



LAKESWOOD CITY COUNCIL RETREAT

Saturday, October 11, 2014

8:30 A.M.

City of Lakewood

Conference Room 3A

6000 Main Street SW

Lakewood, WA 98499

Page No.

Call to Order

(2) **2015-2017 Legislative Agenda**

Review of Citizens Advisory Boards, Committees and Commissions

Adjournment

Executive Conference Room 3A is accessible to persons with disabilities. Persons requesting special accommodations or language interpreters should contact the City Clerk's Office, 589-2489, as soon as possible in advance of the Council meeting so that an attempt to provide the special accommodations can be made.

<http://www.cityoflakewood.us>



2015-2017 Biennial Legislative Agenda

Transportation Funding: I-5 JBLM Corridor Improvements

Lakewood requests that the state adopt a transportation revenue package that includes full funding for improvements to the Joint Base Lewis McChord I-5 Corridor (I-5/Mounts Rd Interchange on the south to the I-5/Bridgeport Interchange on the north) to relieve congestion and allow for the future economic development of the City of Lakewood and the surrounding communities. The City also requests that a transportation revenue package include a direct distribution of funding to cities for local street maintenance and operations.

Capital Funding Request: Springbrook Park Phase III, Neighborhood Connection

Springbrook is one of the most economically disadvantaged areas in Lakewood. It is located in the southeast corner of Lakewood just outside the Joint Base Lewis McChord Field gate and is isolated from the remainder of Lakewood by I-5 and Clover Creek. Aside from this project, there are no open spaces, or community centers in this area. Lakewood requests \$300,000 for Springbrook Park Phase III. This phase will include a small open space coupled with a 175-foot pedestrian bridge over Clover Creek near Springbrook Park to allow this geographically isolated area to easily access Springbrook Park.

Point Defiance Bypass Rail Safety

The Point Defiance Bypass Project will re-route passenger trains through south Tacoma, Lakewood, and DuPont at the cost of \$89 million. Once completed, the project will bring a total of seven daily round trip passenger trains through Lakewood intersections, with an average crossing time of 7 seconds per intersection, 45 seconds total with guard rails, and a maximum speed of 79 mph. This routing bifurcates the community and negatively affects residents and businesses by generating additional traffic congestion, increasing noise and vibrations, and impacting economic development. Lakewood requests \$3 million to fund rail safety improvements.

Maintain Funding for the Western State Hospital Community Policing Program

The 2013-15 State Operating Budget contains \$462,000 for a highly effective neighborhood policing team to respond to hundreds of calls for police service at Western State Hospital. The City of Lakewood requests that this funding remain included in the budget, and that it be re-appropriated in the 2015-17 Operating Budget.



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CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

COMMUNITY, ECONOMIC DEVELOPMENT, TRANSPORTATION, AND INFRASTRUCTURE

I-5 JBLM Corridor

The City supports full funding of improvements to the I-5 Joint Base Lewis McChord Corridor to relieve congestion and allow for future economic development of Lakewood and the surrounding region.

South Sound Military & Communities Partnership & Joint Base Lewis McChord

The City is a strong partner with Joint Base Lewis McChord (JBLM) and a participant in the South Sound Military Communities Partnership (SSMCP). JBLM is an employment hub for the City of Lakewood. The SSMCP is a primary point of coordination for military-related issues that affects the region as a whole to include workforce development to provide opportunities for those military personnel leaving the service each year, transportation and infrastructure, education, and healthcare and wellness. The City of Lakewood supports the ongoing efforts of the SSMCP and supports policy decisions that assist JBLM. The City also believes in a strong commitment from the State in support of military affairs, such as the Washington Military Alliance (WMA), to include financial assistance in support of local advocacy agencies such as SSMCP.

Economic Development Tools

The City supports programs that may be developed to assist local governments in improvement of neighborhood residential and commercial area rehabilitation, through tax incentives, grants, loans and other programs. The City also supports legislation that provides economic development tools that the City may use if it so chooses. This legislation includes, but is not limited to: the multi-family housing tax incentive, tax increment financing, lodging tax, the Main Street Act (a series of small tax incentives for neighborhood business districts), complete streets grant program, community facility financing, shared state revenue for construction of convention and special event centers, additional shared state revenue for urban renewal and other public facility improvements, and innovative approaches to property tax assessment that reduces the current incentive to allow property to remain blighted.

Annexation

The City believes that annexation laws should encourage the logical development and expansion of the City to provide for a healthy and growing local economy and efficient services. The law should also facilitate and ease the annexation of unincorporated islands adjacent to City limits. The City supports legislation that will further modify state annexation laws to reduce the administrative process of annexation and further encourage and incentivize annexation of existing unincorporated islands. A recent model that provides a temporary shift in sales tax revenue to incentivize very large annexations needs modification to recognize that most annexations involve far fewer than 10,000 people.



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

Boundary Review Board

Boundary Review Boards are a quasi-judicial administrative body empowered to make decisions on such issues as incorporations, annexations, extensions of utilities, etc. by cities, towns, and special purpose districts. These Boards can approve, deny, or modify a proposal. Decisions are appealable to the Pierce County Superior Court. Because most issues are appealed to the Superior Court the City of Lakewood believes the Boundary Review Boards are duplicative and supports legislation that results in their elimination.

