



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

Wednesday, December 8, 2021
City of Lakewood
6:00 P.M.

City Hall Council Chambers will **NOT** be open for this meeting.
This will be a virtual meeting **ONLY**.

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 participate via Zoom by either visiting <https://us02web.zoom.us/j/86872632373> or calling by telephone: Dial +1(253) 215- 8782 and enter participant ID: 868 7263 2373.

Page No.

CALL TO ORDER

ITEMS FOR DISCUSSION:

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

ADJOURNMENT

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

<http://www.cityoflakewood.us>



2021-2022 State Legislative Agenda

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.

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. Reconstructing this interchange is key to addressing congestion on I-5 and improving the quality of life for Lakewood residents and business owners. Currently, the proximity of the at grade rail crossing to the Lewis North gate is a safety concern and creates backups on I-5 during peak periods. Many Clover Park School District buses use this at grade crossing to access the installation. 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.

Geographic 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.

Protecting Residents of Adult Family Homes

Adult Family Homes (AFHs) serve adults with functional limitations who need personal and special care. The City requests legislation that protects these vulnerable members of our community by preventing Level 2 and 3 registered sex offenders, sexually violent predators and "felony flips" from residing in AFHs.

Contact Information:

John J. Caulfield, City Manager
City of Lakewood
253-983-7703
jcaulfield@cityoflakewood.us

Briahna Murray, Vice President
Gordon Thomas Honeywell Government Affairs
253-310-5477
bmurray@gth-gov.com



Transportation Funding Request

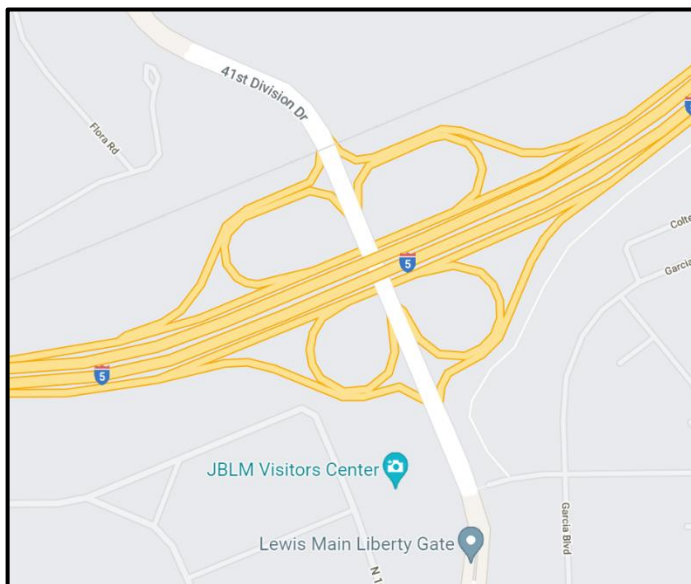
Main Gate Interchange

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 proximity of the at grade rail crossing to the Lewis North gate is a safety concern and creates backups on I-5 during peak periods. Reconstructing this interchange is key to addressing congestion on I-5 and improving the quality of life for Lakewood residents and business owners.

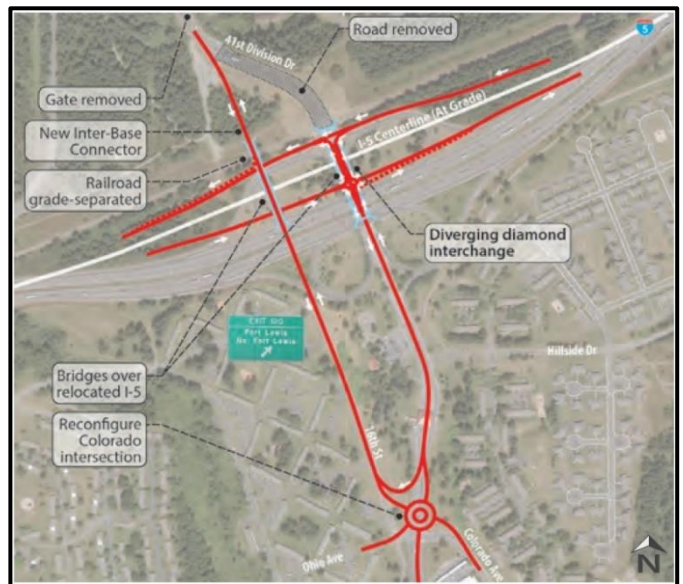
Request: As the Legislature considers a transportation revenue package, the City of Lakewood requests \$225 million be allocated to reconfigure the Main Gate Interchange (Exit 120) to improve mobility, increase safety and improve base operations.

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. Additionally, many Clover Park School District buses use this at grade crossing to access the installation. 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

John J. Caulfield, City Manager
City of Lakewood
253.983.7703
jcaulfield@cityoflakewood.us

Briahna Murray, Vice President
Gordon Thomas Honeywell Government Affairs
253-310-5477
bmurray@gth-gov.com



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.



