



CITY OF BURIEN 2024 STATE LEGISLATIVE AGENDA

The City of Burien is a vibrant and creative community, where the residents embrace diversity, celebrate arts and culture, promote vitality, and treasure the environment.

Healthy and Thriving Communities

- Support additional resources to address housing instability.
- Advocate for the creation of new tools/incentives/revenues to increase housing supply, affordability, and homeownership.
- Support efforts to fund the Housing Trust Fund.
- Support immigration policies that ensure families stay together.

Quality of Life and Economic Development

- Support efforts to revise the property tax cap to tie it to inflation and population growth factors so Burien can better serve their community.
- Advocate for continued state investments in infrastructure funding to support operation and maintenance of traditional and non-traditional infrastructure.
- Support policies that expand access to affordable, quality childcare in Washington.
- Advocate for increasing the number of classes at the Basic Law Enforcement Academy (BLEA).
- Support efforts to provide additional funding tools and resources for officer recruitment and retention to improve public safety.

Advancing Climate Progress

- Support policies that reduce climate polluting emissions and ensure equity for lower income communities and communities of color to share in the economic opportunities presented by solutions to climate change.
- Support updates to land use planning that take into consideration climate change and resiliency.

Behavioral Health

- Support creating greater access to behavioral health services including substance abuse treatment and dual diagnosis treatment facilities.
- Support continued state funding to help communities establish alternative response programs like co-responder programs, diversion programs, and others that provide options beyond law enforcement.

**2024 City of Des Moines
City Council State Legislative Priorities**

Funding Requests

Marina Steps. Downtown Des Moines and the Marina floor will be connected via new Marina steps. This is a key part in downtown’s renaissance and the waterfront redevelopment program. Constructing the Marina steps should help leverage private investment to the neighborhood and bring greater vibrancy and walkability to area.
Capital Budget request: \$750,000.

Foil Ferry Development. Electric foil ferries have the potential to improve connectivity and mobility around Puget Sound. These electric vessels are much quieter, faster and they reduce impacts to marine life in Puget Sound. Des Moines supports the Governor’s proposal to create a new grant program for developing foil ferry prototypes. We also seek a direct investment in shore-side work at the Des Moines Marina in preparation for electric boats.
Capital Budget request: \$1 million

Airport Issues

Continue working to minimize and mitigate SEA’s health and environmental impact on Des Moines residents, including support for HB 2103 and SB 5955.

Historic Preservation

Support historic preservation funding opportunities in Des Moines.

Public Safety Issues

Collaborate with WASPC, AWC and other groups in efforts to improve public safety. This includes:

- Updating the existing local option Public Safety Sales Tax to allow implementation by councilmanic authority and greater flexibility for using the funds to cover increased officer wages and related programs like behavioral health co-response teams.
- Adding more capacity for Basic Law Enforcement Academy (BLEA) training to help address the police officer shortage.
- Continuing to support greater vehicle safety and environmental protection legislation. This includes passing follow-on catalytic converter theft legislation and laying groundwork for a future after-market muffler ban.



STATE LEGISLATIVE PRIORITIES

2024

EXECUTIVE SUMMARY OF PRIORITIES

PUBLIC SAFETY

- **Reinstate Police pursuits for car theft and other property crimes.**
- We will compile and present city, county, regional, state, and national data on frequency and impacts of car theft and the number of crimes committed using car theft.
- Washington is #4 in car thefts in the nation, in raw numbers behind New York, Texas and California. **Per capita Washington is 1st in the nation.**
- Since implementing the no pursuit law, which went into effect July 1, 2021, Washington state has seen a significant increase in auto thefts, including Federal Way. Vehicle theft was up to 47,448 from 35,385 in 2021, a 34.1% increase. In the past two years, vehicle theft in WA has almost doubled, used to average about 26,000 yearly. An increase of roughly 90% statewide since the prohibition of police pursuits for all property crimes. In Federal Way, we saw a **58% increase in auto theft** from 2021 to 2022 (946 vs. 1,492).
- Also, the current crime trend is that **stealing a car is a precursor for committing other crimes**, such as organized retail crimes, smash-and-grab burglaries, robberies, purse snatching, carjacking, shooting, etc. Stealing a vehicle gives criminals anonymity and a better chance of avoiding being detected for committing other crimes. They know that even if police find them in a stolen car, the police can't pursue them under the current law. The current law needs to be amended to reverse this trend – no police pursuits for any property crimes are too restrictive, and it has created chaos and lawlessness in our state. Criminals should not have more protection than the victims.
- Public safety in Federal Way and throughout the state is increasingly being impacted by a shortage of **mental health and addiction resources** available to serve the chronically transient population. When such individuals are involved with retail theft, drug sales or possession, violent crime or are a danger to themselves, courts and social service agencies should have such programs as tools to provide an opportunity to change lives. Funding for treatment beds is needed.
- Amend the law to allow a **parent or guardian to provide consent for a juvenile** to be interviewed by law enforcement to include consent to search property and/or allow *(cont.)*

