexations

Annexations 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.

Arrowhead/Partridge Glenn

Annexation of this “urban island” has been attempted three times; twice by the Town of Steilacoom in 1995 and 1996, and once by Lakewood in 1997. All three annexation attempts failed at the ballot by an increasingly larger margin. The Town of Steilacoom, West Pierce Fire and Rescue, and Pierce County are not opposed to Lakewood annexing this area. The City would support and take the lead on, the annexation of this area *if, and only if Pierce County* addresses this area’s aging infrastructure prior to annexation.

Camp Murray

The City and Camp Murray leadership ~~are actively evaluating~~ evaluated this potential annexation after jointly completing the Camp Murray Annexation Analysis Report in 2020. Currently, Camp Murray leadership is not supportive of annexation after the report found annexation would not be revenue neutral and would result in increased costs for Camp Murray. Recent discussions between the City and Camp Murray focus on future boat launch improvements in the next few years.

Joint Base Lewis McChord

Lakewood’s Urban Growth Area (UGA) includes the urban area of Joint Base Lewis-McChord (JBLM). Over the past two decades JBLM has significantly developed this area. The City would consider annexing this area in the future, contingent on County approval, to include revising the existing agreement between the City and the County. The City would consider an incremental approach to annexing this area that would start with the annexation of American Lake Veteran’s Administration Medical Center and American Lake Veterans Golf Course.

Lakewood Population Allocations

Pierce County and the cities of Pierce County are ~~is~~ currently reviewing countywide population allocations which are ultimately adopted by the Pierce County Council. Per PSRC population allocations, the Pierce County core cities of Lakewood, Puyallup, University Place, and Auburn are expected to absorb a large share of the MPO’s population growth (23%), see Vision 2050. However, unique situations and existing spatial constraints can affect the ability of individual jurisdictions to meet these targets. In Lakewood, the population and employment base ~~are~~ is directly tied to, and subject to unpredictable change because of, the level of ~~soldiers~~ service members and contractors stationed or working at Joint Base Lewis-McChord (JBLM). In addition, there are several existing spatial and environmental constraints in Lakewood, including: JBLM’s Air Corridor zones that prohibit urban residential development, several lakes and associated lands that can only be developed at lower densities, large tracts of public lands (including parks, Western State Hospital properties and the South Puget Sound Urban Wildlife Area), pre-incorporation and pre-GMA existing developments, and inadequate infrastructure. Lakewood’s ~~forthcoming~~ pending 2044 and future population allocations need to reflect these constraints. Lakewood is seeking



CITY OF LAKEWOOD

PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

support from Pierce County for the following: Policy direction must be developed for inclusion in the GMA, Multicounty Planning Policies, Countywide Planning Policies, individual Comprehensive Plans, and other appropriate documents that provide individual jurisdictions the ability to meet and/or adjust population and employment targets based on situations or issues outside the ability to govern.

Libraries

The City continues its commitment improve its partnership with the Pierce County Library System.

COMMUNITY HEALTH & RESILENCE

~~Behavioral Health & Chemical Dependency Tools~~

~~The City recognizes the important need for new or expanded behavioral health and chemical dependency tools in Pierce County. The City finds that the most advantageous way to leverage these types of tools is at a regional level as it allows for more comprehensive planning and better coordination for multidimensional and multijurisdictional issues. The City supports a regional funding approach for new or expanded behavioral health and chemical dependency treatment services consistent with identifiable needs.~~

American Rescue Plan Act Funds

The federal American Rescue Plan Act (ARPA) allocated \$175,781,756 to Pierce County in 2021. As the County allocates these funds, the City of requests the County continue to support programs and expenditures that benefit Lakewood residents and businesses, including but not limited to:

- Residential and Commercial rent, mortgage and utility assistance
- Residential and Commercial Landlord assistance
- Resident and Business Navigator Services
- Infrastructure funding (e.g., completing sewer system in Lakewood)
- BIPOC Business Assistance, including continuing the BIPOC Business Accelerator Program
- Capital support for housing preservation and construction for residents at or below 80% of AMI

Flood Control Zone District

The City encourages the County to move the FCZD to a tiered rate based on risk of flooding. The City supports using flood control funds to mitigate existing risks rather than subsidize new development within the flood zone. The City is also concerned with the potential for the governing board to impose the maximum rate allowable.



CITY OF LAKEWOOD

PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

PUBLIC SAFETY

Transfer of E911 Tax from Pierce County DEM to South Sound 911

With the formation of South Sound 911 (SS911) in 2012, Pierce County now has a single emergency service call and dispatch center. All Lakewood citizens with phones (including cellular) pay the county E911 tax of \$0.70 per phone line per month of which SS911 receives \$0.20. The remaining \$0.50 continues to be allocated to Pierce County Department of Emergency Management (DEM). The City supports allocating more of the E911 tax to SS911 to offset operational dispatch costs.

~~Release of Offenders to County of Origin~~ Equity in Discharge from State Facilities

The City requests that the County advocate at the state level for

The City appreciates the passage of Senate Bill 5163 which expanded “fair share” and “county of origin” policies to offenders released from the Special Commitment Center. The was a first step in creating more equity among Washington communities who share the responsibility to receive individuals released from state facilities. The City requests that the County advocate at the state level for further action that expands this policy to discharges from Eastern and Western State Hospitals for individuals that have a history of one or more violent acts. The City requests the County support additional changes so DSHS will have to:

- 1) Disclose publicly accessible and relevant criminal history for certain persons during the discharge planning process.
- 2) Consider counties that neighbor the individual’s county of commitment when developing discharge plans;
- 3) Be required to provide a report on the availability of less restrictive alternative services available in regional service areas; and
- 4) To procure adequate services within a regional service area if services are not adequate.