Local Authority for Land Use and Planning

Local governments must maintain final decision making authority on local zoning, land use, and planning, including local zoning and regulation of house-banked card rooms and other businesses. Specifically, the City opposes any effort by either the State Legislature or Congress to preempt local land use or taxation authority.

Public Works Assistance Account

The City supports reforming the Public Works Assistance Account by restoring its revenue sources, streamlining its processes, and allowing the Public Works Board to expand uses for its loan program and make other modernizations.

Parks, Recreation & Urban Forestry

The City of Lakewood is in need of state assistance to improve, maintain and expand its local park system and the open space areas of the City. The City supports ongoing funding for the Washington Wildlife and Recreation Program (WWRP) and the Youth Athletic Fund (YAF).

If the WWRP program is fully funded with \$95 million in the 2015-17 Capital Budget, the City will receive \$193,950 in funding for Phase II of Springbrook Park (Acquisition and Development), and \$250,000 in funding for Waughop Lake Trail at Fort Steilacoom Park.

If the YAF fund is fully funded to \$12 million, the City will have the chance to compete for these funds (e.g., lighting or turf upgrades at Fort Steilacoom Park) in a competitive grant process. Maximum grant award is \$250,000.

Local Transportation Funding

The City supports a local funding component in future state transportation packages, and requests that cities be provided with a dedicated transportation revenue stream. Both the state and the county have dedicated transportation revenue streams; the gas tax and the county road levy, respectively. Cities lack a dedicated transportation revenue stream to maintain and operate local streets. As a result, city roads remain in disrepair; general fund dollars are taken from other important services to repair roads; or a combination thereof. A dedicated transportation fund source would improve roads and help make cities more financially sustainable.



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

SR 167/SR 509 Puget Sound Gateway Project

The City of Lakewood supports completing State Route 167 by adding the remaining six miles between Puyallup (SR-161) and Tacoma (SR-509) originally envisioned in the highway's design 30 years ago.

FINANCE

State-Shared Revenues

The City supports restoration and continued appropriation of committed state shared funds, such as Liquor Excise Taxes and Profits, Streamlined Sales Tax Mitigation, City-County Assistance Account, Municipal Criminal Justice Account, Annexation Sales Tax Credit, and public health funding. Support legislation that provides cities with tax revenue from the sale of marijuana.

Fiscal Home Rule (alternative to State-Shared Revenues)

The city recognizes that it is increasingly difficult for the state to continue its historic role of providing state-shared revenues to the local level. In light of this, the City supports establishing fiscal home rule for cities in return for ending receipt of certain operating budget shared revenue. The city will evaluate fiscal home rule proposals as they are introduced.

General Fund Revenue

The City supports legislation that will increase, expand, or favorably restructure its revenue-raising ability. In consideration of the continued growth in demand for services that exceed revenue growth and inflation, the City supports the following revenue options:

- Give local governments increased local option flexibility in all areas of taxing authority.
- Eliminate remaining non-supplanting language and restrictions on use of certain revenues in local option tax authority. This language excessively limits City Council discretion regarding funding priorities.

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 Congress and the State Legislature to balance budgets by shifting responsibilities to cities.

PUBLIC SAFETY

Authority to Appoint Municipal Court Judges

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



CITY OF LAKEWOOD

LEGISLATIVE POLICY MANUAL

Traffic Enforcement Cameras

The Legislature has authorized local government to use traffic enforcement cameras in limited situations, including red light enforcement at certain intersections and speed control in school zones. Traffic enforcement cameras have proven to be a success in reducing instances of speeding and violation of traffic signals. The City supports the use of traffic enforcement cameras. The City also supports legislation allowing images from traffic enforcement cameras to be used by law enforcement in criminal cases if there is probable cause.

Jail and Court Costs

The City supports legislative proposals that reduce jail and court costs, and maintain the City's 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.

Expansion of "Fair Share" to Special Commitment Center Offenders

The City supports legislation expanding the current "fair share" law, which requires Department of Corrections to send prisoners/offenders back to their county of origin when they are released from the Special Commitment Center run by the Department of Social and Health Services. Currently, a disproportionate number of those being released from the Special Commitment Center are residing in Pierce County. Since the beginning of 2012, 41 detainees have been released, and 15 of them are in Pierce County.

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.

Regulating Enhanced Service Facilities

In 2013, legislation passed allowing adult family homes to transition to enhanced service facilities (ESFs). Because of the City's proximity to Western State Hospital, it has a significant number of adult family homes that under this new law could be transitioned into ESFs. For example, the neighborhood of Oakbrook, directly north of Western State Hospital, has 26 adult family homes. ESFs are intended to serve those that have greater needs than those in an adult family home. The City is concerned that ESFs should not be located in residential areas in the same manner as adult family homes. This last interim, DSHS completed rulemaking on the regulations that Enhanced Service Facilities must follow. The City supports legislative changes that impose greater regulation on ESFs than is included in the adopted rules.

