



2014 STATE LEGISLATIVE AGENDA

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2014 STATE LEGISLATIVE AGENDA

The City of Federal Way's 2014 Legislative Agenda focuses on priority areas of transportation infrastructure and service, economic development and fiscal health, and public safety. The City will focus its efforts on the following legislative items and funding requests and work with other stakeholders and lawmakers to support legislative action on these items.

Transportation

- Complete the Triangle Project
- Transportation infrastructure funding
- Metro transit funding

Economic Development and Fiscal Health

- Restore local liquor revenue sharing to historic levels
- Restore Building for the Arts grant

Public Safety

- Increased sentencing for felony attempts to elude police
- Fully fund the 2013 Metal Theft Prevention legislation
- Effective local framework for legalized collective gardens and marijuana sales

The City may also take positions for or against issues that arise either as legislation or through the State of Washington budget process, according to their impact on city administration and programs, the Federal Way community and local economy.

The Legislative Agenda is guided by five key principles:

1. Maintaining revenue sources
2. Promoting economic growth
3. Preserving and enhancing the City's ability to deliver high-quality, cost-effective services to citizens and businesses
4. Ensuring quality of life
5. Retaining local decision-making

The 2014 legislative session is a 60-day session. Anticipated legislative priorities in this short session are transportation, fish consumption/water quality and budget proposals. Gov. Inslee has proposed a supplemental operating budget and a capital budget. However, these are likely to face significant opposition in the Senate.

Transportation

Completion of the “Triangle” Project – Federal Way supports funding of \$114 million to complete remaining phases of the “Triangle” interchange - Interstate 5, State Highway 18, and State Route 161. Project components will include ramps connecting southbound I-5 to SR 161 and S. 356th Street, northbound I-5 to eastbound SR 18, reconstruction of the I-5/SR 161 undercrossing, and restoring the Weyerhaeuser Way connection to SR 18. The project is essential to Federal Way’s economic development, and will improve access to local businesses while enhancing freight mobility for Port of Tacoma traffic. The project is also important for safety and is expected to reduce collisions over 50% at a societal cost savings of up to \$600,000 annually.

Transportation Investment Funding – The Legislature is expected to consider a major statewide transportation funding package. The City is advocating for inclusion of the Triangle Project, as well as I-5/S. 320th and I-5/SR-509 improvements. Additionally, it is vital that a transportation package support Transportation Improvement Board (TIB) funds, direct distribution funds and local funding options, including Metro transit. A key priority for the City will be to ensure that any funding for local roads ensures equity for cities like Federal Way that have consistently invested in roads maintenance.

Metro Transit Funding – In 2011, the state legislature authorized a temporary funding source for King County Metro to mitigate revenue shortfalls related to the recession while the legislature developed a statewide transportation funding package. The funding measure expires in June, 2014. Without replacement funding Metro has indicated that up to 600,000 service hours will be eliminated systemwide, including significant service cuts in Federal Way. Those cuts would likely include eliminating four routes and reducing six others that serve Federal Way, representing unacceptable impacts to our commuters. If a funding source does not arise as part of a statewide transportation package, the City will support Metro’s request to the legislature to authorize putting a measure before King County voters to approve transit funding

Economic Development and Fiscal Health

Restore local liquor revenue sharing to historic levels – Historically, the state has shared liquor revenues from liquor profits and liquor excise taxes with cities and counties in recognition of the local public health and safety impacts caused by alcohol consumption. Following passage of Initiative 1183, the Legislature suspended liquor excise tax revenue sharing in 2012, and then restored it in 2013 at 50% of historic levels. The 2012 suspension resulted in a \$435,000 cut in the City’s liquor excise tax revenues. Additionally, the Legislature in 2012 capped liquor profit revenue sharing to cities and counties at \$49.4 million, which effectively reduced the percentage shared with local government from 50% to 35% and secured all future excess liquor profits for the state.

The City of Federal Way is joining cities and counties statewide in asking legislators to restore liquor profit and liquor excise tax revenue sharing to historic levels. Liquor privatization is significantly increasing the availability of alcohol in Washington State, and cities are experiencing a growing occurrence of alcohol-related public safety impacts. The burden for increased public safety due to liquor privatization falls primarily on the local police, courts and social services.

Building for the Arts grant – Federal Way was awarded a \$325,000 Department of Commerce grant in 2010 for design for the performing arts and conference center, of which \$98,023 has been reimbursed. Due to impacts of the Great Recession and timing of the conceptual design phase, the City sought an extension through the 2013-2014 capital budget. In July, Department of Commerce confirmed the grant had been reappropriated through the 2013-2014 capital budget. However, the department has since informed us that this information was in error and the grant expired. The City is seeking an appropriation of \$218,852 to restore the grant funding for design costs.

Public Safety

Increased sentencing for felony attempts to elude police – Currently, when car thieves flee from the police and cause dangerous car chases they are punished for the auto theft crime but often don't serve an added sentence for endangering bystanders and police. While the Sentencing Reform Act provides for a 12-month jail time "enhancement" to sentences for causing car chases that endanger bystanders, it is not required to be served at the end of the sentence and often isn't. Experienced auto thieves know this oversight in the law means they likely won't serve time for fleeing the police, creating a perverse incentive to flee and putting officers and innocent bystanders at risk. The City proposes legislation that would correct this oversight in the Sentencing Reform Act and require that the mandatory jail time for police elusion be served in addition to the required jail sentence for other auto theft crime.

Metal and Copper Wire Theft – In the 2013 legislative session the City was successful in passing comprehensive metal theft prevention legislation that provided for increased penalties, and a statewide licensing system for metal scrap retailers. Due to budget concerns, however, funding needed to fully implement the licensing system, a statewide no-buy database, and provide for grants to support local law enforcement efforts did not materialize.

The City is advocating \$1.4 million be allocated to address this serious statewide crime problem. The theft of metal and copper wire from parks and streetlights, as well as from private property, is on the rise statewide. Costs to the City to repair damage caused by metal and copper wire theft rose from 10,961 in 2011 to more than \$110,000 in 2012. In addition to the impact to parks and

public infrastructure, metal theft is a serious safety threat and is a significant impact to businesses and nonprofit organizations.

Effective local framework for legalized collective gardens and marijuana sales –

In 2014, legalized marijuana sales will begin in Washington State at licensed stores. Both state and federal agencies have acknowledged that effective local law enforcement is the foundation for legalized marijuana to be successful. However, while the marijuana initiative will increase demand for local law enforcement, court services and social services, current taxing structures do not provide additional revenues to local communities. The City will support legislation to address this funding imbalance and direct portions of marijuana revenues to cities and counties.

Additionally, in 2013, the City Council enacted a one-year moratorium on marijuana collective gardens and marijuana sales in the city in order to provide the city sufficient time to provide a thoughtful approach to regulating legalized marijuana. Federal Way, like many Washington cities, is concerned about the impacts legalized marijuana will have on public safety, public health, schools and the economy, among other issues. The City believes it is essential to use its police powers under its zoning authority on legalized marijuana to allow the City and community time to draft an appropriate programmatic and regulatory response. This is particularly important, given the critical role local law enforcement plays in ensuring the viability of the legal marijuana market.