



CITY OF LAKEWOOD

STATE

POLICY MANUAL

ADOPTED BY CITY COUNCIL ON NOVEMBER 7th, 2022



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



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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.

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

Capital Budget Request: LASA Affordable Housing Project

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. LASA is planning to construct roughly 25 affordable low and lower-income housing units on their property in Lakewood. They are pursuing funding from city, county and state sources with an anticipated groundbreaking in 2024. Pierce County has committed \$3.5 million and the City is committing a minimum of \$2 million to this project. The City is also seeking \$2.5 million in federal funding. On behalf of LASA, the City requests \$500,000 from the state capital budget to address the urgent need for more affordable housing.

South Sound Affordable Housing Partners

The City is a founding member of the South Sound Affordable Housing Partners (SSHA³P), which is a regional effort by member municipalities to address affordable housing with a coordinated approach. The City supports SSHA³P's 2023 state legislative priorities on affordable housing:

- **Support basic infrastructure funding** via flexible funds through programs like the Public Works Assistance Account (PWAA) and Connecting Housing to Infrastructure Program (CHIP) to help cities and towns fund basic infrastructure, critical to the development of housing.
- **Support surplus land dispossession policy updates** to provide greater flexibility for the homeownership development opportunities for low- and moderate-income households.
- **Support rental assistance funding** to limit evictions.
- **Support operating funding** for permanent supportive housing.
- **Support creation of local revenue options** to fund the development of affordable housing.
- **Monitor proposals to increase access to homeownership opportunities**, including condominium liability reform and recommendations made by the Homeownership Disparity Workgroup.



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-
- **Oppose preemption** of local land use authority.

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.

Middle Housing

The City supports local zoning for middle housing types. Middle housing types including duplexes, triplexes, ADUs and multifamily housing are currently allowed on 55% of the City's residential lots, and cottage housing is allowed wherever single family detached housing is allowed, or on 78% of the lots. The City has a variety of policy tools for supporting the development of middle housing types, such as the City's Multi-Family Tax Exemption (MFTE) program, a housing incentives regulatory code chapter, and inclusionary density bonuses for landowners interested in providing units for very low income persons. In addition, the City was selected for a competitive grant through the Department of Commerce to evaluate the authorization of middle housing types on at least 30% of lots zoned for single family. The City's programs and efforts at the local level to support middle housing development should not be preempted by the State. The City opposes state legislation that dictates land use and zoning without consideration for unintended consequences such as displacement and gentrification.

Support for Homelessness Services

Every year since incorporation, the City has allocated 1% of its general fund to support low-income and vulnerable r 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

Tax Increment Financing Fix

The City supports technical fixes to the recently enacted tax increment financing authority. Passing legislation to make technical corrections to the statute will allow the authority to be used by jurisdictions as it was intended. These changes will more easily allow the City to use tax increment financing to support the relocation of the WSDOT Maintenance Facility on Pacific Highway.

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.

Camp Murray Boat Launch Improvements

In 2020 the City and Camp Murray leadership evaluated the installation for potential annexation. After jointly completing the Camp Murray Annexation Analysis Report, Camp Murray leadership is not supportive of annexation because it would result in increased costs for Camp Murray. However, the City and Camp Murray are interested in exploring options to make improvements at the Camp Murray Boat Launch. The boat launch provides public access to American Lake and is currently managed by the Washington State Department of Fish & Wildlife (WDFW). Specifically, the City is interested in acquiring the Camp Murray Boat Launch with the goal of creating a city park. The City would invest in infrastructure development to increase accessibility to American Lake. This may be accomplished through annexation of the boat launch property from



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Camp Murray or assuming the property lease from the Washington State Department of Fish & Wildlife.

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.

PARKS, RECREATION, & COMMUNITY SERVICES

Capital Budget Request: Nisqually Partnership Program for Fort Steilacoom Park

The City and the Nisqually Indian Tribe are engaged in a collaborative partnership to develop interpretive installations on public lands within the City that feature the unique culture and history of the Nisqually Indian Tribe. The partnership pilot project at Fort Steilacoom Park intends to add signage, art and interpretive information throughout the park. The features will provide an introduction to the Nisqually people and will include Lushootseed language, information regarding Chief Leschi's legacy and cultural interpretive markers along the 1.7 mile Nisqually Loop Trail. The total project cost is \$300,000, with the City committing \$50,000. The City, in partnership with the Nisqually Indian Tribe, requests \$250,000 from the state capital budget to fully fund the project.