Legislative Retreat – Additional Issues

There are a number of items that we continue to explore for potential inclusion on the legislative agenda.

Capital Funding Request: Towne Green

Last legislative session, the City requested \$500,000 for the Lakewood Towne Green. The House Capital Budget proposal included \$250,000 for the Towne Green, but a final capital budget was not adopted. While there is willingness amongst our legislative delegation to request funding for the Towne Green again this next session, it's uncertain whether the project is ripe for receiving funding. The Towne Green was proposed to be included as part of a development project at the Towne Center, and progress with the developer is moving slower than anticipated.

Ft Steilacoom Park – Transfer of Ownership

Fort Steilacoom Park is currently owned by the state (DSHS), and leased to the City of Lakewood. The current lease will be up for renewal in approximately 11 years. In the meantime, an extension has been requested for grant application purposes. The City would like to transfer ownership from the State to the City, which would require legislative authorization (need to check deed restrictions – there may be federal restrictions from when property was used for hospital/mental health facility). The City of Chehalis accomplished a similar ownership transfer for Stan Hedwall Park in the 2013-15 state budget. We are currently exploring with DSHS and the Department of Enterprise Services whether a similar ownership transfer is possible. We have also reached out to Pierce College since their campus grounds are also leased from the State.

Enhanced Service Facilities (ESFs)

Department of Social and Health Services is expected to release its final rulemaking for Enhanced Service Facilities (ESFs) mid-September. Depending on the outcome of this rulemaking, we may want to proactively pursue legislation as a key priority. In the meantime, this item is captured in our legislative policy manual.

Limiting Additional Freight on Point Defiance Bypass (Lakeview Rail Line)

With the development of the Point Defiance Bypass project, and increasing demands on freight rail, there is some concern that the Point Defiance Bypass project could eventually (in 2, 3, 4+ decades) lead to carrying BNSF/UP freight in addition to passenger rail.

Sound Transit: We met with Sound Transit to understand how this concern could be addressed. Sound Transit outlined three obstacles to BNSF and UP ever operating freight on the rail line:

1. The portion of the rail between D and M Streets in Tacoma does not currently have freight rights associated with it. In order to have freight on that portion, the Surface Transportation Board (federal agency) would need to complete an environmental review and approve freight rights for that portion. If this happens in future decades, the passenger rail use of the line would theoretically raise significant environmental issues that could make this difficult.
2. Tacoma Rail currently owns the freight rights on the remainder of the corridor, and currently moves freight on the rail to serve the Lakewood Industrial Park and a number of other smaller customers. BNSF/UP would need to purchase these freight rights.
3. The rail has too steep of a grade between D and M Streets to move heavy freight. Passengers are lighter and can be moved through that corridor, but heavy freight cannot.

Pursuing legislation to build in additional obstacles would likely be preempted by federal law. We can look at an agreement with Tacoma Rail if it chooses to pursue additional safeguards against future UP/BNSF rail use.

Tacoma Rail: We learned that Tacoma Rail has an interest in increasing its freight traffic from 2 days a week to 5 days a week during the evenings.

Does the City of Lakewood want to oppose Tacoma Rail increasing freight traffic from 2 days a week to 5 days a week during the evenings?

Sound Transit owns the rail line from Tacoma to Nisqually (through Lakewood). Tacoma Rail has freight rights from Tacoma to Nisqually, except on the portion of the track D-M Streets where there currently are no freight rights. Currently, Tacoma Rail operates 2 times a week in the evenings, with trains about 10 cars long, 40MPH. Current rail customers on the line are largely on the line (it is not currently being used as a throughput).

BNSF has freight rights to serve JBLM only (they use a portion of the rail line between Tacoma and Nisqually). The JBLM-oriented trains only run at night.

Tacoma Rail also operates a short line down in Olympia/Tumwater. To get product to/from that short line, Tacoma Rail relies on BNSF to move their cars on the Point Defiance route. Tacoma Rail's contract with BNSF for operating the Olympia shortline is currently under negotiation. If Tacoma Rail continues its contract for the Olympia/Tumwater shortline, they would like to no longer have BNSF move their cars on the Point Defiance routes, but instead move that freight on the Tacoma to Nisqually route through Lakewood.

In order to do that, Tacoma Rail will need to go before the Surface Transportation Board about getting freight rights on the portion from D-M Streets. <http://www.stb.dot.gov/stb/about/board.html>

If that is granted, Tacoma Rail thinks that it can carry up to 40 cars per train, with two more modern locomotives (it cannot do any more than that because the grade between D and M Streets is too steep). The type of freight that would be moved include sand, corn syrup, plastic pellets, and some metal. This would increase the freight traffic from running 2 days a week to 5 days a week.

