



LAKEWOOD CITY COUNCIL STUDY SESSION AGENDA

Monday, October 9, 2023

6:00 P.M.

City of Lakewood
Council Chambers
6000 Main Street SW
Lakewood, WA 98499

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

ITEMS FOR DISCUSSION:

- (3) 1. Review of 2023-2024 State Legislative Agenda and Policy Manual, 2024 Federal Policy Agenda and Pierce County Policy Manual. – (Memorandum)

ITEMS TENTATIVELY SCHEDULED FOR OCTOBER 16, 2023 REGULAR CITY COUNCIL MEETING:

1. Police Commissioning and Awards Ceremony. – *Chief Patrick Smith, Lakewood Police Department*
2. Recognition of Gomer Roseman, Habitat for Humanity.
3. Authorizing the execution of a Memorandum of Understanding with the Nisqually Indian Tribe. – (Motion – Consent Agenda)
4. Authorizing the execution of an agreement for the 2023 Electrical Services project. – (Motion – Consent Agenda)
5. Appointing Amelia Escobedo to serve on the Landmarks and Heritage Advisory Board through December 31, 2026. – (Motion – Consent Agenda)

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.

6. Appointing Parks and Recreation Advisory Board members.
– (Motion – Consent Agenda)
7. Appointing Lakewood Arts Commission members. – (Motion –
Consent Agenda)
8. Naming the plaza area on Motor Avenue, Colonial Plaza.
– (Resolution – Regular Agenda)
9. Review of 3rd Quarter (2023) Police Report. – (Reports by the City
Manager)

REPORTS BY THE CITY MANAGER**CITY COUNCIL COMMENTS****ADJOURNMENT**

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2023-2024 State Legislative Agenda

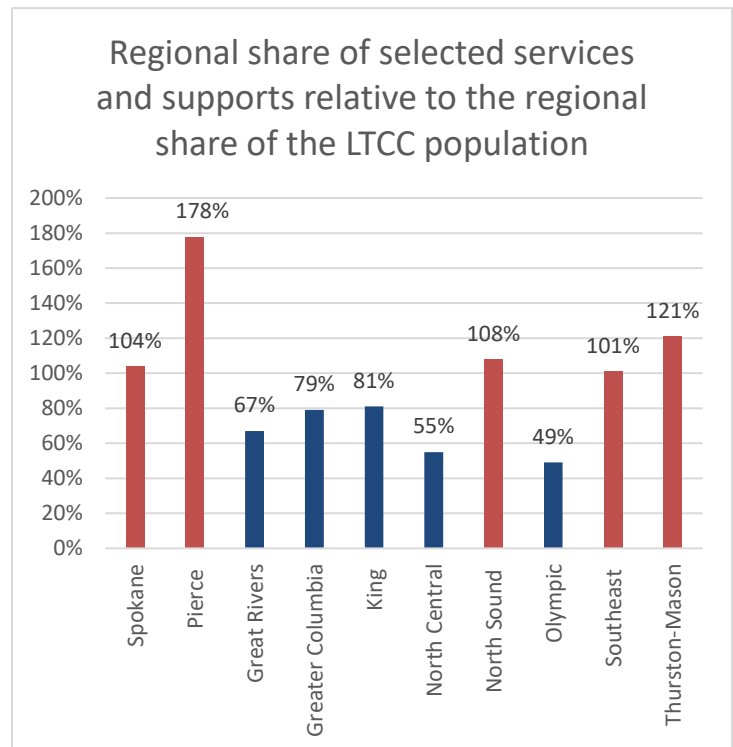
Amended for the 2024 Legislative Session

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.

Public Safety: The City supports a commonsense and meaningful approach to public safety policies that protect lives and property and foster trust in government. During the 2023 session, progress was made in this area but there is still more work to be done. In collaboration with other Pierce County municipalities, the City requests the Legislature:

- 1) Provide tools to address auto theft and property crime, including increased state funding to grant programs to support regional enforcement and prosecution efforts;
- 2) Make refinements to the restrictions on vehicular pursuits;
- 3) Commit ongoing state funding for therapeutic courts to satisfy the new state drug possession law; and
- 4) Supply stable state funding for co-responder programs, such as the City's Behavioral Health Contact Team.

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 April 2023 Commerce report, requested by Rep. Dan Bronoske, the Pierce County region far exceeds its proportional share of the services and supports needed to serve individuals discharging from long term civil commitment. To address this inequity, the State needs to prioritize securing housing and treatment facilities, referred to as services and supports by the state, in the five underserved regions of the state: Olympic, North Central, Great Rivers, Greater Columbia, and King.



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Public Safety

Status of Public Safety in Lakewood

Similar to other municipalities in the state, the City of Lakewood is experiencing increased crime, specifically motor vehicle thefts. There has also been a staggering increase in juvenile crime. For example, the table below shows the increase in vehicle thefts and eludes before and after the passage of HB 1054, the “vehicle pursuit bill”.

Comparing Monthly Averages for 2 Years		Pre HB 1054	Post HB 1054	% Change
	Motor Vehicle Thefts	31	68	+119% (+37)
	Eluding	2.5	25.5	+920% (+23)

Public Safety is a Shared Responsibility

The state and local governments have a shared responsibility in protecting public safety. Part of the state’s responsibility is to provide adequate resources to local jurisdictions who deliver public safety services. Recent changes to state laws necessitate additional state investment in public safety. In some cases, the laws need refinement since they are hindering officers’ ability to protect the public. In collaboration with other Pierce County municipalities, the City requests the Legislature:

- 1) Provide tools to address auto theft and property crime, including increased state funding to grant programs to support regional enforcement and prosecution efforts;
- 2) Make refinements to the restrictions on vehicular pursuits;
- 3) Commit ongoing state funding for therapeutic courts to satisfy the new state drug possession law; and
- 4) Supply stable state funding for co-responder programs, such as the City’s Behavioral Health Contact Team.

Public Safety Data in Lakewood

The following data show increasing trends in motor vehicle thefts, eludes from police, juvenile crimes to include vehicle theft, assaults, and robbery, and drug possession and overdoses. Lakewood has experienced increases across all these crime areas in the past several years, in spite of recent public safety state legislation aimed to address these problems.

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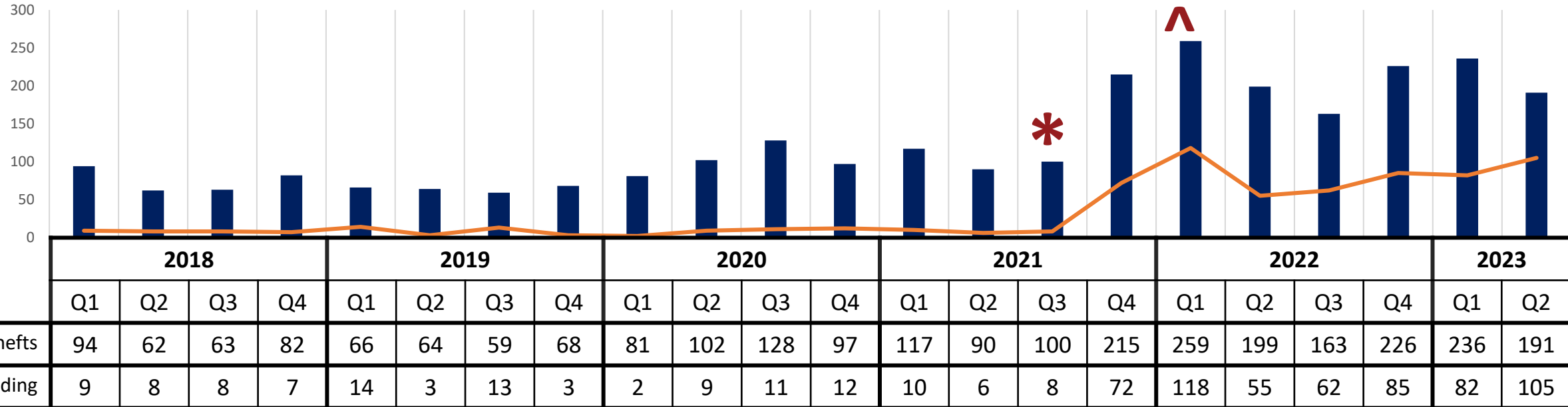
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Motor Vehicle Thefts