the juvenile to consent after consulting with an attorney. Many of our communities have seen a surge of juvenile crimes. The current law requires law enforcement to provide a juvenile with an attorney before questioning or obtaining consent to search personal property. The attorney can usurp parental direction and approval. It requires police to make arrest decisions without being able to get the juvenile's side of the story.

- **King County "Guardian One" Helicopter Replacement.** Advocate for funding a new helicopter for the King County Sheriff's Office Air Support Unit. It is more important than ever to provide resources such as the King County Air Support Unit. A law enforcement helicopter is often referred to as a "force multiplier." It is an indispensable part of the Sheriff's Office. Beyond law enforcement functions, the helicopter's excellent visibility and the ability to hover make it a very effective Search & Rescue vehicle.

TRANSPORTATION BUDGET REQUESTS (RANKED)

- 1st: The 373rd Roundabout Project (\$1 million)
- 2nd: The City Center Access Project (\$50 million)
- 3rd: Improvements to SW 336th-SW 340th corridor (\$20 million)
- 4th: The Triangle Project. We request WSDOT to reprioritize the project for completion.

CAPITAL BUDGET REQUEST

- Capital budget requests including turf ball fields at Celebration Park (\$1.5 million)

LOCAL CONTROL

- Maintain ability of cities to retain autonomy as they plan for growth.

OTHER INITIATIVES

- Condominium liability and housing affordability.
- Environmental Funding for EV Chargers, electric vehicles, city facility upgrades and for Net Zero programs.
- Advocate for Net Zero building incentives for residential, commercial and government buildings.





STATE LEGISLATIVE PRIORITIES

2024

PUBLIC SAFETY

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- **We will compile and present city, county, regional, state, and national data on frequency and impacts of car theft, the number of crimes committed utilizing car theft and those committing them.**
- Washington is **#4 in car thefts in the nation**, in raw numbers behind New York, Texas and California. **Per capita Washington is 1st in the nation.**
- Amend the law to allow a **parent or guardian to provide consent for a juvenile** to be interviewed by law enforcement to include consent to search property and/or allow the juvenile to consent after consulting with an attorney.
- Behavioral, mental health, and addiction resources.
- **King County "Guardian One" Helicopter Replacement.** Advocate for funding a new helicopter for the King County Sheriff's Office Air Support Unit.



CAPITAL BUDGET REQUEST

- Capital budget request is for turf ballfields at Celebration Park.
- The City of Federal Way has received **\$822,000** from the Department of Commerce.
- The request is for up to **\$1.5 million** to complete the resurfacing of two ball fields.



OTHER INITIATIVES

- Environmental Funding for EV Chargers, electric vehicles, city facility upgrades.
- Advocate for Net Zero/green incentive programs for residential, commercial, and government buildings.



HOUSING & CONDOMINIUM LIABILITY

- Supports condominium liability reform aimed at lowering regulatory barriers associated with building affordable condos while improving the climate for construction statewide. Developers and insurers need more certainty and removing disincentives to building affordable condo projects while maintaining consumer protections.
- The City of Federal Way would also welcome other proactive approaches to create new tools/incentives/revenues for cities to use to support increasing housing supply and addressing housing affordability.



TRANSPORTATION BUDGET REQUESTS (RANKED)

- **1st - The 373rd Roundabout Project. \$1 Million.** This project is also actively in design and while partial grant funding has been received, the City is requesting **\$1 million** towards the completion of the project. This is a project on a State route and while we appreciate receipt of a TIB grant, the State Legislature hasn't contributed to the project to increase safety on a State road. Based on the most recent collision report, since 2015, there have been 7 deaths, 11 accidents resulting in a disabling injury, and 24 accidents with evident injuries. The City took action and modified the intersection to discourage further accidents; however, a traffic circle is the essential solution.
- **2nd - City Center Access Project. \$50 Million.** While this project is actively in design and partial grant funding has been received, the City is requesting **\$50 million** towards the completion of the project. The City Center Access project is designed to reduce backups onto the mainline of I-5 at the 320th interchange and improve access from Federal Way's City Center to and across I-5. Additionally, it improves intermodal and multi-modal access by modifying the existing over-utilized S 320th Street interchange in order to better accommodate concentrated urban growth and provide multi-modal connections with transit agencies.
- **3rd - Improvements to SW 336th-SW 340th corridor. \$20 Million.** Construction of the SW 336th St to SW 340th St corridor, including a roundabout at SW 340th Street and Hoyt Road SW. With traffic from the City of Tacoma's Brown's Point area and the City of Federal Way, this area has seen an increased level of congestion. This is projected to continue to increase with the anticipated Sound Transit South Federal Way station, and improved connections between Tacoma and Federal Way are needed.
- **4th - The Triangle Project. Reprioritization.** This includes construction of the southbound off ramp to 161, the replacement of the northbound to eastbound, and the City supports funding the project to allow full construction. This was initially funded, but the Legislature removed the funding to shore up multiple other regional WSDOT projects and moved this project to the future. **We request for reprioritization for completion.**