Western State Hospital (WSH)

Activities that may be occurring at WSH:

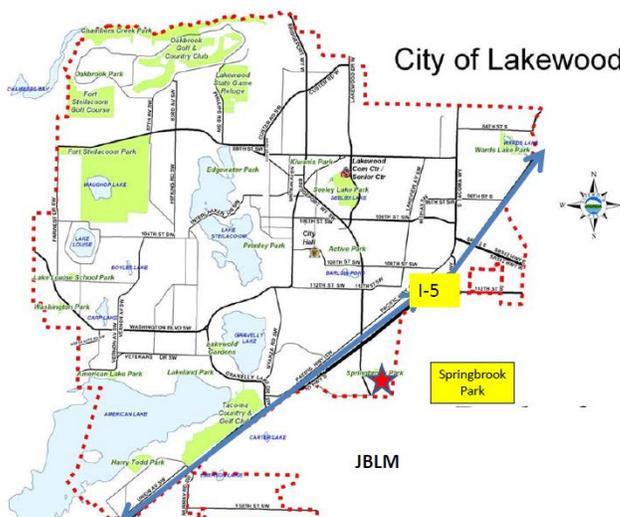
- The Department of Veteran's Administration may be proposing a program to provide transitional housing/homeless shelter for veterans at WSH. One key concern is that this type of activity is not consistent with the mission of WSH, which is a hospital and medical facility. We understand that this proposal has been floating around for some time.
- DSHS, the parent organization of WSH is evaluating options to contract with OptumHealth, a private mental health provider, for 15 beds at WSH in response to the recent ruling by the State Supreme Court that that warehousing mentally ill patients or "psychiatric boarding" as it has been called in hospital emergency rooms because there isn't space at certified psychiatric treatment facilities is unlawful.
- WSH is also looking at expanding its number of beds, perhaps adding 30 to 60 beds; this would be dependent upon the appropriation of funds as part of 2015 legislative session. They currently have 827 beds. They also have a need for additional medical doctors, upwards of 8.

Any expansion of use at WSH must be consistent with their Facilities Master Plan. The City has recommended that WSH contact our Community & Economic Development (CED) Department given it is likely the master plan would need to be updated to accommodate these requests.

The City and WSH both support the continuation of funding for the Western State Hospital (WSH) Community Policing Program, which totals \$462,000 and provides for highly effective neighborhood policing team to respond to hundreds of calls for police service at Western State Hospital.



2014 Capital Budget Request Local Project Information Springbrook Park Neighborhood Connection Phase III



Project Description: The City of Lakewood would like to create a new open space area in an isolated neighborhood where no other parks exists and build a pedestrian bridge over Clover Creek so the residents can access Springbrook Park. The lower Springbrook neighborhood area is separated by Clover Creek to the south, Bridgeport Way SW to the west, JBLM to the east and I-5 and Pacific Highway to the north, and does not currently have access to Springbrook Park. The pedestrian bridge would allow residents from the lower Springbrook neighborhood to easily access Springbrook Park and enjoy the community benefits and human services provided at this site.

Phases	Project Description	State Support	City Support
Phase			
2000 - Phase 1	Acquisition and development of 3.5 acres. First park developed in the City in over 30 years.	\$ 238,000	\$238,000
2014 – Phase 2	Acquisition and development of 1.2 acres adjacent to the park (RCO grant pending)	\$194,000	\$194,000
2015 – Phase 3	Development of a neighborhood park and pedestrian bridge to unite neighborhoods.	\$300,000	0
TBD – Phase 4	Acquisition and development of acreage to expand park.	TBD	TBD



Washington
**Wildlife &
Recreation**
COALITION

OUR IMPACT

**Over \$1.1
billion**
leveraged

Over 280
member
organizations

1,200+
projects
protecting
habitat and
access to
recreation

25 years of unifying voices for Washington's great outdoors



The outdoors are essential to supporting our health and sustaining a prosperous economy. We envision a Washington where every community has conserved its natural legacy with abundant opportunities for outdoor recreation.

The Wildlife and Recreation Coalition unifies disparate interests to ensure robust funding for conservation and outdoor recreation through education and advocacy.

Empowering Communities

The programs we advocate for are the only funding sources available for many small, under-resourced communities to create a new playground, protect a generations-old farm, or develop a trail that connects them to the outdoors. They rely on us to realize their community's vision. For this year's most urgent projects, see reverse.

- **Washington Wildlife and Recreation Program:** We are the founder and champion for the state's largest source of public funding for conservation and recreation.
- **Land and Water Conservation Fund:** We are our state's leading advocate for the nation's premier source of funding to protect our natural heritage.

Leveraging Resources

As a nonprofit citizens group, we leverage support from individuals, corporations, and organizations many times over to secure tens of millions of dollars of public funding every year for conservation and recreation – **we do not receive any of the funding we advocate for, it all goes directly to projects in your communities.**

We are one of the the smartest investments you can make for Washington's great outdoors.

PROPOSED IN 2015

Through your support, the Coalition is working to secure funding for these projects through the Washington Wildlife and Recreation Program and the Land and Water Conservation Fund.