Motor Vehicle Thefts & Eluding



* HB 1054 & HB 1310 effective July 25th 2021
^ HB 1140 effective January 1st 2022

Comparing Monthly Averages for 2 Years		Pre HB 1054 & HB 1310	Post HB 1054 & HB1310	% Change
	Motor Vehicle Thefts	31	68	+119% (+37)
	Eluding	2.5	25.5	+920% (+23)

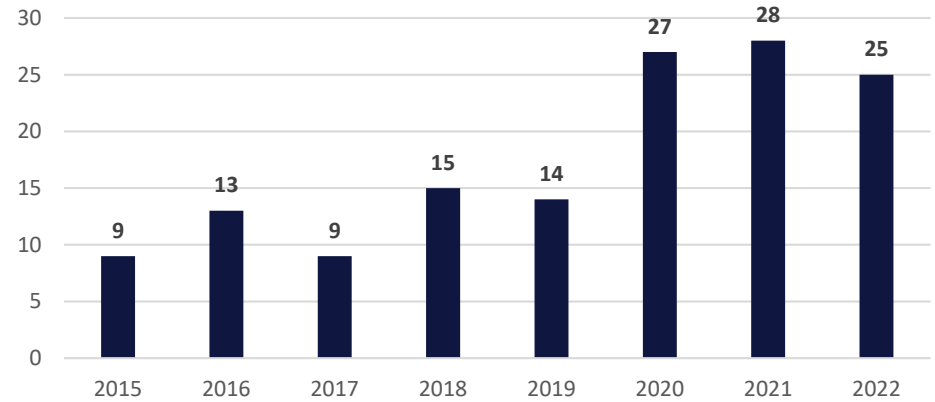


Drug Possession

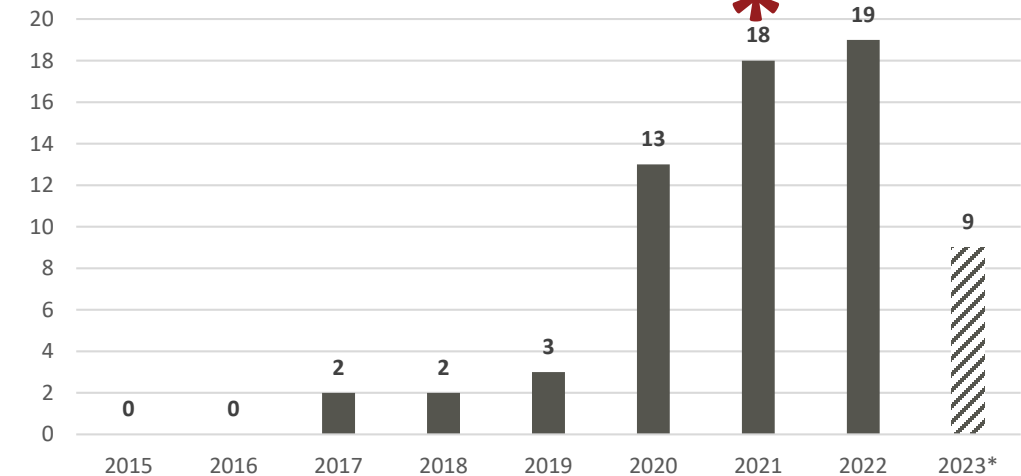
2015 – May 2023



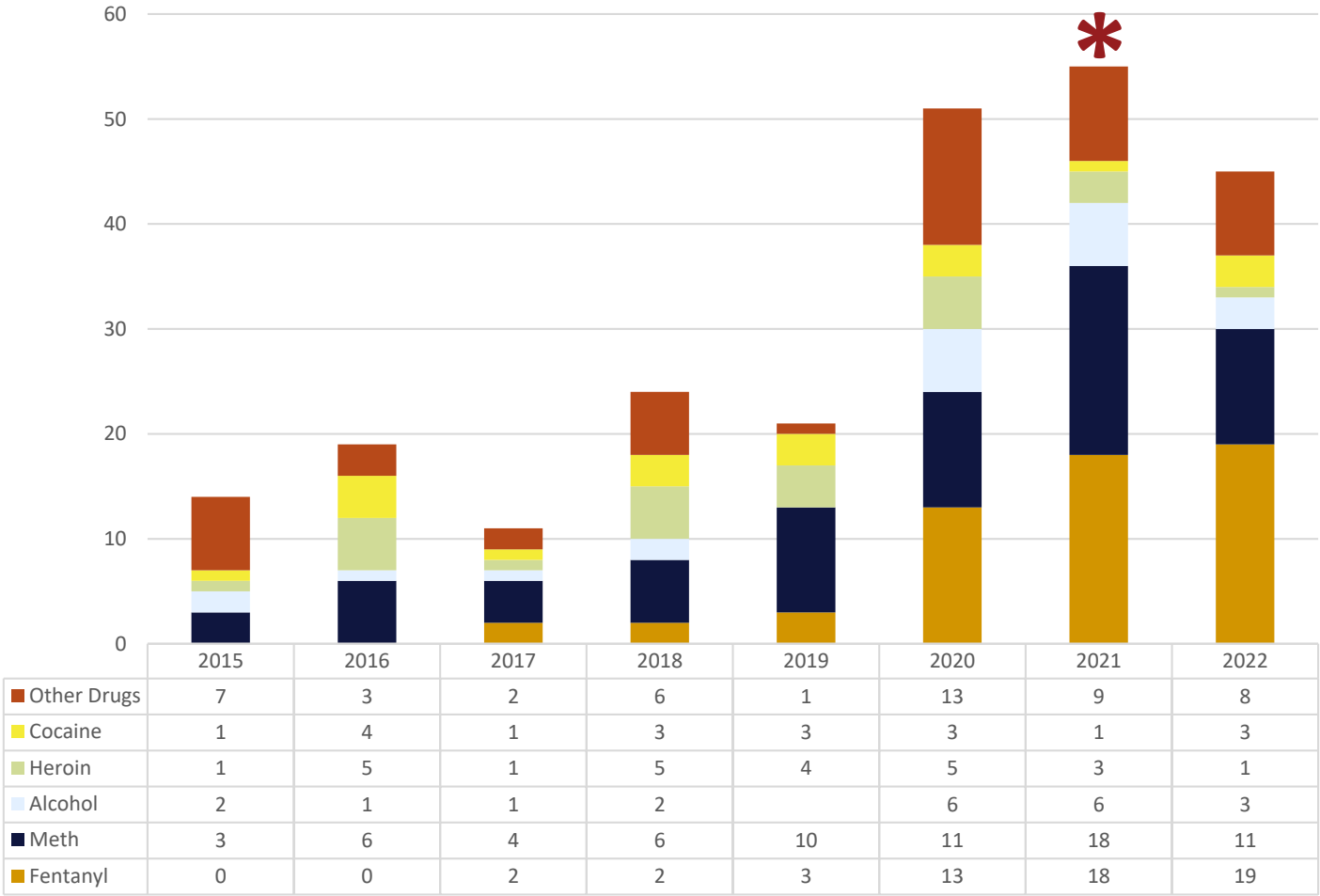
Overdose Deaths in Lakewood



Lakewood Fentanyl Related Deaths



Types of Drugs Used in Overdoses in Lakewood

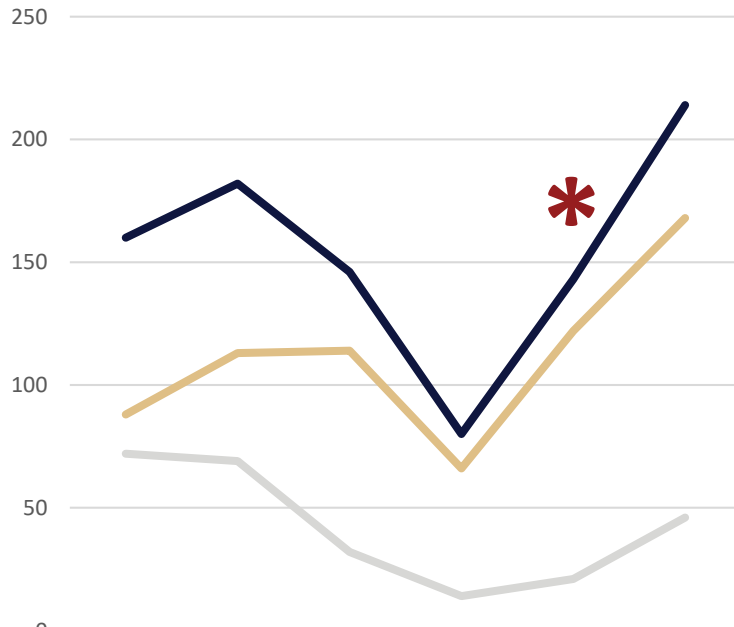


SB 5476 (Blake Bill) effective July 25th 2021



Juvenile Crimes

All Juvenile Crime Trends in Lakewood
YTD 2018-2023 (Jan 1 - Jul 31)