Historic Fort Steilacoom

The City requests that the State work with City and the Historic Fort Steilacoom Association 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 parade ground, two remaining junior officer's quarters, the headquarters building



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with the commanding officer's residence, and the post chapel and chaplain's quarters that presently serve as an interpretive center and offices. Currently, the fort is located on land and in buildings owned by DSHS and the facilities are in critical need of maintenance and repair. The City encourages the state to undertake a joint exploration with the City and the Historic Fort Steilacoom Association 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.

H Barn Renovation at Fort Steilacoom Park

The City has made major investments at Fort Steilacoom Park. As a continuation of these efforts and in coordination with the Partners for Parks and the Town of Steilacoom, the City is planning to restore the historic H Barn. A capital fundraising effort, led by Partners for Parks, is underway. The City anticipates seeking the state's financial support in the coming years.

South Puget Sound Wildlife Area

The South Puget Sound Wildlife Area is a 100-acre open space area located in Lakewood. The site includes hiking and bike trails, picnic area with views of prairie habitat, native plant garden with information on indigenous plants, as well as an active fish hatchery and turtle ponds. This area is owned by the Washington Department of Fish and Wildlife but maintained by local volunteers. Over 2,000 volunteer hours and \$100,000 has been donated towards site improvements. The City is requesting additional state funded maintenance at this site along with implementation of master plan capital site improvements.

State Funding

The City supports programs administered by the Washington State Recreation and Conservation Office (RCO) and opposes diversion from RCO 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 has been recommended and ranked for funding with the following projects:

Wards Lake Park – Phase 2

This project includes an expanded trail system, new neighborhood park on the south side of the site and a new restroom, picnic shelter and playground at the north side of the park, and is eligible for the following state funding:

- **Land and Water Conservation Fund (LWCF)** (\$1,250,000), ranked 7 out of 25
- **Washington Wildlife and Recreation Program (WWRP)** (\$500,000), ranked 9 out of 25
- **Youth Athletic Facilities Grant (YAF)** (\$350,000), ranked 9 out of 34

Harry Todd Park

This project includes four pickle ball courts, ADA accessible parking, and new access routes, and is eligible for the following state funding:



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- **YAF Grant: (\$350,000)** ranked 14 out of 34

TRANSPORTATION & INFRASTRUCTURE

City Right of Way

There have been several proposals in the last few years that would limit city authority over right of way and utility franchise agreements. The City opposes legislation that erodes local control over city right of way.

I-5 South Sound Corridor Improvements

The Washington State Department of Transportation (WSDOT) has indicated a preference to take a holistic approach to transportation improvements along the I-5 corridor. The City supports this position and WSDOT's efforts to ensure that future investments in the I-5 south sound corridor resolve, rather than shift traffic congestion points. Below are specific issues that require the Legislature's attention:

- 1) **I-5 JBLM Corridor Improvements:** The 2015 Connecting Washington package invested \$495 million to widen the I-5 corridor through Joint Base Lewis-McChord (JBLM), reconfigure three interchanges and build a connector road from Gravelly Lake Drive to Thorne Lane. Construction of this Connector should prioritize road safety and mitigate impacts to neighbors. A primary goal of this investment was to eliminate the bottleneck at Thorne Road by expanding the corridor from three to four lanes. Although this work is still underway, the congestion at Thorne Lane is significantly reduced due to the additional lane and interchange reconfiguration. Future investments along the I-5 corridor, particularly expanding I-5 north of Thorne Lane from four to five lanes to accommodate HOV lanes, should consider the impact it would have on this and other congestion points.
- 2) **I-5 High Occupancy Vehicle Lanes:** The City supports the I-5 Tacoma/Pierce County High-Occupancy Vehicle (HOV) Lanes Program and appreciates that the 2022 Move Ahead WA package allocated \$244 million to extend the program along I-5 between 38th and Gravelly Lake Drive. 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 which requires a reconfigured interchange at the Main Gate (Exit 120). If additional HOV lanes are not extended throughout the entire south sound corridor, the previous bottleneck that began at Thorne Lane will return, despite significant state investments to alleviate this congestion. The timing of this extension should align with the expansion of I-5 south of Mounts Road, to mitigate additional congestion at that chokepoint.
- 3) **Main Gate Interchange (Exit 120):** As part of the current I-5 JBLM Corridor Improvements, WSDOT identified the Main Gate Interchange (Exit 120) reconfiguration as a necessary future improvement to expand I-5 from four to five lanes and address systemic congestion through the corridor. This Interchange serves as the primary access