ADAMS

Marcellus Shrub Steppe NAP
Sprague Lake Fishing Platform

ASOTIN

4 O Ranch McNeill Campground
Heller Bar Access Site
Mountain View
Shumaker Road

BENTON

Candy Mountain
Crow Butte Park
Hansen Park
Prosser City Park
Hanford Legacy Park
John Dam Plaza

CHELAN

Riverside Park
Hale Park
Saddle Rock Gateway
Sage Hills Gateway

CLALLAM

Civic Field
Dungeness Watershed Farmland
North Olympic Wildlife Area
Port Angeles Waterfront Park**
Smith Family Farms
South Lake Ozette NAP
Spruce Railroad McFee Tunnel

CLARK

Battle Ground Lake State Park
Columbia River Waterfront Park
Hartwood Park
Lacamas Prairie Oak and Wet Prairie
Refuge Road Neighborhood Park
Washougal Waterfront**

COWLITZ

Merrill Lake

DOUGLAS

Deep Creek
Mid Columbia/Grand Coulee

FERRY

Ferry County Rail Trail
Kettle River
Strandberg Farm & Ranchland

FRANKLIN

Sacajawea State Park Trail

GRAYS HARBOR

Coastal Forest
Harris Creek
Westport Park

ISLAND

Admiralty Inlet
Glendale Shoreline
Trillium Community Forest**
Vander Voet Farm

JEFFERSON

Bishop Dairy
Clearwater River
Dabob Bay
Hoh River
Discovery Bay
Queets River
Quilcene Farm Center
Tamanowas Rock*

KING

Beaver Lake
Beach Park
Bothell Landing Park
Big Rock Sports Park
Central Park
Cougar Mountain
Covington Community Park**
Tiger Mountain
Inspiration Playground**
Island Crest Park
Karl Grosch Field
Lake Meridian**
Lake Sammamish
Mailbox Peak Trail
Meydenbauer Bay Park
Moorlands Neighborhood Park
Mount Si / Middle Fork Snoqualmie
North Creek Forest**
Russell Road Athletic Field
Saint Edwards State Park
Snoqualmie Riverview Park
Snoqualmie Skate Park
SoCo Park
Squire's Landing Park
Van Doren's Landing Park
Yesler Neighborhood Park

KITSAP

Eagle Harbor Waterfront Park
Grovers Creek
Lake Tahuya
Manchester State Park
McCormick Village Park
Mosquito Fleet Trail
Kitsap Forest & Bay**
Sound to Olympics North Kitsap Gap
Stavis / Kitsap Forest
Washington Blvd. Park
Waterman Fishing Pier

KITTITAS

Colockum Wildlife Area
Heart of the Cascades
LT Murray Forest and Aquatic Habitat
Taneum Creek
Upper Naneum Creek Farm

KLICKITAT

Imrie Ranches / Rock Creek
Kelley Ranches
Klickitat Trail
Simcoe Mountains
Trout Lake Meadow

LEWIS

Klickitat Prairie Park**

LEWIS

Olson Farm
Pearl Street Veterans Pool**
Willapa Hills Trail

LINCOLN

Phantom Butte
Reardan Audubon Lake

MASON

Coulter Creek
Fudge Point
Ink Blot / Schumacher Creek
Kennedy Creek
Little Skookum Inlet
North Mason Soccer - Football Field
Sandhill Park
Skookum Estuary

OKANOGAN

Olma North Ranchland
Olma South Farmland
Pogue Mountain/Chesaw Habitat
Riverside Access Site
Sinlahekin Ecosystem
Soriano Ranch
Tunk Valley
Twisp Community Trail
Twisp Tennis Court

PACIFIC

Coastal Forest
Ilwaco City Park
Willapa Bay

PEND OREILLE

Cusick Park*

PIERCE

Ancich Park
Carbon River Valley
Foothills National Recreation Trail
Fort Steilacoom Park
Foss Waterway
Gateway Park
Gene Goodwin Tot Lot Playground
Gratzer Park Ball Fields*
Harman Farm
Jacobs Point
Mashel Shoreline
Nisqually State Park
Owen Beach**
Point Defiance Park**
SERA Campus Multi-Use Field
Springbrook Park
Swan Creek Park
Wapato Lake

SAN JUAN

Doube R Bar Ranch

SKAGIT

Concrete Water Spray Park**
Conner Waterfront Park
John Storvik Spray Park
Kukulali Preserve
Larrabee State Park

Samish River
Skagit County Farmland

SNOHOMISH

Arlington Riverfront Park*
Bailey Farm
Centennial Trail
Civic Center Field
Ebey Island
Edmonds Pier**
Esperance Park
Hofstra Farm
Hooven Bog
Kasch Park
Lake Stickney Park
Lake Tye Skate Park
Meadowdale Playfields
Mukilteo Athletic Fields
Sather Farm
Skate Darrington
Sultan River
Wenber County Park
Whitehorse Trail

SPOKANE

Appleway Trail
Mirror Pond
Mission Park
Prairie View Park

STEVENS

Trombetta Canyon

THURSTON

Nelson Ranch
Schweickert Farm
South Puget Sound Grassland
Tolmie State Park
West Rocky Prairie
Woodland Creek Community Park

WALLA WALLA

Kiwanis Park

WHATCOM

Squalicum Creek Trail
Star Park

WHITMAN

John Wayne Pioneer Trail
Maple K Meyers Place

YAKIMA

Cowiche Watershed
Emerick Rangeland
Klickitat Canyon
Lust Family Farm and Ranch
Naches Rail to Trail
Oak Creek
Randall Park
Selah Cliffs
Stevenson Farm and Ranch
Volunteer Park