	2018	2019	2020	2021	2022	2023
Suspect	88	113	114	66	122	168
Arrestees	72	69	32	14	21	46
Total	160	182	146	80	143	214

Compared to the 5 Year Average

For All Crimes

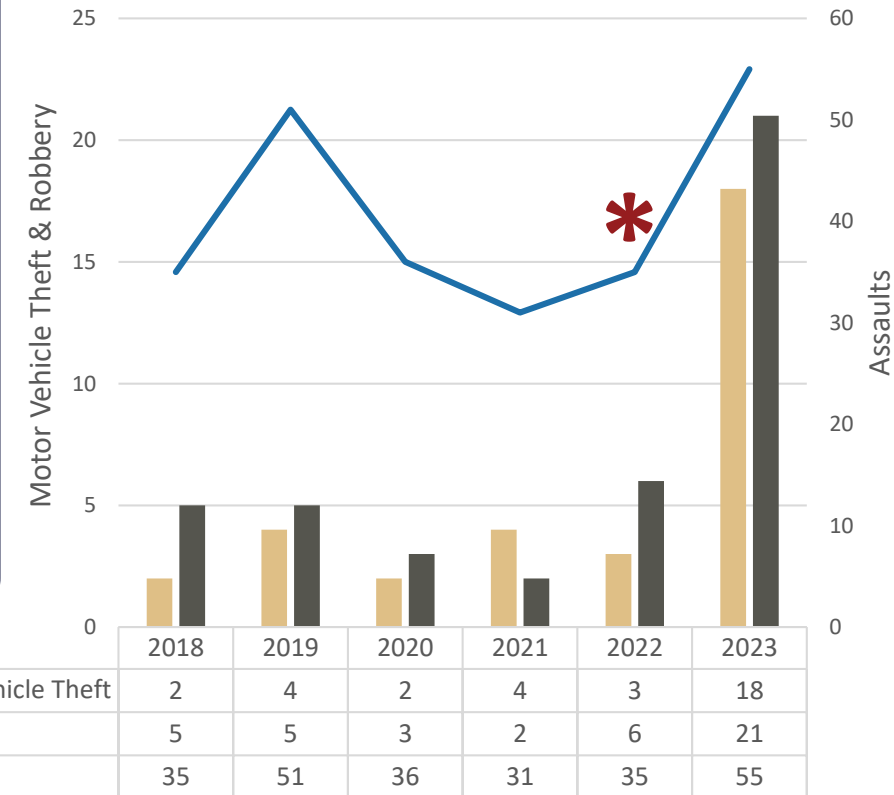
Known Juvenile Suspects **increased 67%**



Robbery **400%**
Motor Theft **500%**
Assaults **46%**

For Assaults, Robbery & Vehicle Thefts,
Known Juvenile Suspects **increased 114%**

Juvenile Crime By Type
YTD 2018-2023 (Jan 1 - Jul 31)



	2018	2019	2020	2021	2022	2023
Motor Vehicle Theft	2	4	2	4	3	18
Robbery	5	5	3	2	6	21
Assault	35	51	36	31	35	55

Note: Motor Vehicle Theft & Robbery use the scale on the Left;
Assaults use the scale on the Right

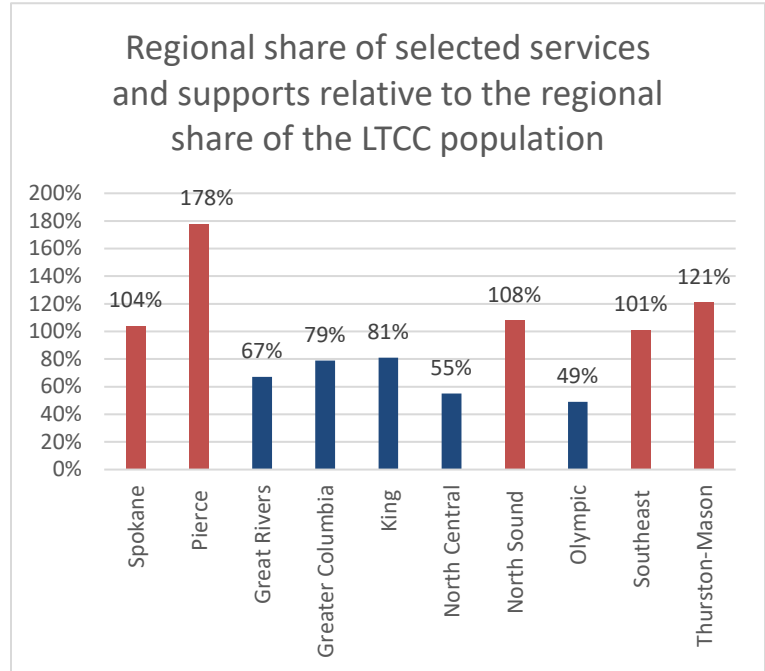


HB 1140 effective January 1st 2022

Geographic Equity in Discharge from State Facilities

What is the problem?

Individuals are discharged from state facilities into less restrictive alternatives (LRAs) in Pierce County at a far higher rate compared to other communities throughout the state. This inequity was quantified in the Department of Commerce Report on [Housing Related Support for People Discharging from Long-Term Care](#), dated April 2023. The table to the right shows the ratio of a region's share of recent long-term civil commitment patients served in relevant settings relative to the region's share of the overall population of people discharged from a long-term civil commitment. A value of 100% indicates a region's share of services and supports is on par with its share of the long-term civil commitment population. Pierce County has a ratio of 178%, indicating the region's availability of services and supports far exceeds its proportional share.



Recent Examples:

- 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.
- Level 3 sex offender who was committed in Okanogan County, was determined likely to reoffend was planned to be released from Eastern State Hospital to an adult family home in Lakewood.

Proposed Solutions:

- 1) Per the findings from the April 2023 Commerce Report, the state needs to procure additional services in Olympic, North Central, Great Rivers, Greater Columbia, and King regions. Consider incentivizing providers in underserved areas and/or offering credential waivers for providers working in underserved regions.
- 2) Institute fair share policies for discharge planning from state hospitals and secure community transition facilities. Expand SB 5163 (2021) policies which only apply to the Special Commitment Center.

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City of
Lakewood

State
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 County 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 Goal: The City of Lakewood promotes and supports a dynamic and robust local economy.

Dependable Infrastructure Goal: The City of Lakewood provides safe, clean, well-maintained, and dependable infrastructure.

Public Safety Goal: The City of Lakewood is one of the safest cities in Washington State.

Fiscal Responsibility Goal: The City of Lakewood maintains a strong fiscal position.

Transparency Goal: The City of Lakewood communicates its goals, successes, and challenges to the community and serves as a leader and champion for the community.

Robust & Active Community Goal: The City of Lakewood is a livable, resilient, and inclusive community that embraces and celebrates diversity and delivers equitable municipal services.



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HOUSING/ HOMELESSNESS SERVICES

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. The City has committed \$1 million in ARPA, \$1 million in HOME funds, and \$1.175 in HOME ARP funds, for a total \$3.175 million. In partnership with LASA, the City pursued federal funding in 2023 and \$1 million has been included in the appropriations process. The City is grateful for the \$500,000 included in the 2023-25 state capital budget.