LOCAL CONTROL

- The City of Federal Way has not sought to limit growth or the construction of new and affordable housing, but has invested considerable time and effort through deliberate processes that involve extensive public participation to plan for smart growth.
- Instead of proposing to mandate zoning standards from Olympia, the state should look to provide incentives to cities which would promote higher densities and leave local zoning decisions with city elected officials.





2024 SUPPLEMENTAL CAPITAL BUDGET REQUEST

JANUARY 8, 2024

Investing in College Campuses and Climate Recovery

Our community and technical college system's \$122 million supplemental request targets emergency repairs at Bellingham Technical College, reducing greenhouse gas emissions, and funding two priority capital projects.

Energy-performance standards

According to the Washington State Department of Commerce, buildings are the most rapidly growing source of greenhouse gas emissions in Washington state. The building sector is the state's second largest carbon polluter behind transportation, and accounts for 27% of statewide emissions. Investing in building energy efficiency is the most cost-effective way to significantly reduce building sector emissions.¹

With full funding of this request, our colleges would:

- Install energy submeters in individual buildings to ensure compliance with energy performance standards established under the 2019 Clean Buildings Act (HB 1257) and then expanded in 2022 (SB 5722). Fast action is required to meet the first mandatory compliance date of June 1, 2026.
- Develop decarbonization plans for campuses with centralized heating and cooling plants. Decarbonization plans for campuses with centralized energy systems serving at least five buildings and more than 100,000 square feet of building space are required under HB 1390, which sets a due date

of June 30, 2024 for planning to begin, and June 30, 2025 for plans to be submitted to the Department of Commerce for review and approval.

- Tune up and optimize inefficient building systems through a “retro-commissioning” grant program. The grant program would be created through this request and administered by the State Board for Community and Technical Colleges.

These investments would equip colleges to meet state energy performance standards for buildings, reduce greenhouse gas emissions, improve operational efficiencies, and avoid significant penalties, thereby preserving funding for instruction and student services.

Priority design and construction projects

Our college system's 2024 budget request also seeks funding for repairs to the Bellingham Technical College Campus Center Building and for two major capital projects not funded in the biennial budget: the Center for Vocational and Transitional Studies at Lower Columbia College in Longview, and the Performing Arts Building replacement at Columbia Basin College in Pasco. Funding these requests would serve students while reducing a backlog of capital projects needed across Washington's 34 community and technical colleges.

Source: 1. Department of Commerce website Sept. 2, 2023: <https://www.commerce.wa.gov/growing-the-economy/energy/buildings/clean-buildings-standards/>

Priority	College	Project	Phase	Request	Cumulative
1	Bellingham TC	Campus Center Emergency Repairs*	Design & Construct	\$ 19,384,000	\$ 19,384,000
2	Statewide	CBPS SBCTC Statewide Utility Submeters for Clean Buildings Act	Design & Construct	\$ 8,544,000	\$ 27,928,000
3	Statewide	HB 1390 - Decarbonization Planning	Planning	\$ 724,000	\$ 28,652,000
4	Statewide	CTC Energy Efficiency Program	Grant program	\$ 2,000,000	\$ 30,652,000
5	Lower Columbia	Center for Vocational and Transitional Studies	Construction	\$ 43,704,000	\$ 74,356,000
6	Columbia Basin	Performing Arts Building Replacement	Design & Construct	\$ 47,876,000	\$ 122,232,000

College	Project	Authority
Renton	Building J Renovation	\$ 2,000,000

* Includes \$5.3 million from reallocated project savings requiring legislative authorization.

CONTACT INFORMATION

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2024 SUPPLEMENTAL OPERATING BUDGET

January 8, 2024



Our community and technical college system's 2024 supplemental budget request focuses on preparing more Washington residents to fill jobs in the fast-growing computer science and clean energy industries.