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to Lewis Main on the east side of I-5 and to Lewis North on the west side. 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. Reconfiguring the interchange to include a grade separated crossing would eliminate this risk for service members and Clover Park School District buses that use this at-grade crossing to access the installation.

- 4) I-5 Mounts Road to Tumwater & Nisqually River Delta:** I-5 is the lifeline of commerce, transportation, and JBLM's 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, support a redesign of I-5 south of Mounts Road through the Nisqually River Delta to address congestion in the region, improve salmon survival and eliminate the flood risk. The \$75 million allocated to this project in the Move Ahead Washington package is an important step but more work will be needed.

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 requesting expansion of state funding to assist with maintenance and preservation of local infrastructure. 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 created by the state legislature and tasked with recommending a new primary commercial aviation facility in Washington by June 2023. The CACC initially identified JBLM as a potential location but has eliminated JBLM from further consideration to focus on three greenfield sites: Pierce County Central, Pierce County East and Thurston County Central. The City opposes the use of JBLM as a commercial airfield or any location that would impede the operations of JBLM.



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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.

Electric Vehicle (EV) Charging Stations

The City supports both Federal and State legislation for strategically implementing electric vehicle charging stations. The City requests that as EV charging station programs begin implementation, that regional and state public entities, such as Pierce Transit, Sound Transit, WSDOT and relevant utility companies, lead the implementation effort through both funding and administration.

FINANCES

State-Shared Revenues

Cities rely 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. 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 revenue (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. Over the last 9 years, county expenditures for public defense costs have increased by more than 56%. Counties contribute approximately \$165 million per year to trial court public defense costs; the state contributes approximately \$6 million per year. Since 2018, the City has paid on average \$494,000 per year toward indigent defense. This compensation has been trending upwards in recent years due to economic pressures from the pandemic. 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.



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The City opposes efforts by the State Legislature to balance budgets by shifting responsibilities to cities.

PUBLIC SAFETY

Body Worn Cameras

In the 2022 session the state legislature allocated \$100,000 to establish a body camera grant program. The City supports increased funding for this program to assist municipalities with the purchase, maintenance or replacement of Body Worn Cameras (BWC), ongoing costs related to record management, and hiring of personnel to operate the BWC program.

Hiring and Retention

Public safety agencies nationwide are experiencing officers leaving the profession at an unprecedented rate, either through early retirement or leaving the field. The City supports state policies that promote retention of law enforcement officers and expedite opportunities for newly hired officers to receive training.

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 unintended repercussions.

Vehicular Pursuits

The City joins the Association of Washington Cities (AWC) in requesting clarification of the ability for law enforcement to conduct vehicular pursuits for the benefit of public safety. The City requests revisiting SB 5919 language which states probable cause, rather than reasonable suspicion, is necessary to begin pursuits. Since the passing of SB 5919, there have been several occasions where the high standard of probable cause prevented pursuit of a vehicle, jeopardizing public safety. The City will continue to support safety measures and training for officers who engage in vehicular pursuits.

Operating Budget Request: 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). The 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. Despite steady cost increases, funding for the program has remained stagnant since 2017. The City requests ongoing funding for continued operation of the program.



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Authority to Appoint Municipal Court Judges

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

Traffic Enforcement Cameras

The state legislature has authorized local government to use traffic enforcement cameras in limited situations, including red light enforcement at certain intersections and speed control in certain 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 when 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 in a timely manner. The City supports the regionalization of Criminal Justice Training Commission campuses to allow BLEA and other standardized trainings to be offered in multiple locations throughout the state.