John J. Caulfield, City Manager
City of Lakewood
253.983.7703
jcaulfield@cityoflakewood.us

Paul Bucich, Public Works Engineering Director
City of Lakewood
253.983.7737
pbucich@cityoflakewood.us

Briahna Murray, Vice President
Gordon Thomas Honeywell Government Affairs
253-310-5477
bmurray@gth-gov.com



Policy Request

Geographic 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, also classified as Level 3 sex offender, 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, also classified as Level 3 sex offender, 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, also classified as Level 3 sex offender, 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 only apply to the Special Commitment Center, to state hospitals)
- Disclose publicly accessible and relevant criminal history for certain persons during the discharge planning process
- Be required to provide a report on the availability of less restrictive alternative services 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 NOVEMBER 1, 2021



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

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INDIGENOUS PEOPLE AND LANDS ACKNOWLEDGEMENT

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

A STATEMENT ON EQUITY BY THE LAKEWOOD CITY COUNCIL

The Lakewood City Council acknowledges that equity is essential to a healthy community.

We are committed to identifying and eliminating systemic racism. We intend to lead by example in the advancement of equity and the deliberate practice of inclusion.

The City Council commits to the following practices:

- Instilling equity as a priority of policy and the delivery of services.
- Enacting initiatives that support and celebrate the diversity of the community.
- Ensuring equity in municipal planning.
- Identifying and dismantling preconceived prejudices.
- Increasing sensitivity to social norms and cultural expectations.
- Pursuing justice and equity for all residents.

We recognize the critical role that city leaders have in removing barriers to opportunity. We recognize that systemic inequality has endured, but commit that it shall not persist. The City Council will not tolerate *intolerance*. It is unconscionable that some members of our community fall victim to acts of hate. Acts of hate based upon race, creed, ancestry, disability, sex, sexual orientation, gender identity and/or socioeconomic status are unwelcome in Lakewood, Washington. The Lakewood Police Department shall be vigilant in its investigation and prosecution of crimes of hate. These intentional practices will inform our decision-making on policing, zoning, capital investment and all other matters of the City Council. Our objective is to create a more diverse, equitable and inclusive Lakewood community for all residents and we invite all Lakewood organizations and residents to join us in this effort.



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City Council Goals Legend

The policy goals in the State Policy Manual align with the City Council Goals 2021-2024. Each policy name is a different color to reflect the corresponding City Council Goal.

Economic Development	Dependable Infrastructure	Public Safety
Fiscal Responsibility	Transparency	Robust & Active Community

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.

Predatory Lending

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

Foreclosure of Homes

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



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COMMUNITY & ECONOMIC DEVELOPMENT

Economic Development Tools

The City supports robust and sustainable funding for the Economic Development Strategic Reserve Fund, Community Economic Revitalization Board, 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.

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 Compatible Use Buffer (ACUB) and Air Installation Compatible Use Zones (AICUZ) reports.



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PARKS, RECREATION, & COMMUNITY SERVICES

Since incorporation, the City has worked to create more equitable access to parks for all residents. The City 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.

Historic Fort Steilacoom

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.

State Funding

The City supports programs administered by Washington Parks and Recreation Association (WRPA) and opposes diversion from WRPA 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.



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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. Reconstructing this interchange is key to addressing congestion on I-5 and improving the quality of life for Lakewood residents and business owners. Currently, the proximity of the at grade rail crossing to the Lewis North gate is a safety concern and creates backups on I-5 during peak periods. Many Clover Park School District buses use this at grade crossing to access the installation. 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: 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. Lakewood, in partnership with SSMCP and the Nisqually Tribe, requests that 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.

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



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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 created by the state legislature 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 but has limited the options to six sites that now exclude JBLM. The City opposes the use of JBLM as a commercial airfield 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



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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.

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.

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.



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FINANCE

Fiscal Support for COVID-19 Recovery

The City supports partnership between state and local government to develop the best framework for efficient and effective distribution of America Rescue Plan Act (ARPA) funds. 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 relied on state-shared revenues to provide critical funding for essential public services. Recognizing the state is facing a budget surplus, 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 2020, Lakewood received roughly \$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.



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PUBLIC SAFETY

Binding Interest Arbitration Reform

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

Statewide Police Reform

The City joins the Association of Washington Cities (AWC) in requesting clarification to legislative changes made in 2021 that have created compliance questions, need funding for full implementation and have unintended negative impacts on public safety.

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 appreciates that \$621,000 is included in the 2021-23 Operating Budget for continued operation of this successful partnership.

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.



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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.

Geographic 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.

The City requests the following changes be made to state law:

- 1) 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 only apply to the Special Commitment Center, to state hospitals)
- 2) Disclose publicly accessible and relevant criminal history for certain persons during the discharge planning process
- 3) Be required to provide a report on the availability of less restrictive alternative services in regional service areas
- 4) Procure additional services (e.g. housing, mental healthcare, etc.) within a regional service area if existing services are not adequate
- 5) Implement Department of Health credential waivers for treatment providers working in underserved counties

Protecting Residents of Adult Family Homes

Adult Family Homes (AFHs) serve adults with functional limitations who need personal and special care. The City requests legislation that protects these vulnerable members of our community by preventing Level 2 and 3 registered sex offenders, sexually violent predators and "felony flips" from residing in AFHs. 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.

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



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expanding the program to apply to patients who are civilly committed after prosecution for a violent offense or who are civilly committed based on criminal insanity.

Enhanced Services Facilities

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

Acute and Long-Term Care Facilities

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

Civil Asset Forfeiture

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

Consolidate Traffic-Based Financial Obligations

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

Phlebotomist Credentials

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



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GENERAL GOVERNMENT

Public Records & Open Meetings

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



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MILITARY AFFAIRS

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

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

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

Lakewood supports SSMCP's 2022 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.

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



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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.

American Lake Veterans Golf Course Tax Exemption

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.