*LWCF

**LWCF and WWRP

**TABLE 1
SAFETY IMPROVEMENTS – WHAT HAS ALREADY BEEN CONSTRUCTED,
OR APPROVED FOR CONSTRUCTION**

Description:	Miles	Length in Feet	Cost/Linear Foot or Cost/Unit	Line Totals
Security fencing from Lakewood Station to Bridgeport Way (installed).	.51	2,718	\$30/linear ft ¹	\$81,530
Positive Train Control (PTC); required by the Rail Safety Improvement Act of 2008 and currently under construction in Lakewood by Sound Transit using ARRA funding. PTC enables computers to override human workers in emergency situations and helps prevent train-to-train collisions, over speed derailments, and casualties or injuries to railway workers.	6.00 ²	31,708	\$130,000/mile ³	\$780,000
New wayside horn/quiet system installed at Steilacoom Boulevard SW using ARRA funding.	N/A	N/A	N/A	\$400,000
New wayside horn/quiet system installed at 100 th Street SW using ARRA funding.	N/A	N/A	N/A	\$400,000
New wayside horn/quiet system installed at 108 th Street SW using ARRA funding.	N/A	N/A	N/A	\$400,000
New wayside horn/quiet system installed at Bridgeport Way using ARRA funding.	N/A	N/A	N/A	\$400,000
New wayside horn system/quiet system at North Thorne Lane SW and Union Avenue SW (proposed as part of the Point Defiance Bypass project).	N/A	N/A	N/A	\$400,000
New wayside horn system/quiet system at Berkeley Street SW and Union Avenue SW (under construction with Madigan Access Project).	N/A	N/A	N/A	\$400,000
Total				\$3,261,540

¹ The cost for fencing is based on City Public Works bid documents.

² Assumes PTC is operating throughout the entire length of track that runs through Lakewood.

³ HNTB white paper, July 2011.

**TABLE 2
PROPOSED SAFETY IMPROVEMENTS**

DESCRIPTION:	MILES	LENGTH IN FEET	COST/LINEAR FOOT OR COST/UNIT	LINE TOTALS
Install 8 foot tall sound barrier from Lakewood Station to Bridgeport Way (one side) <ul style="list-style-type: none"> - Clearing & grubbing - Landscaping - Easements Subtotal	0.52	2,718	\$264 ¹ 8% of total ² 10% of total \$112.80/LF	\$717,552.00 \$57,404.16 \$71,755.20 <u>\$306,590.40</u> \$1,153,301.76
Install 8 foot sound barrier from Bridgeport Way to Gravelly Lake Drive SW (one side) <ul style="list-style-type: none"> - Clearing & grubbing - Landscaping - Easements Subtotal	1.28	6,755	\$264 8% of total 10% of total \$112.80/LF	\$1,783,320.00 \$142,665.60 \$178,332.00 <u>\$761,964.00</u> \$2,866,281.60 ³
Install trespass detection system along the railroad ROW between Gravelly Lake Drive SW and North Thorne Lane SW (System component costs, \$16,000; yearly operating and maintenance costs, \$13,000) ⁴ . Note – costs were adjusted for inflation.	1.04	5,477	2 units at \$29,000 each	\$58,000
Install security fencing from Spruce Street SW to Berkeley Avenue SW. (This proposal does not include the installation of a sound barrier.)	0.81	4,270	\$30/linear ft	\$128,100
Rail Safety Plan for the Lakewood area. This plan would address safety issues specific to isolated neighborhoods. Possible topics would include collisions & derailments, trespassing, the shipment of hazardous materials, & ways to improve emergency response.	N/A	N/A	N/A	\$50,000
Tillicum Renewal Plan.	N/A	N/A	N/A	\$300,000
Lakewood Station District Sub-Area Plan.	N/A	N/A	N/A	\$85,000
Establish new city urban park on Sound Transit property.	N/A	N/A	\$1,000,000/acre	\$3,000,000
Construct new road and pedestrian/bike path between N Thorne Lane SW & Gravelly Lake Drive SW.	1.04	5,477	\$4,930	\$27,000,000
Total				\$34,640,683.36
- Without new road & pedestrian/bike path				----- 7,640,683.36
- Without urban park				\$4,640,683.36

