



City of Kenmore, Washington

City of Kenmore 2020 State Legislative Agenda

Capital Budget Request: Lake Washington Loop Trail - \$1 million

The project will help provide 3 miles of buffered bike lanes in both directions (1.5 miles in each direction), improved lighting, a landscaped walkway on the east side, retaining walls, stormwater system improvements and more along the Kenmore portion of the Lake Washington Loop Trail (Juanita Drive NE). This corridor is part of the regional bike trail around Lake Washington and carries over 15,000 vehicles per day. Over the past 5 years, there have been 93 vehicle collisions, of which 10% were pedestrian and bicycle collisions - including one pedestrian fatality. These improvements will provide safe pedestrian and bicycle access to the City's downtown for thousands of local residents. The stormwater components will greatly improve water quality. The total project cost is roughly \$16.4 million. The City has already committed \$5 million through the voter approved Walkways & Waterways bond measure, received a \$1.5 million system access grant from Sound Transit and pursued other state and federal grants. A \$1 million investment from the state would help close the funding gap resulting from increased construction costs and allow us to go out to bid in 2020.

Transportation Budget Request: 68th Avenue NE Pedestrian & Bicycle Safety - \$450,000

68th Avenue NE is one of Kenmore's major north-south arterials with one travel lane in each direction and narrow asphalt or gravel shoulders. This safety project provides a new continuous ADA accessible sidewalk (one side) and bike lanes (both sides), pedestrian crossings, improved street lighting, and an enhanced stormwater system along 1.5 miles of 68th Avenue NE between downtown Kenmore and the northern city limit. In addition to increasing public safety, the project's stormwater system improvements will enhance the water quality of downstream waterbodies. The total project cost is roughly \$9.5 million. The voter approved Walkways & Waterways bond measure provided \$5.1 million, city funds are contributing \$2.9 million and the city has pursued various grants. The city is requesting \$450,000 from the state's transportation budget – the final amount needed to complete the project.

Kenmore's "Forward Washington" Priorities

As the Legislature considers development of the next transportation revenue package, the city requests the following local priorities be included.

Local Revenue Options for Maintenance and Preservation: Cities have limited resources to pay for maintenance of roadways. The 2019 JTC City Transportation Funding study estimated the statewide need for preservation funding to be \$900 million more per year than current spending. The City supports AWC's efforts to institute a local government transportation funding package that provides new resources and new revenue tools to cities for maintenance and preservation of existing transportation systems.

61st Avenue Sidewalk Replacement: Kenmore needs to repair and replace major sections of the sidewalk along 61st Avenue, a major north-south arterial connecting North Kenmore and South Snohomish County to bus lines and SR 522. The aging sidewalk panels are massively upheaving and unusable for major segments of our population. The project is estimated to cost \$5 million and is beyond the capacity of the City's budget to fund.

Reconnecting Kenmore's Downtown to Lake Washington: The study to determine the best location, design concept and cost for a grade separated crossing of SR 522 will be completed in late 2020.

Sustainable Fiscal Structure for Cities

As a residential community, 40% of Kenmore's general fund revenue is generated from its largest source of revenue—property tax. The city has a limited retail tax base and is constrained from generating additional revenue to maintain city services, the costs of which are increasing at a rate greater than the State-imposed property growth limit of 1% per year. The City of Kenmore supports lifting the 1% cap on property tax increases and providing a sales tax equalization distribution to bedroom communities.

Buoys on Lake Washington

The City supports Kenmore Air's request for the Department of Natural Resources to be allocated funding to install buoys on Lake Washington to increase public safety for aircraft and boaters.

City of Kenmore 2020 Policy Statements

This is an internal document designed to provide guidance to city staff and the city's lobbyist. The policy statements in this document allow the city to quickly take positions on legislation. It is not all inclusive of all policy positions that the city may take throughout a session, and the following items are not listed in order of priority.

Tax Increment Financing

The City of Kenmore supports the Association of WA Cities in its efforts to amend the state's constitution to allow for true tax increment financing. The City also supports the AWC efforts for renewal and reform of the Local Revitalization Financing (LRF) program.

Local Control on Asphalt Plant Regulations

The City of Kenmore supports efforts to ensure that the asphalt plant operates in a manner that is mindful of the surrounding urban neighborhoods and reduces the impact of asphalt production odor on Kenmore residents and business owners. The City will be partnering with Microsoft on a pilot program to test the air quality throughout the City which will better inform decisions about enforcement of air quality standards.

Affordable Housing

Kenmore residents are experiencing the squeeze of increased housing prices and fewer affordable housing options. The City of Kenmore supports legislation that provides tools and funding options that promote affordable housing, including investment in the Housing Trust Fund.

Support for WWRP & ALEA Grant Programs

The City of Kenmore supports fully funding the Washington Wildlife Recreation Program (WWRP) and the Aquatic Lands Enhancement Account (ALEA). Many city parks have benefitted from funding through these programs.

Product Stewardship

The City of Kenmore supports statewide product stewardship programs for products that are harmful to the environment such as electronic waste, mercury-containing florescent lights, and prescription drugs. The City will closely monitor the implementation of recently passed legislation to establish a statewide prescription drug takeback program to ensure there is no lapse in coverage as the King County program is phased out.

Prevent Human Trafficking

The City of Kenmore recognizes that human trafficking is a problem in all communities and supports legislation that provides tools and solutions to prevent and intervene in human trafficking.

Local Infrastructure Funding

The City of Kenmore joins AWC in supporting the State's ongoing and increased investment in infrastructure funding programs such as the Public Works Assistance Account.

Small Cell Infrastructure

Small cell technology requires more devices that each have a smaller distance of radio coverage, the equipment is typically smaller, and they are frequently installed on existing street furniture in the public right of way. There is a push to standardize the permitting process of small cell technology across WA and would require local governments to provide access to public facilities for use as small cell technology sites. The City opposes legislation that removes local control in the siting and regulation of small cell network facilities and supports legislation that provides for grandfathering of existing wireless communication facilities ordinances.

Funding for Indigent Defense

Indigent defense is a constitutional right that should be funded by the State. However, WA State only contributes 4% of the total amount spent for trial court indigent defense. The City supports state funding for indigent defense that is standardized and equally accessible for all jurisdictions to ensure more equitable funding.

Mobile Homes

The City supports legislation that recognizes that mobile homes represent an important affordable housing option throughout the state. Topics such as: ensuring individuals considering purchasing a mobile home are informed about laws

and regulations limiting the transport of mobile homes; lease increase notice and other guidelines; and requiring that sellers notify purchasers if a home cannot be moved, are examples of potential legislation that could help protect mobile home owners' investments and provide greater predictability.

Passenger Only Ferry

The City supports efforts to explore a passenger only ferry service from Kenmore to Seattle. The City will be closely monitoring the Puget Sound Regional Council's Passenger Only Ferry Study which will provide analysis to support current and future Puget Sound Passenger Only Ferry routes. The study will also identify future capacity needs and terminal locations on the Puget Sound, Lake Washington and Lake Union.

Saint Edward State Park Ballfields

The City continues to work with the WA State Parks Commission to ensure the current ballfields at Saint Edward State Park are renovated for public use and enjoyment.

Environmental Remediation

The City supports expansion of environmental remediation programs such as the Model Toxics Control Act and the Brownfield Revolving Loan Fund to allow more contaminated sites throughout the state to be eligible for remediation funding.