South Sound Housing Affordability 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 2024 state legislative priorities on affordable housing:

- FACILITATING DEVELOPMENT OF AFFORDABLE HOUSING
 - Support capital budget funding for member government priority projects
 - Expand funding opportunities to support homeownership development for low income households
 - Expand eligibility for the Connecting Housing to Infrastructure Program
 - Support funding for the acquisition of real property for affordable housing
- SUPPORT POLICY AND PLANNING EFFORTS
 - Transit-oriented development and priority considerations
 - Support construction trade industry workforce development efforts
- INFORMATION AND ENGAGEMENT
 - Expand eligibility for the disabled veteran property tax exemption program



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• SUPPORT

- Funding for municipal Planned Action/EIS work
- Technical fixes and clarifications to recent land use and housing legislation (e.g., HB 1110, and HB 1337)
- Legislation to provide Fair Housing Training for COAs/HOAs
- Funding for the Affordable Workforce Housing Accelerator pilot programs
- Funding to assist in the implementation of state required land use actions
- Operating funding for service-supported housing

• OPPOSE

- Preemption of local land use authority
- Legislation that would increase the cost to produce publicly funded affordable housing

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 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

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), creative 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.



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Middle Housing

The City supports local zoning authority and discretion for middle housing types and accessory dwelling units. Before the adoption of HB 1110 and HB 1337 in 2023, the City allowed middle housing types including duplexes, triplexes, ADUs and multifamily housing on 55% of the City's residential lots, and cottage housing was allowed wherever single family detached housing was allowed, or on 78% of the lots. The City had 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. Under HB 1110 and HB 1337, the City's programs and efforts at the local level to support middle housing development have been 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.

- Accessory Dwelling Units: The City supports Accessory Dwelling Units (ADUs) to augment Lakewood's affordable housing stock. ADUs are a viable, equitable, and increasingly popular affordable housing option. Before- HB 1337 (2023) was adopted, Lakewood had ADU policies and development code requirements providing for the easier creation of more attached and detached ADUs associated with housing types, such as single-family homes and townhomes, found in multiple city zones (R1-R4, MR1 & MR2, etc.) These regulations and zoning decision will now have to be updated due to the preemption under HB 1337.

However, utility and side sewer connections to accommodate ADUs on current lots can be prohibitively expensive, especially for lower-income households. HB 1337's requirements to allow ADUs on historically single family lots will require not just construction of the building, but also connection to utilities that the City does not own nor plan infrastructure expansions



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Transit Oriented Development

The City supports legislation that provides continued authority and expanded tools to local governments to best plan for transit oriented development. The City adopted the 2021 Lakewood Station District Subarea Plan to prompt development near the Lakewood Sound Transit Station and took into consideration displacement risks and other unique factors such as proximity to a major military installation. The City is conducting updates to its Downtown, Station District, and Tillicum Subarea Plans in 2024, anticipating to the future transit service. ~~The City opposes~~ state mandates on TOD that do not address displacement and other local characteristics.

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.) and opposes preemption of local authority by the state legislature. For example, the City is concerned with the potential negative consequences of HB 1110 and HB 1337 at the local level. 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

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 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 has begun a~~ undertake a joint exploration with the City state and the Historic Fort Steilacoom Association to determine how to best preserve this historic amenity in perpetuity. The City, with support of the Historic Fort Steilacoom Association, along with interest from DSHS, has begun to explore the process of assuming the historic buildings and land footprint, as well as determining how to best maintain the historic site moving forward. The final goal is to preserve the historic site, with possible site capital improvements funded by lodging tax dollars and state funding requests in the future. ~~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 to renovate and preserve this important historic structure.

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, by local service clubs and residents. The City requests that the state legislature ensure WDFW has appropriate funding for



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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 in all aforementioned grant programs for Wards Lake Park and Harry Todd Park improvements.~~

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 exploring options to make improvements at the Camp Murray Boat Launch for the benefit of the public. The City and Camp Murray have agreed to complete a Master Plan for the area, which would identify the options for improvements and allow Camp Murray input into the process. The boat launch provides public access to American Lake and is currently managed by the Washington State Department of Fish & Wildlife (WDFW). The City could invest in infrastructure development to increase accessibility to American Lake. This may be accomplished through annexation of the boat launch property from Camp Murray or assuming the property lease from the Washington State Department of Fish & Wildlife.

TRANSPORTATION & INFRASTRUCTURE

Clover Creek Flood Plain

The City completed an engineering report to generate and evaluate project alternatives to mitigate 100-year flood risk along Clover Creek within the City limits. The City developed a flood model that was updated in 2019 for Clover Creek, which revealed a significant increase to the area impacted by floodwater when compared to the previous FEMA effective map of inundation for the 100-year event. The updated model suggests a significant portion of



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the City of Lakewood could be impacted by the floodwaters, including I-5. The flooding to I-5 could potentially result in significant new regulatory constraints placed on I-5 and would directly affect Joint Base Lewis-McChord mission readiness. The City began to explore flood mitigation alternatives to reduce these potential impacts to the City and I-5, and after collaborating with various state, local, and tribal agencies, four solutions were developed:

- 1) Do nothing
- 2) Stream and channel enhancements
- 3) Levee specific to I-5
- 4) Levee in general flooding area

The City has chosen to further explore Option 4, a levee in the general flooding area, as this option consists of a flood blocking structure along or setback from Clover Creek that would block nearly all flood water from the city and the I-5 corridor within city limits. This option provides the most comprehensive flood mitigation benefit. At an estimated cost of around \$20 million, the City will likely seek state funding in the coming years, as well as continued collaboration with state agencies, such as WSDOT, to ensure Lakewood residents and the I-5 corridor are safe from this potentially devastating flood event.

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 preempts and 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



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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 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 impedes critical ecological functions of the Nisqually River Delta, is at risk of being overtopped by the Nisqually River resulting in national security concerns and is inadequate to meet the growing commerce and transportation demands of our state.

- The current I-5 design obstructs natural ecological functions of the Nisqually River Delta that are critical to salmon survival. The



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decrease in salmon population negatively impacts the Nisqually Indian Tribe's treaty rights and way of life. The environmental impacts of I-5 on the delta may compound into costly environmental remediation efforts in the future if left unaddressed.

- According to a US Geological Survey, there is a high risk that I-5 will be overtopped by a major flooding event in the next 15 years. This would be devastating locally and regionally and it would impact **national security** since 30% of the JBLM workforce live south of the Nisqually River and would be unable to report to duty.
- The current design of I-5 has limited capacity to handle the growing South Sound economy and population. Traffic models show lengthy delays through this corridor with no change to existing infrastructure.

Lakewood, in partnership with SSMCP and the Nisqually Indian Tribe, support a redesign of I-5 south of Mounts Road through the Nisqually River Delta to improve salmon survival, eliminate the flood risk and address congestion in the region. 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 requests 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.



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Future Commercial Airfields - JBLM

The City opposes the use of Joint Base Lewis-McChord (JBLM) as a commercial airfield and as well as the identification of any location for a new commercial airfield, that would impede the operations of JBLM. In regards to considering JBLM as a potential site, there is strong opposition from the Lakewood congressional delegation, significant concerns raised by the military, high congestion issues, no transit service, and was rated “unlikely” by WSDOT and “unable to accommodate commercial air service” by the Puget Sound Regional Council. House Bill 1791 rebranded the Commercial Aviation Coordinating Commission (CACC) to be the Commercial Aviation Work Group and calls for annual reports on siting progress rather than identification of a single location by date certain. The Governor’s veto of four sections resulted in removal of the legislature’s guidance to eliminate any site that would be incompatible with the operations of a military installation.

Stormwater & Culvert Funding

Cities have significant stormwater and culvert funding needs. The City of Lakewood requests 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.