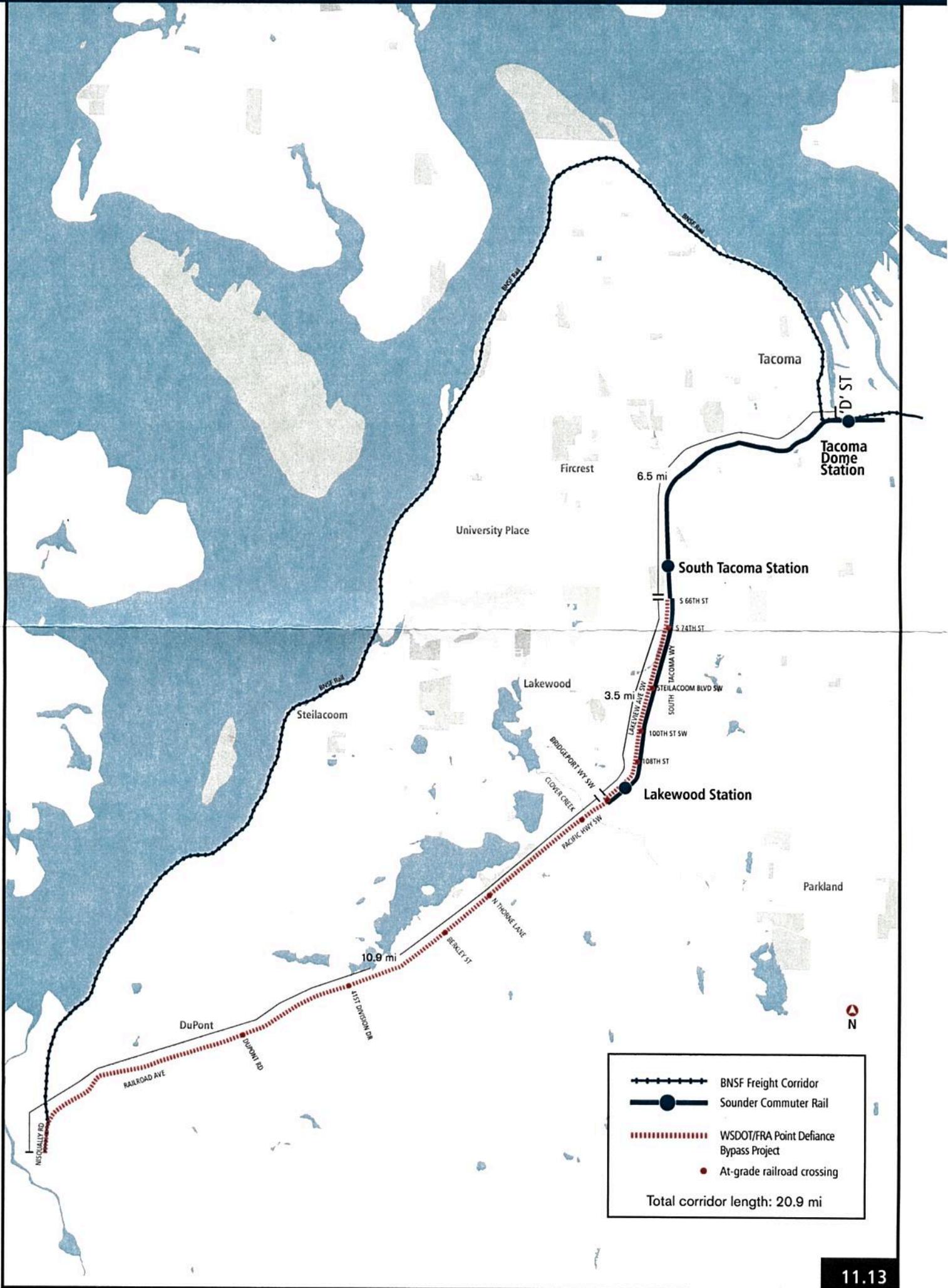
¹ Estimate for sound wall construction is based on a WSDOT bid report for new sound walls in Lacey adjacent to I-5, January 2011, and in consultation with the City Public Works Department.

² Estimates for clearing & grubbing, landscaping, & easements is derived from a Caltrans Noise Abatement Decision Report, June 2007.

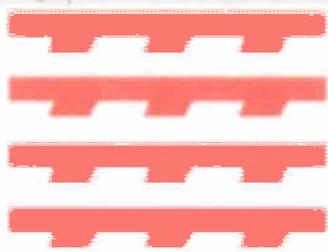
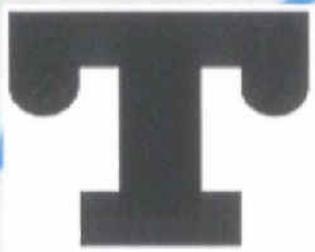
³ **OPTION: Instead of building a sound wall along this portion of the track, construct a new security fence. Cost for the fence would be about \$174,930 (\$30/linear ft).**

⁴ US Department of Transportation, "Railroad Infrastructure Trespassing Detection Systems Research in Pittsford, New York," Final Report, August 2006.

LAKEVIEW RAIL CORRIDOR



11.13



TACOMA RAIL

TACOMA PUBLIC UTILITIES



Key

-  Tacoma Rail
-  BNSF
-  UP
-  Other RR
-  Other RR Lease of TR Track
-  Station
-  Interchange
-  Port
-  Highway

COUNTY NAME

Western State Hospital Community Policing Program

The City of Lakewood requests that the Legislature Retain the funding for the Community Policing Program at Western State Hospital that was included in the Governor’s Budget

Prior to the 2007 legislative session, more than 700 calls for police service at Western State Hospital were logged annually and the City of Lakewood responded under a largely unfunded mandate; this changed in 2007 when the budget included funding for the community policing program. The partnership significantly and positively affected the real and perceived protection of Western State Hospital and the surrounding community.

Another positive effect of the program was that it allowed the Pierce County Prosecutor’s office to identify criminal cases for prosecution.