~~legislation that addresses “fair share” and expands the “county of origin” policy of that sends offenders back to their county of origin upon release, including sex 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 will continue to monitor the Western State Hospital Task Force’s evaluation of Pierce County resources.~~



CITY OF LAKEWOOD

PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

Adult Family Home Businesses

The City requests that the County advocate for legislation at the state level to address growing community and public safety concerns related to Adult Family Home businesses (AFHs). AFHs serve adults with functional limitations who need personal and special care. The City supports legislation that protects these vulnerable members of our community by preventing registered sex offenders and sexually violent predators from residing in Adult Family homes. The city suggests amending the definition of "resident" in RCW 70.128.010 to exclude individuals convicted of sexually violent crimes and crimes that require registration as a sex offender. ~~The City of Lakewood has become aware of public safety concerns within AFHs.~~

~~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**, 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**, 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.~~
- ~~▪ **Senate Bill 5038 — 2019-20**, required limits on who could 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.



CITY OF LAKEWOOD

PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

Enhanced Services Facilities

Enhanced Service Facilities (ESFs) serve adults with mental and chemical disorders or other impairments that require supervision and daily care. The City requests that the County advocate for legislation that would prohibit Adult Family Home businesses (AFHs) from converting to ESFs, as well as legislation that would prohibit the citing of ESFs in residential neighborhoods.

Video Arraignment

Currently, the County does not provide consistent video arraignment at the Pierce County Jail. Video arraignments allow the City to safely and effectively provide public defense services to jail populations that continue to be impacted by COVID-19. The City requests that the County find solutions to the issues impeding their ability to provide this service.

Pierce County Prosecuting Attorney's Office

The City relies on the Pierce County Prosecuting Attorney's Office for effective adjudication of significant offenders. There is currently a significant backlog of criminal cases that have not yet been filed, including Lakewood cases. The City would like to see consistent, transparent and timely felony charging and filing. In addition, it is our position that both the City and the Pierce County's Prosecuting Attorney's Office would greatly benefit from regular communication regarding the cases reviewed.

TRANSPORTATION & INFRASTRUCTURE

Pierce County Transportation Coordinating Committee

The City recommends that the Pierce County Regional Council (PCRC) increase the transparency of the Transportation Coordination Committee (TCC), particularly in regards to how TCC scores and determines funding recommendations. As part of this, TCC should make scoring criteria and project score cards available to all member jurisdictions at the end of the scoring process when presented to TCC by subcommittee. Furthermore, the City recommends that PCRC solicit feedback from member jurisdictions on TCC's existing project selection process.

Pierce County Sewer Utility

The City urges Pierce County to proactively plan for and build sewer system expansions in passed over areas of the county's urban areas. These "infill" expansions would encourage efficient development and expansion of infrastructure systems. Historically, Pierce County has not proactively planned for, or built, sewer system expansions in its service area. Rather, private development has been required to extend sewer main systems, with the opportunity to seek at least partial reimbursement via latecomer agreements for oversizing lines to anticipate future development. This policy has led to older, urban sections of the county not having sewer access, and has encouraged leap-frog development, inconsistent with the Growth Management Act. The Pierce County Sewer Utility should change its capital facility planning policies and practices to "do business as a business," meaning that it should be willing and able to construct sewer



CITY OF LAKEWOOD PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

extensions into incorporated areas. Lakewood would readily participate in the pending update to the Unified Sewer Plan to assist with updating utility policies.

Multimodal Transportation Study

The City urges Pierce County to support a request that 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.

Future Commercial Airfields - JBLM

The City urges Pierce County to oppose 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 by February 15, 2023. The CACC initially identified JBLM as a potential location but has limited the options to six sites that now exclude JBLM. The City opposes the use of JBLM as a commercial air field because of ~~elected 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.



CITY OF LAKEWOOD

PIERCE COUNTY POLICY MANUAL

ADOPTED BY THE CITY COUNCIL ON OCTOBER 19, 2020

MILITARY AFFAIRS

North Clear Zone

The City requests Pierce County's continued partnership in vacating the Joint Base Lewis McChord (JBLM) North Clear Zone (NCZ), the federally-designated, 3,000-by-3,000-foot safety corridor adjacent to the end of the runway with the highest statistical possibility of aircraft accidents. The NCZ lies partly within the City of Lakewood, and currently includes multiple commercial and industrial businesses that are incompatible with JBLM operations and violate its Air Installation Compatibility Use Zones (AICUZ) safety standards. Lakewood and Pierce County have signed an agreement signifying a commitment to execute a long-range plan that will restore this area to an uninhabited state. The City asks that this agreement continue to be a priority for the County in its local actions and state-level advocacy efforts.

GENERAL GOVERNMENT

Innovative Service Solutions

The City supports innovative service solutions and technological advancements that would provide mutual benefits for Pierce County and Lakewood. To improve the delivery of municipal services, the City supports contracting with the County for selective services and advocates for technological advancements in the County's video arraignment and continued development of the online building/permit platforms. The City is eager to see the results and advancement of recent innovative service collaborations with Pierce County including PALS+ and traffic signal contracting.