

December 4, 2020

MEMORANDUM

To: Will Hall

From: Jim Hammond

Cc: Debbie Tarry  
Debora Munguia

Re: Preparation for briefing with Sen. Jesse Salomon

On December 7th, at 5:00 pm, Mayor Will Hall is scheduled to brief 46<sup>th</sup> District Rep. Javier Valdez. The meeting is scheduled for 20 minutes. He will be joined by Jim Hammond and Debora Munguia for the call. The following information is intended to prepare for the call. If you have any questions, please let Jim Hammond know, at [jhammond@shorelinewa.gov](mailto:jhammond@shorelinewa.gov) or 206-391-2654.

**Purpose/objective of call.** Preview specific legislative priorities for the 2021 session, with a focus on the 148<sup>th</sup> St. non-motorized bridge, seek feedback, and hear from Rep. Valdez on his thoughts on coming session. Rep. Valdez is a member of the House Transportation Committee and looks to be more involved in this issue moving forward. The 2020 legislative agenda is included below.

**Agenda.** The proposed agenda might be challenging, particularly given the limited time:

1. Introductions (Will, Jim, Debora—Rep. Valdez may or may not have his staff person on the call— Kenmore Deputy Mayor Nigel Herbig)
2. Purpose of call
3. Express appreciation for/talk about Rep. Valdez's work
  - a. Support of anti-hate crime legislation (He ran a bill in 2019, at the request of the Attorney General, that created a work group to develop strategies to raise awareness of hate crimes and law enforcement and the public's responses to hate crimes and incidents. The [report was released](#) in July.)
  - b. Rep. Valdez chairs the House Members of Color caucus, and may be interested in the City's commitment to anti-racism.
  - c. Efforts to improve public safety— he ran and got passed an anti-SWATting bill and has also pushed to limit magazine size.
4. Highlights of City's legislative agenda (and asks for Rep. Valdez to support)—recommended highlights include:
  - a. The 148<sup>th</sup> Non-motorized bridge project, and its connection to the 145<sup>th</sup> Interchange project and subarea rezone.
  - b. Local option transportation funding options to replace the vulnerable car tab source that has been shown as such by I-976 and countless previous attempts to eliminate it.

- c. Support for a statewide transportation funding package that also tackles climate change (through carbon-based funding sources and climate-friendly investments, like a nonmotorized bridge to a light rail station).
  - d. Watershed-based approach to tackling culverts
- 5. Any feedback on these transportation agenda items from Rep. Valdez?
- 6. Other Shoreline issues/questions for Rep. Valdez:
  - a. Fircrest update?
  - b. Will the Legislature be able to pass some sort of revenue package to address operating and transportation budget shortfalls?

**Note on Rep. Valdez interests:** Rep. Valdez is very passionate about public safety and has expressed an interest in getting more involved in transportation issues.

### Updates and information:

- *148<sup>th</sup> nonmotorized bridge.* The bridge project, too, has a great deal of good news. While additional design work has increased the estimated cost of the project, it has also allowed staff to develop a two-phased approach to construction. Phase one would build the bridge infrastructure on the east side of I-5, under the Lynnwood Link guideway, prior to the opening of light rail. Phase one is fully funded through a combination of City, Sound Transit, and King County funds. This eliminates the risk of having to engage in bridge construction operations around the light rail tracks after opening. *Current funding gap for second phase: \$14.8 million; local contribution: \$500,000.*

Since meeting with Sec. Millar, staff has been preparing an updated fact sheet for the upcoming legislative session. We are looking at the numbers around social and environmental justice and the cost comparisons between per household bridge costs and per stall parking costs. Updated report will be available prior to session.

- *145<sup>th</sup> Interchange and Corridor.* The I-5 Interchange project, although unsuccessful in garnering federal BUILD funding, is on the verge of being fully funded with local, regional, and state sources. It has been a model of regional collaboration, and the linchpin is a commitment of up to \$10 million from Sound Transit. We are working closely with ST staff to get this funding into the BRT project's 2021 budget, as it navigates through the agency's "realignment" process.

The 145<sup>th</sup> Corridor project continues forward. It will be looking to obligate the bulk of the Connecting Washington dollars that Shoreline has received.

- *Fircrest.* For the second Interim, Fircrest's future is being studied. This time, however, it is being handled by a consultant team, led by MAKERS Planning and Design (<http://www.makersarch.com/>), instead of by individual state agencies. The study is currently underway. It was delayed due to COVID-19, but OFM is pushing for a report to the Legislature before the end of January. MAKERS has met with key parties, include a broad range of Shoreline staff. *MAKERS will be sharing its draft report with Shoreline staff just hours before the meeting with Rep. Valdez.*

MAKERS is a highly reputable team, and several Shoreline staff report positive experiences with them over the years. They appear to be sincerely interested in the potential for economic development, among other issues. Shoreline's articulated position has been as follows:

- It is up to the state to decide what to do on the campus
- Shoreline is generally supportive of the RHC and a potential BHF
- Shoreline is interested in economic development, per its comprehensive planning
- Shoreline is not opposed to housing, but is not advocating it, given its commitment to housing in station areas and along Aurora. Housing would be a state decision.
- If the state wishes to increase the intensity of uses on the Fircrest Campus, Shoreline, as the local land use authority, is open to having that conversation.
- But if uses are intensified, the community will need to receive mitigation—specifically, open space that is publicly accessible and can be used for active recreation purposes.

# 2020 Shoreline Legislative Priorities

## Shoreline-Specific Priorities:

- Maintain project visibility for the N 148<sup>th</sup> Street non-motorized pedestrian/bike bridge as a strong candidate for any state transportation package.
- Partner with State agencies to seek legislative action that supports City goals and the long-term vision of an approved Fircrest Master Development Plan.
- Seek Local/Community Project funding in the Capital Budget for important Shoreline park improvements, including: construction of a pavilion at Shoreline Park; renovation of outdated public restrooms at key park facilities; and habitat restoration at Southwoods Park.
- Continue to pursue a pathway for State partnership in the future development of a Community and Aquatics Center.

## Legislative Issues the City Supports:

- Pursue statewide transportation funding and policy changes, including:
  - Creation of a statewide funding package that provides new financial resources, and increases funding for transit and non-motorized transportation;
  - Transportation policy changes that address climate change, including the use of carbon-based revenue sources and increase emphasis on sustainable investments; and
  - Develop more sustainable revenue sources that are less regressive and targeted toward high-earning individuals and corporations” to the end of that item.
  - Secure funding options for local Transportation Benefit Districts that replace the vulnerable car tab source currently in use.
- Preserve city fiscal health with secure funding sources.
  - Maintain existing shared revenues; support increase in city distribution related to any increases in marijuana or liquor taxes
  - Provide greater flexibility to use funds from existing revenue sources to help manage the impacts of the economic crisis
  - Remove the existing 1% property tax limitation or revise by indexing it to inflation, population growth, or some related indicator.
- Continue to address homelessness and opportunities to increase affordable housing at the state and local level through incentives and support, while avoiding mandates.
- Develop additional resources to address housing instability created by the economic impacts of the COVID-19 pandemic, including rent assistance and foreclosure-prevention assistance.
- Pursue the creation of a tax increment financing option for cities to use in potential high-growth areas, such as light rail station areas.

- Continue to advance a watershed-based approach and strategic plan to address local fish-blocking culverts along with state culverts, and provide significant local funding.
- Support legislation that addresses climate change impacts, across all sectors.
- Support for statewide policing reforms, including those identified by the Association of Washington Cities legislative priorities, that address social injustice, police accountability and promote equitable treatment for people of color.