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FINANCES

Insurance Costs

Recent legislation and subsequent court decisions have increased the legal liability of public entities, resulting in higher rates for liability coverage. The City's liability rates increased by 37% from 2022 to 2023 and by another 41.2% from 2023 to 2024. The City joins AWC in requesting that the Legislature protect against liability expansion and new policies that would drive additional claims and litigation increasing costs, especially in the area of law enforcement and public safety, and human resources.

State-Shared Revenues

Cities rely on state-shared revenues to provide critical funding for essential public services. The City request 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 at around 6% each biennium.

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.~~ From 2012-21 county costs grew by more than 65%, from \$105M to \$174M. State funding during that same period grew only by 5.4%. Since 2018, the City has paid on average \$483,000 per year toward indigent defense, with a budgeted amount exceeding half a million dollars in coming years. This compensation has been trending upwards in recent years due to economic pressures, such as pandemic impacts and historic inflation. The City supports state funding for indigent defense that is



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standardized and non-competitive in order to ensure more equitable funding and uniform application of justice. -

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.



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PUBLIC SAFETY

Public Safety

The City supports a commonsense and meaningful approach to public safety policies that protect lives and property and foster trust in government. During the 2023 session, progress was made in this area but there is still more work to be done. In collaboration with other Pierce County municipalities, the City requests the Legislature:

- 1) Provide tools to address auto theft and property crime, including increased state funding to grant programs to support regional enforcement and prosecution efforts;
- 2) Make refinements to the restrictions on vehicular pursuits;
- 3) Commit ongoing state funding for therapeutic courts to satisfy the new state drug possession law; and
- 4) Supply stable state funding for co-responder programs, such as the City's Behavioral Health Contact Team.

Blake Response

The City is grateful the state has provided 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 requests long-term 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.

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 including funding to local law enforcement agencies that promote recruitment and retention of law enforcement officers and expedite opportunities for newly hired officers to receive training, ~~to include the councilmanic authority of cities to pursue a sales tax for further resources.~~

Vehicular Pursuits

The City thanks the legislature for making progress on clarifying the ability for law enforcement to conduct vehicular pursuits for the benefit of public



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safety. Since the probable cause threshold was established in 2021, there have been several occasions where the high standard 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 as well as further refinements to the state's vehicular pursuit law, to include making additional crimes eligible for police pursuits including stolen vehicles.

Juvenile Crime

Compared to the five-year average, juvenile robbery in Lakewood is up 400%, motor vehicle theft is up 500% and assaults are up 45%. For all crimes, known juvenile suspects have increased 67%. Lakewood supports state policy changes and investments to reverse this pattern for the safety of the general public and the future of these youth.

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 Commerce report, the State should invest in long term care facilities in underserved regions of the state.

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

- 1) Per the findings from the April 2023 Commerce Report, the state needs to procure additional services in North Central, Olympic, Great Rivers, King & Grater Columbia regions. Consider incentivizing providers in underserved areas and/or offering credential waivers for providers working in underserved regions.
- 2) 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 (2021) policies, that only apply to the Special Commitment Center, to state hospitals).

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.



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Body Worn Cameras

In the 2023 budget the state legislature allocated \$1.6 million for the body camera grant program administered by the WA Association of Sheriffs and Police Chiefs (WASPC). The City supports ongoing 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.

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.

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 adequate and ongoing funding for the recently established regional Criminal Justice Training Commission campuses which will help address the backlog of training slots at the Academy and ease of access to more agencies. [The City also supports the](#)



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[discretion of CJTC to hold academy seats based on number of anticipated officer hires, as currently, academy seats are not held until a potential hire name has been provided, which can further delay the hiring process.](#)

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.

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



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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. 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.

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.

MILITARY AFFAIRS

Defense Community Compatibility Account - North Clear Zone Funding

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 supports the state's ongoing investment in the DCCA via the biennial capital budget.

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



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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 2024 Legislative Priorities:

- 1) ~~Defense Community Compatibility Account (DCCA)~~Military Family Quality of Life
One of the greatest challenges facing military families in the South Sound are access to housing, childcare and spousal employment. SSMCP is working regionally to remove barriers to these necessities and supports state level action through 1) incentives, 2) increased investment and/or 3) reduction in administrative burdens that drive up costs.
- 2) ~~Occupational Licensing Improvements~~Military/Defense Sector Statewide Economic Impact Analysis
SSMCP is grateful the Legislature has directed the Legislative Committee on Economic Development and International Relations (LCEDIR) to conduct a statewide analysis on the military/defense sector's impact. SSMCP has coordinated two regional economic impact analyses over the last several years and is working closely with the Lieutenant Governor's office to support this statewide study. The report is due to the Legislature in September 2024. SSMCP requests the report be used to inform future regional and statewide policy decisions.
- 3) ~~Statewide Economic Impact Analysis~~Defense Community Compatibility Account (DCCA)
The 2023-25 Capital Budget invests \$35.8 million in defense community compatibility projects throughout the state. This investment leverages over \$126 million in local and federal funds. SSMCP requests the Legislature prioritize ongoing investment in the grant program that supports civilian communities near military installations. For the Sound Sound, biennial investment is critical to helping resolve encroachment in the McChord Airfield North Clear Zone which has a commitment of up to \$80 million from the federal government but requires a state match.



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

SSMCP appreciates the Legislature's commitment of \$75 million over the next 6 years to address the challenges along I-5 from Mounts Road to Tumwater and through the 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. Additional state or federal or state funds are required to finalize engineering work. This includes \$1.5 million for preliminary engineering of part time shoulder use on southbound I-5 between Sleater-Kinney and Henderson Boulevard. This practical solutions approach would improve the transportation outcomes of the initial investment the state has made in the Nisqually River delta.

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.



City of Lakewood

2024 Federal Policy Agenda

ADOPTED BY THE LAKEWOOD CITY COUNCIL ON XX

"Lakewood is a thriving, urban, South Puget Sound City, possessing the core values of family, community, education, economic prosperity, and the equitable delivery of municipal services. We will advance these values by recognizing our past, taking action in the present, and pursuing a dynamic future." – Lakewood City Council Vision

Lakewood City Council

Jason Whalen, *Mayor*
Mary Moss, *Deputy Mayor*
Don Anderson, *Councilmember*
Paul Bocchi, *Councilmember*
Patti Belle, *Councilmember*
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Introduction

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 and economic development, or offering legislative language to modify Department of Defense policies. The City thanks the congressional delegation for securing improvements for the Lakewood community over the years.

2023 Accomplishments

The City continued its track record of partnering with its congressional delegation in 2023. Following the City's 2022 award of \$2.5 million federal funding for the South Tacoma Way Project, the City supported a \$2.5 million 2023 funding request for the LASA Campus Project. This project was once again selected by Congresswoman Strickland for funding and \$1 million has been included in the House Transportation Appropriations bill. The process is currently in negotiations between the House and the U.S. Senate and a final resolution on the funding for LASA is expected before the end of the year. The project has support from both Senator Murray and Senator Cantwell in addition to Congresswoman Strickland. The City also builds support within the delegation for the appropriate and needed changes at the Department of Defense that streamlines the purchasing of private land for compliance with military safety buffer zones. The delegation will help the City's continued efforts in resolving the issue of North Clear Zone encroachment.

Policy Opportunities

The City has identified a number of infrastructure and housing needs to prioritize in 2024 that would benefit the community. Congress and the Biden Administration are providing numerous funding opportunities for the City to pursue these important projects. [Congress and the Biden Administration have provided numerous funding opportunities for the City to pursue via historic infrastructure and climate mitigation programs. After submitting a RAISE Planning Grant in 2023 and getting insightful feedback from USDOT about the application, the City will resubmit the "Green Loop" street portion of the Downtown Subarea Plan project to the RAISE program. The City will also consider its next federal earmark request for delegation consideration in 2025. Additionally, the City will partner with local, regional and state entities in support of a multi-year plan to secure significant federal support for the Nisqually Interstate 5 replacement project. Last, the City will continue efforts to change the Defense Community Infrastructure Program \(DCIP\) project eligibility to prioritize transportation projects, as several transportation projects around the City that improve military preparedness would benefit from DCIP funding access.](#)

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 the Chairwoman of the Senate Appropriations Committee and the Senate President Pro Tem, placing her fourth in the line of presidential ascension.](#)

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 [three](#) members on the Appropriations Committee and [two](#) on the Armed Services Committee.