The Western State Hospital Community Policing Program Provides:	Cost of Program 2015-17
<ul style="list-style-type: none"> • .75 FTE neighborhood police officer • 1 FTE neighborhood detective (NPO) • .5 FTE community service officer (CSO) • .15 FTE Lieutenant 	<p>Cost of Program : \$554,792</p> <p>Requested Assistance: \$462,000</p>

A partnership is vital for Western State Hospital and surrounding residential neighborhoods, more so now that the State Supreme Court has banned the practice of psychiatric boarding.

City of Lakewood requests funding from the 2015-2017 budget for the community policing program at Western State Hospital to pay 75% salary of a NPO, 100% of a detective, and 50% a CSO and all necessary training and supplies. Duties of this team include investigating patient walkways, fights, assaults on Western State Hospital employees and patients, other incidents, training of hospital staff and community meetings.

This relatively small program makes a huge difference. A 40% reduction in calls for police services from Western State Hospital and a positive relationship between hospital staff, police and the community is the impact of this community policing team as well as focused prosecution on criminal behavior. The continuing success of this program relies on funding from the state.

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AWC Legislative Committee Meeting September 16, 2014 (DRAFT) Summary and Recommendations

Below are some brief observations of the discussion, followed by proposed Committee recommended priorities to the AWC Board.

- The Committee agreed with most staff recommendations that these items should comprise our priorities and no NEW ones were suggested.
- Based on the discussions there was a general understanding that several of the issues can be “grouped” together
- The Committee wants to be engaged in putting meat on the bones on several items (examples include making sure we have the right mix of local option transportation items and what the list of cost-driver solutions looks and feels like).
- The Committee understands the challenges of maintaining and restoring shared revenue and infrastructure resources, but urges AWC to not keep advocating for these absent some new ideas – including to be actively engaged in consideration of new revenues for the state.
 - The Committee asked to be a part of figuring out how best to do this over the coming months and staff agreed.
- AWC and city officials at home need to better articulate the consequences of funding cuts and the benefits of continued or restored funding.
- AWC needs to figure out how best to engage the Committee both during the November meeting and after the 10/3 Board meeting. They have useful strategy input and suggestions.

Based on the Committee’s discussions, staff has prepared the following recommendations (still in no particular order) to forward to the Board of Directors for consideration for adoption as AWC’s 2015 Legislative Agenda priorities.

Maintain Existing State-shared Revenue

Work to maintain existing state shared revenue and oppose any further cuts. Cities are willing to work with the State to explore ways to ensure that this funding remains available to the jurisdictions that rely upon it. In addition, continue to seek restoration of diverted liquor taxes and removal on the cap on liquor profits.

Exploring new revenue options and greater flexibility:

Cities will explore the possibility of new revenue opportunities to fund needed local services and look at options for creating greater flexibility within existing funding sources. Options may include:

Lift the 1% Property Tax Cap

Cities support revisiting the local government 1% property tax revenue limit to determine if there is a better local option approach that will balance the public’s desire for property tax limitations with the reality of keeping pace with funding service needs.

Greater Authority and Flexibility for REET

Explore potential REET changes as an option for enhancing needed infrastructure funding and maintenance

Maintain and Restore Funding for Infrastructure

Stop divestment in programs that support basic local infrastructure, and have the State commit to a pathway to restore historic levels of investment and partnership in these key programs. Cities and the State must continue to partner on emerging infrastructure challenges to build strong communities and economic opportunities that generate jobs and revenue. Cities are willing to work with the State to explore ways to fund this important priority.

Transportation Funding

AWC supports a multimodal statewide transportation revenue package with a direct distribution of gas tax at historical percentages; an array of local transportation revenue options; and increased funding for important state grant programs (TIB, FMSIB, Safe Routes to School, Bike/Ped, Complete Streets).

In the event, however, that a statewide transportation package does not pass, AWC will advocate for new and enhanced local transportation revenue options and for the state and will seek to refrain it from transferring funds out of programs that benefit locals, such as TIB, to state transportation programs.

In addition, AWC will advocate for and support improved freight rail safety including additional funding at both the State and Federal levels.

Marijuana

Preserve existing local regulatory authority over marijuana related businesses and share marijuana excise tax revenue with cities to address criminal justice needs and other local impacts.

- Cities oppose any preemption of local authority over traditional land use, licensing, local taxes and fees, and other regulatory functions in regards to marijuana production or distribution.
- To support the success of I-502 and diminish the impact of the illegal market, cities need a share of anticipated I-502 revenues to cover efforts on education and criminal justice.
- Cities support reconciling the recreational and medical marijuana markets to ensure legitimate patient access, enforceability and compliance with federal expectations.

State Imposed Cost Drivers

- Cities oppose creation of NEW cost drivers without accompanying revenue.
- Cities will seek opportunities to address existing cost drivers and promote changes that would eliminate or lower the impact of such cost drivers.

The following issues were discussed, but based on Committee discussion and staff recommendations, they were deemed not yet ready to be advanced as priorities at this time.

- Clarify city utility tax authority on water & sewer districts serving city customers
- Public Defense Funding