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 behavioral health system. This transition presents an opportunity to not only provide more accessible services to those who need it most, but also for the facilities to be more geographically disbursed. Based on the findings from the Residential Facilities report, the State should invest in long term care facilities in all underserved regions of the state. Secondly, building upon the work of the Sex Offender Policy Board, the state should clarify that fair share principles apply to sexually violent predators released from state hospitals and secure community transition facilities.

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).



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- 2) Disclose publicly accessible and relevant criminal history to service providers for certain persons during the discharge planning process.
- 3) Procure additional services (e.g. housing, mental healthcare, etc.) within a regional service area if existing services are not adequate.
- 4) 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 supports 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 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 require 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.

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



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financial obligations. This solution allows defendants to bring multiple outstanding obligations into the new payment plan for ongoing servicing with a single point of contact, reduces the volume of driver's license suspension for failure to respond or pay, fewer DWLS-3 prosecutions, and improved collection rates.

Blake Response

The City joins AWC in requesting funding to help offset city costs created by the Blake Decision on how possession of controlled substances is handled by the criminal justice system. City costs include processing criminal conviction vacations and repaying legal financial obligations as well as support for ongoing costs for diversion programs and municipal court impacts. The City also supports more state investment in alternative response teams, treatment facilities for adults and juveniles, treatment in jails, and to provide support to social workers, treatment providers and system navigators to help direct people to treatment. Clarification is also needed regarding the crime of possession of a controlled substance so individuals, law enforcement, and treatment providers can respond appropriately.



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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

Defense Community Compatibility Account – North Clear Zone Funding

The City of Lakewood supports full funding for the Defense Community Compatibility Account (DCCA) project list. The DCCA is a grant program that supports necessary infrastructure and compatible land use near Washington military installations. The DCCA is the most viable long-term option to secure the required state/local match to resolve the incompatible development in the McChord North Clear Zone. The City applied for a \$900,000 grant for the North Clear Zone.

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.

The City supports SSMCP's 2023 Legislative Priorities:

1) **Defense Community Compatibility Account (DCCA)**

The 2019 Legislature established the DCCA - a grant program to help civilian communities near military installations address compatibility challenges. SSMCP requests the Legislature fully fund the Commerce recommended project list – which includes \$900,000 for the McChord Airfield North Clear Zone.

SSMCP also requests the Legislature amend the statute to improve the program's long term success. These changes will improve the likelihood that the DCCA grant program will be funded through the biennial capital budget on a recurring basis.



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2) **Occupational Licensing Improvements**

WA State is making steady progress on reducing barriers for military spouses to obtain occupational licenses, but there is more work to do. SSMCP supports the adoption of additional interstate licensure compacts and policy changes to expedite and ease the occupational licensing process for military spouses. SSMCP recognizes these policy changes must strike a balance to ensure only those with proper qualifications are licensed.

3) **Statewide Economic Impact Analysis**

SSMCP has coordinated two regional economic impact analyses over the last several years. The most recent report concluded that JBLM generates over \$12 billion a year in economic impact for Pierce and Thurston Counties alone. There has been no statewide analysis of impacts from all of Washington's military installations. SSMCP requests the Legislature allocate resources for a statewide economic impact analysis.

4) **I-5 Mounts Road to Tumwater & Nisqually River Delta**

The current design of I-5 restricts critical ecological functions impacting salmon survival, is at a high risk of being overtopped by a major flooding event and has limited capacity to handle the growing South Sound economy and population - a key component to national security since 30% of the JBLM workforce live south of the Nisqually River. The Legislature allocated \$75 million in the Move Ahead WA package; SSMCP requests phasing of these funds to allow timely delivery of the project. \$19 million toward the roundabouts on SR 507 is needed in 2023 and \$56 million for the Nisqually River Delta will be needed when NEPA is complete. If additional funding is available, SSMCP supports prioritizing projects along the Mounts Road to Tumwater corridor, including \$1.5 million for preliminary engineering of hard shoulder running between Sleater Kinney Rd and Henderson Blvd.

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.