Strategy

Lakewood's congressional delegation knows the Lakewood community's needs, as well as the City's funding and policy priorities. The City's legislative effort in 2024 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, housing, and environmental priorities.

The 2024 scope of work builds on the City's latest legislative efforts and continues to build support in 2023 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.

Policy Priorities

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

Background: As Members of Congress restored earmarking authority in 2021, the City has ample opportunity to position its priority projects for federal support. [In 2022, the City secured \\$2.5 million to complete the South Tacoma Way project and has led the federal lobbying for funding for the LASA project in Lakewood – a project that seems to be in line to receive funding in 2023.](#)

Action: [The City's work in 2024 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 which projects to put forward from the transportation, economic development, watershed infrastructure and community development areas. With three years of earmarks to review and the successful positioning of the South Tacoma Way Project and the LASA project for funding, the City of Lakewood can continue to put needed projects forward for federal funding with a keen understanding of which projects compete well for congressional consideration.](#)

[The City also plans to resubmit a RAISE planning grant in 2023 in the amount of the original \\$850,000 request for the Green Loop project and the City will seek congressional support for its grant submittal. Additionally, the City will partner with local, regional and state entities in support of a multi-year plan to secure significant federal support for the Nisqually Interstate 5 replacement project.](#)

2) 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 successfully secured legislative language with its congressional delegation to clarify the appropriate use of federal dollars. Despite multiple round of increasingly clarifying language, the property acquisition process at the Army remains burdensome, unable to meet the specific property relocation needs of the business in the McChord Field Clear Zone and too slow to meet market conditions. The delegation is aligned with the city is support of changes to this process and continues to champion improvements in partnership with the City and SSMCP.](#)

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. The City will also monitor the implementation of the language that was successfully added to the 2022 NDAA to ensure it meets local needs.](#)

3) 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 installation.

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.

[Thanks to the City's steadfast efforts, in 2023 the DCIP funding has grown to its fully authorized amount of \\$100 million and has a dedicated title for infrastructure-specific projects.](#)

Action:- [In 2024, the City will continue to support the fully authorized amount of funding for DCIP, and re-prioritization of infrastructure/transportation projects and look for specific projects within the City that might be strong fits for this program.](#)

4) Transportation, Climate, and Infrastructure Program and Funding

Background: Congress and President Biden enacted the Bipartisan Infrastructure Bill in December 2021 and the Inflation Reduction Act of 2022 in August 2022. These two bills provide dozens of grant and program funding opportunities for the City of Lakewood. The City will evaluate these programs to determine if they are viable funding sources for the City's needs and priorities. The City has substantial concern that national grant programs disadvantage medium sized cities without a specific set aside so that cities of similar size compete on equal ground.

Action: Several proposals in both House and Senate bills have new programs identified for competitive grant funding (see below for a selected 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 provide an opportunity for the City to position projects and compete for funding. The City will work to modify the Infrastructure grant programs to create a medium sized city set aside and to ensure that program criteria meet the needs of the community. [Each of these new programs has gone through at least one full funding cycle so far so the City will have experience with the specific criteria to evaluate good fits for Lakewood as well as to make recommendations for program modifications to congress, to include a medium city set aside. Some of the recent grant programs include:](#)

- Clean Heavy Duty Vehicles
- Climate Pollution Reduction Grants
- Environmental and Climate Justice Block Grants
- Neighborhood Access and Equity Grant Program
- Latest and Zero Building Energy Code Adoption
- Safe Streets and Roads for All Program
- Reconnecting Communities Pilot Grant Program
- Culvert Removal, Replacement and Restoration Program
- Broadband Development and Deployment
- Charging and Fueling Infrastructure
- Bridge Investment Program
- Carbon Reduction Program
- Local and Regional Project Assistance Grant

[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 provide an](#)

[opportunity for the City to position projects and compete for funding. The City will work to modify the Infrastructure grant programs to create a medium sized city set aside and to ensure that program criteria meet the needs of the City of Lakewood.](#)

5) 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.

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 has supported efforts to designate a portion of federal transportation spending for cities between 10,000 and 75,000 in population size. [In 2020, the RAISE grant criteria was changed so that half of all funding in the program went to cities below 200,000 in population size. While the City appreciates and supports this action, it puts all but three cities in Washington State in the same competitive pool and is not a true medium sized city set aside.](#)

[The issue applies beyond the RAISE program. With dozens of new and augmented federal grant programs for cities funded in the Infrastructure and Climate bills, ensuring these funds are accessible to medium sized cities is a top priority.](#)

[As for proof as to why this set aside is needed, since the RAISE program, formerly known as the BUILD or TIGER, was created in 2009 through 2021, not a single award was made to a city in Washington State between 10,000 and 75,000 in population size.](#)

[In 2022, there were signs that this legislative effort is seeing results. Of the six RAISE grant awards made in Washington State, two awards went to medium sized cities \(Lynnwood and Bothell\). This progress is a result of the work done by many Washington State cities and sets a good precedent for us to continue to refine population tiers for grant funding. In 2023, the City of Shoreline was awarded \\$20 million through the RAISE program.](#)

In 2023, the City submitted an unsuccessful RAISE Planning Grant but had excellent and insightful feedback from USDOT about our application. As a result, the City expects to resubmit the grant in 2024 with the specific feedback addressed from USDOT.

Action: The City will continue to 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.

6) Continuation of Earmark Authority

Action: Congress reinstated its earmarking authority in 2021 and the City should continue to support the use of congressionally-directed spending in 2024 and beyond with full transparency and conflict of interest checks.

Defense Policies

7) 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.

8) Office of Local Defense Community Cooperation

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~~ The City supports stable funding for OLDCC in recognition of its strong role in the economic growth in the region.

9) 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 Community 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 continue to look for ways to deepen its relationship with ADC, to include and consider participating in ADC conferences ~~with the eventual goal of~~ and seeking committee and board positions with ADC.

10) Support for Military Projects at JBLM

Background: Congress restored limited earmarking authority to its appropriations bills. In 2021, Military Construction projects were not eligible for earmarking but there were 28 projects selected for earmarked funding in 2022 and dozens more in line to be funded in 2023.

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

Community Economic Development Policies

11) Community Development Block Grants (CDBG) and the Home Investment Partnership Program (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 2016 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 will continue to support the CDBG and HOME program at the federal level and lobby for increased funding that could be put to use in Lakewood immediately.

12) Support for 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 and the City should advocate for strong municipal authority and tax credits that facilitate economic development and meet our region's critical housing needs](#)

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



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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 County 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 Goal: The City of Lakewood promotes and supports a dynamic and robust local economy.

Dependable Infrastructure Goal: The City of Lakewood provides safe, clean, well-maintained, and dependable infrastructure.

Public Safety Goal: The City of Lakewood is one of the safest cities in Washington State.

Fiscal Responsibility Goal: The City of Lakewood maintains a strong fiscal position.

Transparency Goal: The City of Lakewood communicates its goals, successes, and challenges to the community and serves as a leader and champion for the community.

Robust & Active Community Goal: The City of Lakewood is a livable, resilient, and inclusive community that embraces and celebrates diversity and delivers equitable municipal services.



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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).



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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 2024 legislative priorities on affordable housing:

- FACILITATING DEVELOPMENT OF AFFORDABLE HOUSING
 - Support capital budget funding for member government priority projects
 - Expand funding opportunities to support homeownership development for low income households
 - Expand eligibility for the Connecting Housing to Infrastructure Program
 - Support funding for the acquisition of real property for affordable housing
- SUPPORT POLICY AND PLANNING EFFORTS
 - Transit-oriented development and priority considerations
 - Support construction trade industry workforce development efforts
- INFORMATION AND ENGAGEMENT
 - Expand eligibility for the disabled veteran property tax exemption program
- SUPPORT
 - Funding for municipal Planned Action/EIS work
 - Technical fixes and clarifications to recent land use and housing legislation (e.g., HB 1110, and HB 1337)
 - Legislation to provide Fair Housing Training for COAs/HOAs
 - Funding for the Affordable Workforce Housing Accelerator pilot programs
 - Funding to assist in the implementation of state required land use actions
 - Operating funding for service-supported housing
- OPPOSE
 - Preemption of local land use authority
 - Legislation that would increase the cost to produce publicly funded affordable housing



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Middle Housing

The City supports local zoning authority and discretion for middle housing types and accessory dwelling units. Before the adoption of 2023 HB 1110 and HB 1331, the City allowed middle housing types including duplexes, triplexes, ADUs and multifamily housing on 55% of the City's residential lots, and cottage housing is allowed wherever single family detached housing was allowed, or on 78% of the lots. The City had 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. Under HB 1100 and HB 1337,~~ The City's programs and efforts at the local level to support middle housing development have been 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.