Strengthening the Computer Science Workforce (\$9 million)

Our college system proposes to create at least 15 more Bachelor of Science in Computer Science programs as authorized by the Legislature in 2021 (SB 5401). The demand for high-tech workers in Washington is high. Our state ranks first in the nation for the concentration of tech workers relative to the overall employment base: Nearly one in 10 workers (9.4%) in Washington is employed in the tech industry. High tech careers pay well: The median annual salary for people employed in tech occupations in Washington is \$130,000.¹

Despite this good news, local employers looking for tech talent continue to encounter a skills shortage. Additionally, access to high-paying jobs is not equitably distributed; Black, Hispanic, and women workers are under-represented in Washington's high tech industry.²

Expanding access to computer science bachelor's degrees would help fill skill gaps for Washington employers and provide community and technical college students — half of whom are students of color — access to these in-demand degrees within their local communities.

Expanding climate solutions curriculum (\$950,000)

Climate change is a health issue, an economic issue, and an equity issue that affects every community. Green jobs in Washington state are growing exponentially and require new skill sets and competencies, along with a thoughtful redesign of existing programs to be more accessible and responsive to changing employer and community needs.

A legislative investment would support the integration of climate education and training into professional-technical programs across Washington community and technical colleges, including developing new curricula and workforce training partnerships with Tribes. The training prepares students for well-paying jobs in the green economy, gives them skills to create equitable community-based solutions, and ultimately helps reduce greenhouse gas emissions and the impacts of climate change.

The Legislature provided one-time funding for climate solutions curriculum in the 2022 supplemental operating budget, which engaged approximately 500 faculty in developing hundreds of new curricular modules to teach critical skills and competencies for the green economy and climate solutions. This investment would enable colleges to continue this important work.

Sources: 1) [CompTIA. \(2023\). State of the Tech Workforce. Downers Grove, IL: CompTIA](#) 2) [Ibid](#)

CONTACT INFORMATION

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2024 Legislative Agenda

1. Simple Majority for Bonds

- a. To address escalating capital demands, we urge the Legislature to advance a constitutional amendment to change the bond validation rate from a 60 percent supermajority to a 50 percent, plus one majority of ballots cast. In addition, we seek an enhancement to the funding formulas for the K-12 Student Space Allocation and Construction Cost Allowance to align education spaces with research-based teaching strategies and actual construction costs.

2. Full Funding for Special Education & Inclusionary Practices

- a. Four specific funding adjustments need to be made:
 - i. Districts should be funded for *all* the students they serve by increasing the multiplier and eliminating the cap; and
 - ii. The threshold for safety net funding should be lowered—the current threshold requires that districts fund approximately \$37,000 worth of services before safety net reimbursement can be claimed; and
 - iii. Safety net funding should be revamped to allow costs that will be incurred annually to be funded in real time; and
 - iv. Safety net funding should be allowed for system-wide improvements that benefit multiple students, at a lower per-student cost, rather than focusing solely on expensive, direct services to students.
- b. Support and expand the Inclusionary Practices Project by adding up to 5 days of paid training to allow staff at all levels to learn and practice inclusion. This project provides support and training for school staff to fully implement inclusionary practices in their schools, resulting in learning spaces that meet all students' needs, but as inclusion increases training needs increase for *all* staff as well.
- c. Create a "Transition to Inclusion" grant process to support districts moving to a full inclusion model because it takes resources to build a new model while dismantling the old, exclusionary model.

3. Interstate Teacher Mobility Compact/Teacher Reciprocity (SB 5180 2023-24)

- a. Allowing WA to recognize teacher credentials from other states will reduce the teacher shortage by allowing teachers who hold certificates from other states to immediately be hired by Washington districts. Entering into the Interstate Teacher Mobility Compact will facilitate this flexibility while honoring Washington's sovereignty in regulating the teaching profession.

4. Mastery Based Learning Commitments

- a. Ensure the expansion of high-quality mastery learning programs by recognizing the success of the Innovative Learning Pilot Program (approved during the 2020 legislative session) and ensuring that the funding recommendations are implemented by the Office of the Superintendent of Public Instruction.

City of Normandy Park Legislative Agenda 2024

Adopted by the City Council November 14, 2023



Normandy Park
Est. 1953

PUBLIC SAFETY

Support Officer recruitment and retention. Additional funding tools and resources to support officer recruitment and retention are needed, including but not limited to updating the Public Safety Sales Tax to allow an option to implement by councilmanic authority and providing greater flexibility on the use of the funds. Expanded access to mandated training, especially for the Basic Law Enforcement Academy (BLEA), including more regional academies, to get new officers on the street faster and to support recruitment and retention.