- **Accessory Dwelling Units:** The City supports Accessory Dwelling Units (ADUs) to augment Lakewood's affordable housing stock. ADUs are a viable, equitable, and increasingly popular affordable housing option. Before 2023 HB 1337 was adopted, T~~he City has had adopted updated~~ ADU policies and development code requirements ~~that provide~~ing for the easier creation of more attached and detached ADUs associated with housing types, such as single-family homes and townhomes, found in multiple city zones (R1-R4, MR1 & MR2, etc.) These regulations and zoning decision will now have to be updated due to the preemption under HB 1337.

However, utility and side sewer connections to accommodate ADUs on current lots can be prohibitively expensive, especially for lower-income households. 2023 HB 1337's requirements to allow ADUs on historically single family lots will require not just construction of the building, but also connection to utilities that the City does not own nor plan infrastructure expansions.

The City also supports a dialogue with the County and other utility partners on how to address fee schedules and side sewer connections for Lakewood customers seeking to add one or more an-ADUs. The City supports solutions such as reducing and/or waiving connection fees and capacity charges for these customers, as well as allowing new ADUs to connect to existing side



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sewer lines.

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 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. The City is interested in acquiring the Camp Murray Boat Launch with the goal of creating and managing it as a city park. The City would invest infrastructure development to increase accessibility to American Lake. This may be accomplished through annexation of the boat launch property from Camp Murray or assuming the property lease from the Washington State Department of Fish & Wildlife.

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.



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Lakewood Population Allocations

~~Pierce County recently adopted the 2044 population, housing unit, and employment growth targets for the County and the 23 cities. Per PSRC population allocations, the Pierce County core cities of Lakewood, Puyallup, University Place, and Auburn are expected to absorb a large share (23%) of the regional growth through 2050. Lakewood is incorporating the 2044 growth targets and HAPT housing unit allocations as adopted by Pierce County in 2022 and 2023 into its land use planning.~~ However, unique situations and existing spatial constraints can affect the ability of individual jurisdictions to meet these targets, and they should be recognized in state law and countywide policies. In Lakewood, the population and employment base are directly tied to, and subject to unpredictable change because of, the level of service members and contractors stationed or working at Joint Base Lewis-McChord (JBLM). In addition, there are several existing unique 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 is seeking support from Pierce County for the following:

The City supports policy direction 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 their ability to govern.



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Lakewood Libraries

The City of Lakewood and Pierce County Library System (PCLS) have been partnering to bring new libraries to Lakewood since 2010 when the PCLS Master Facility Plan identified a need for new libraries in the City. The need for new libraries has been subsequently reflected in the City's Comprehensive Plan and Legacy Plan as it relates to partnerships and sharing facilities.

While the PCLS is the decision-maker on where libraries will be located, the City has become involved in this process: 1) given the City's involvement in the development of the 2010 Master Facility Plan; 2) the opportunity to create an economic catalyst in both the downtown and Tillicum neighborhood with a focus on library and other services to include better access to transportation and better parking; and 3) the opportunity to incorporate a senior activity/community center as part of new libraries to leverage synergies of programming as well as other "store front" services in the area of human and social services.

In 2017 the City and PCLS entered into a Memorandum of Understanding (MOU) to explore the options of new library facilities in both the Lakewood Towne Center and Tillicum neighborhood as called for in the 2010 Master Facility Plan. The result was the City acquiring property in 2019 for a new library in the Tillicum neighborhood. The City and PCLS also looked at property alternatives in the downtown area, however, none were available that met PCLS' needs. In 2019, PCLS initiated a community engagement process about future library facilities in Lakewood that included beginning to explore funding options and developing design options for new libraries.

This all stopped with the arrival of the pandemic in March 2020. In late 2021, the City and PCLS re-engaged to reconstitute the process of addressing library facilities in Lakewood. The outcome was the formation of the Library Advisory Committee (LAC) in April 2022, which is tasked with the objective of providing recommendations to the PCLS Board of Trustees and Lakewood City Council about library facilities in Lakewood. In June 2022, the PCLS closed the main library due to significant building issues and in October 2022 announced a location for an interim library. Demolition of the main library site, to be replaced with an interim library facility to be located at Alpharetta St. and Gravelly Lake Drive, is underway. The interim library is expected to open in 2024. The City supports the continued partnership with PCLS to address the urgent need of permanent and safe library spaces in Lakewood.



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COMMUNITY HEALTH & RESILIENCE

American Rescue Plan Act Funds

The federal American Rescue Plan Act (ARPA) allocated \$175,781,756 to Pierce County in 2021, with a final commitment of funds in October 2021. The City is appreciative of the beneficial programs that impacted Lakewood residents. The City 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, e.g., continuing the BIPOC Business Accelerator Program
- Capital support for housing preservation and construction for residents at or below 80% of AMI

The City is supportive of Pierce County's Sewer and Water Utility Infrastructure Partnership Program, which the City has submitted and been awarded the following sewer extension projects:

- Grant Avenue and Orchard Street
- Wadsworth Street, Silcox Drive and Boat Road
- Rose Road and Forest Road
- Boat Street sewer extension for Habitat for Humanity

The City also supports fee relief from the County as well as the ability to connect to a new side sewer for Lakewood customers benefiting from the sewer extension projects who are seeking to add ADUs to their property to accommodate growth of the City's Middle Housing stock.



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Pierce County Village

The City supports County ARPA funds being allocated for the Pierce County Village to be located in Spanaway, provided it is developed with sewer connections. The proposed micro home village includes wrap-around services that would help Lakewood residents experiencing chronic homelessness, to include Veterans, who may receive a VASH voucher during their stay. The City is also pleased to see the selection of Tacoma Rescue Mission as the entity to manage and operate the Pierce County Village given its long-term regional leadership to provide effective services to the homeless.

The site identified for Pierce County Village is environmentally sensitive. Rather than constructing the village with community septic systems that run a heightened risk of contamination and damage to the surrounding wetlands, the City encourages the County to utilize sewer on the site. This approach aligns with fundamental GMA policies of having urban growth supported by urban services, including sewer and other appropriate infrastructure. Ensuring the health and safety of the community residents is another strong reason to bring sewer to the site.

Discretionary Spending of Public Health Resources

A wave of new funding for addressing public health in Pierce County has come to fruition in recent years. New funding sources include the County's collection of a one-tenth of one percent Sales and Use Tax for behavioral health such as mental health and substance use disorder treatment, as well as County-level settlement funds from the state's lawsuit against opioid manufacturers. The City supports the use of these funds at the county-wide level for addressing important public health issues, to include more discretionary funding to specifically address public health issues in Lakewood.



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PUBLIC SAFETY

Public Safety

The City supports a commonsense and meaningful approach to public safety policies that protect lives and property and do not erode trust in government. During the 2023 state legislature session, progress was made in this area but there is still more work to be done. In collaboration with other Pierce County municipalities, the City requests the Pierce County Council, Pierce County Executive, Pierce County Prosecuting Attorney, and Pierce County Sheriff, to support the City's following requests of the State Legislature:

- 1) Provide tools to address auto theft and property crime, including increased state funding to grant programs to support regional enforcement and prosecution efforts;
- 2) Make refinements to the restrictions on vehicular pursuits;
- 3) Commit ongoing state funding for therapeutic courts to satisfy the new state drug possession law; and
- 4) Supply stable state funding for co-responder programs, such as the City's Behavioral Health Contact Team.

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 County should join the City in requesting that the state invest in long term care facilities in all underserved regions of the state, which may include Pierce County. Secondly, building upon the work of the Sex Offender Policy Board, the County should join the City in requesting that 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 County support additional changes so DSHS will have to:

- 1) Per the findings from the April 2023 Commerce Report, the state needs to procure additional services in North Central, Olympic, Great Rivers, King & Grater Columbia regions. Consider incentivizing providers in underserved areas and/or offering credential waivers for providers working in underserved regions.

- 2) Institute fair share policies for discharge planning from state hospitals for



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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 to service providers for certain persons during the discharge planning process: to ensure appropriate services are aligned with the individual's needs
- 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.~~

The City will continue to monitor the Western State Hospital Task Force's evaluation of Pierce County resources.

Protecting Residents of 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 Level 2 and 3 registered sex offenders, sexually violent predators and "felony flips" 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.

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 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

The County does not provide video arraignment from the Pierce County Jail. Video arraignments allow the City to safely and effectively provide public defense services to jail populations, such as decreasing the number of jail



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transports, which are expensive and potentially hazardous. The City requests that the County find solutions to the issues impeding their ability to provide this service. The City supports the County allocating the necessary resources to provide for video arraignment.

Booking Restrictions

The County has implemented booking restrictions at the Pierce County Jail in accordance with pandemic-related CDC and Washington State Department of Health guidelines. The new guidelines prioritize detention for individuals who pose an imminent threat to public safety, such as Felony arrests. However, detention has been discontinued for some arrests, including certain property crimes, even after some COVID-related guidelines have been lifted. These crimes still impact the City's public safety. The City requests the County to implement solutions to continue pre-pandemic detention policies, such as acquiring additional staff and detention space to augment jail capacity.

Pierce County Prosecuting Attorney's Office

The City relies on the Pierce County Prosecuting Attorney's Office for effective adjudication of significant offenders. The City supports consistent, transparent and timely felony charging and filing from the Prosecuting Attorney's Office. The City also supports regular communication regarding the Lakewood cases reviewed by the Prosecuting Attorney's Office.

TRANSPORTATION & INFRASTRUCTURE

Clover Creek Flood Plain

The City completed an engineering report to generate and evaluate project alternatives to mitigate 100-year flood risk along Clover Creek within the City limits. The City developed a flood model that was updated in 2019 for Clover Creek, which revealed a significant increase to the area impacted by floodwater when compared to the previous FEMA effective map of inundation for the 100-year event. The updated model suggests a significant portion of the City of Lakewood could be impacted by the floodwaters, including I-5. The flooding to I-5 could potentially result in significant new regulatory constraints placed on I-5 and would directly affect Joint Base Lewis-McChord mission readiness. The City began to explore flood mitigation alternatives to reduce these potential impacts to the City and I-5, and after collaborating with various state, local, and tribal agencies, four solutions were developed:

- 1) Do nothing
- 2) Stream and channel enhancements
- 3) Levee specific to I-5
- 4) Levee in general flooding area



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The City Council has directed to explore Option 4, a levee in the general flooding area, as this option consists of a flood blocking structure along or setback from Clover Creek that would block nearly all flood water from the city and the I-5 corridor within city limits. This option provides the most comprehensive flood mitigation benefit. At an estimated cost of around \$20 million, the City will likely seek county funding in the coming years, as well as continued collaboration with county agencies, such as the Pierce County Surface Water Management and Flood District, to ensure Lakewood residents and neighboring jurisdictions, to include unincorporated Pierce County communities, and the I-5 corridor are safe from this potentially devastating flood event.

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. A tiered rate may also be a funding source for a levee solution addressing the Clover Creek 100-year floor.

Pierce County Transportation Coordinating Committee

The City is appreciative that the Pierce County Regional Council (PCRC) increased the transparency of the Transportation Coordination Committee (TCC), particularly in regards to how TCC scores and determines funding recommendations. TCC has made project score cards available to all member jurisdictions at the end of the scoring process when presented to TCC by subcommittee. The City is also appreciative of PCRC forming a subcommittee to work with TCC on holistically examining the scoring and ranking process. The City further recommends that PCRC solicit feedback from member jurisdictions on TCC's existing project selection process, to include a re-examination of the process by the subcommittee.

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 as it updates its Unified Sewer Plan. The City also encourages the County to actively collaborate with the City of Lakewood to incorporate planning assumptions based on the new 2044 growth targets as well as the increased housing density patterns based on 2023 state bills HB 1110 and HB 1337. 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



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

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, 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 as well as the identification of any location that would impede the operations of JBLM. supports this decision and opposes the use of JBLM as a commercial airfield because of There is strong opposition from the Lakewood congressional delegation, significant concerns raised by the military, identification of the such a site as having high congestion issues, no transit service, and rated “unlikely” by WSDOT and “unable to accommodate commercial air service” by PSRC.~~

Parks & Recreation

Chambers Creek Canyon

The City has partnered with Pierce County and University Place to work together on the Chambers Creek Trail Project. The majority of the land is owned by Pierce County with sections of the trail and trail heads located in University Place and Lakewood. With an anticipated an completion date by end of 2024, this project will result in a 2.5 mile trail through the canyon. The City is supportive of continuing its partnership with the County and University Place to improve and expand the Chambers Creek canyon trail for residents to safely enjoy.

Seeley Lake Conservancy Park

Seeley Lake Conservancy Park contains 48 acres of urban forest land in the heart of Lakewood. The park includes woods, wetlands, natural areas, lake, and a 1.3 mile perimeter loop trail. The lake is a stormwater collection site with fluctuating water levels which flood portions of the trail during the winter rainy season. In



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December 2019, the City of Lakewood and Pierce County entered into an agreement to improve the site with the goal of "increasing habitat, recreation, and safety". The City is supportive of continuing its partnership with the County to finish these vital improvements in 2024 to expand use and make the site more accessible for all park users.

Lakewood Community Center

The Pierce County-owned and operated Lakewood Community Center is a multipurpose center, serving residents of all ages and abilities and was the home to the City of Lakewood's Senior Activity Center since starting in 2007. The site is in close proximity to Seeley Lake Conservancy Park and features the only gymnasium in the Pierce County parks system.

During the pandemic the City's senior activity center was closed due to public health and safety precautions. During that time a number of issues relating to building safety have been identified. Currently the Lakewood Community Center houses a regional specialized recreation program supported by the City. The City is supportive of continued use of the center for this program. However, the City is moving forward with finding a new home for the Lakewood Senior Activity Center, given the building structural issues.

HISTORIC SITES

~~Old Settlers Cemetery~~

~~The Old Settlers cemetery, founded around 1855, was established for the free burials of settlers and their descendants in the Lakewood area. There are approximately 250 graves located in the inactive cemetery which is maintained by the County. The City is supportive of taking ownership of the cemetery from the County to improve aesthetics and increase the regular maintenance of the grounds.~~

ENVIRONMENT

Regional Climate Change Efforts

The City is supportive of the recent increase in regional climate change efforts at the federal, state, county level such as new grant programs for projects mitigating the impacts of climate change, electric vehicle charging station development efforts, as well as the County's new 20-year Solid and Hazardous Waste Management Plan recently adopted by the City. The City is supportive of collaborating with the County on any regional climate change efforts, especially those that impact Lakewood residents. As the City begins its work to comply with 2023 HB 1181 and develops a GHG emissions reduction sub-element and a climate resiliency sub-element, the City is supportive of collaborating with the



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County and other Pierce County municipalities to increase the cumulative benefits of the effort.

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. The City is appreciative of the County allocating resources for vacating private property located in the NCZ, and further supports additional County resources for continuing this effort.

GENERAL GOVERNMENT

Innovative Service Solutions

The City supports innovative service solutions and technological advancements that would provide mutual benefits for Pierce County and Lakewood, such as the awarding of County ARPA funds to fund sewer extensions into the Tillicum Neighborhood. 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 appreciative of recent innovative service collaborations with Pierce County such as the PALS+ permitting system and traffic signal contracting.