Address vehicle pursuits for public safety. Clarify the ability of law enforcement to conduct vehicle pursuits using a reasonable suspicion standard in specific circumstances.

REVISE PROPERTY TAX CAP

Revise the property tax cap to tie it to inflation, up to 3%, and population growth factors, so that local elected officials can adjust the local property tax rate to better serve their communities. The current 1% cap has created a structural deficit in the city revenue and expenditure model, resulting in a reliance on regressive revenues and artificially restricting the use of property taxes to fund community needs.

BEHAVIORAL HEALTH RESOURCES

Greater access to the entire continuum of behavioral health services and substance use disorder (SUD) treatment for adults and juveniles, including crisis treatment, inpatient, intensive outpatient, and ongoing behavioral and mental health treatment and SUD treatment. This includes, but is not limited to, support to improve workforce and staffing issues at community treatment centers, and additional state funding for establishment and expansion of treatment facilities.

ENVIRONMENTAL

Support core salmon recovery programs within the Capital Budget. Support that State funding be provided for repairing and replacing fish-blocking locally owned culverts as a part of the State's overall resolution to the culvert injunction.

TRANSPORTATION

Normandy Park asks for support as the SR 509 Completion Project moves forward. Improvements are needed to this section of roadway in Normandy Park as it transitions to a safe and effective local multi-modal roadway. Improvements should focus on safety and mobility.



**COMMISSION
AGENDA MEMORANDUM**

Item No. 8g

ACTION ITEM

Date of Meeting January 9, 2024

DATE: January 9, 2024

TO: Stephen P. Metruck, Executive Director

FROM: John Flanagan, Senior State Government Relations Manager

SUBJECT: Adoption of 2024 State Legislative Agenda

ACTION REQUESTED

Request Commission adoption of the Port's 2024 State Legislative Agenda and authorization for staff to advocate on the agenda during the 2024 Legislative Session.

EXECUTIVE SUMMARY

Since the end of the 2023 state legislative session in Olympia, staff from the Government Affairs team has been working with subject-matter experts across the Port, members of the Executive Leadership Team, staff from the Commission office, and the Commissioners themselves to develop a draft legislative agenda for the 2024 legislative session. This is the initial staff briefing for commissioners, with any proposed changes discussed in public session to be adopted on January 9, 2024.

DRAFT 2024 State Legislative Agenda

Priority Agenda Items

Innovative, Equitable, and Diversified Economy

Given the unprecedented availability of state and federal resources geared towards the Green Economy, pursue establishment of new state-level programming to further incentivize the creation of a diverse Green Jobs Workforce, encouraging climate-focused innovation in port-related sectors, and benefitting a wide-array of workers and communities.

- Support the application of state resources towards maximizing use and availability of new federal programming and investments including those associated with the Bipartisan Infrastructure Law, the Inflation Reduction Act, the CHIPS and Science Act, and any other relevant legislation.

Advocate for renewed investments in existing economic development programs that champion innovation, aid the global competitiveness of the region, and provide critical support to international business.

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Engage in, and monitor, ongoing efforts regarding the State’s treatment of tourism and related industries, including:

- Pursuing increased investments in the tourism economy and policy proposals benefitting statewide tourism, with the goal of establishing parity with comparable jurisdictions;
- Seeking changes that will fairly and reasonably benefit the private sector and tourism communities alike;
- Regional tourism coordination.

Generally, support state-level efforts to increase workers' access to equitable benefits. This includes monitoring opportunities to:

- Increase access to childcare for Port employees, and actively engaging in state-level efforts that may benefit the Port’s ongoing work to increase childcare opportunities for employees at all Port facilities;
- Broadly address issues affecting pay equity, and supporting policies that conform with or benefit internally adopted pay equity philosophies;
- Reasonably and responsibly increasing equitable healthcare outcomes for Port employees.

Monitor and support ongoing state-level efforts to increase diversity and opportunity in contracting, including support for changes necessary to demonstrably increase the share of grants and contracts awarded to traditionally marginalized populations.

Port Decarbonization, Climate Action, and Environmental Justice

In furtherance of the Port’s ongoing plans to establish several ‘green corridors’, advocate for dedicating state funds towards the development of a regional clean maritime fuels collaborative, with a near-term focus on capacity-building and organization of relevant stakeholders.

To support the continued decarbonization of maritime, aviation, and other port-adjacent priority sectors, encourage enactment of necessary programmatic adjustments to the state’s existing cap-and-trade policy (CCA), and encourage use of CCA revenue for programs benefitting port districts generally, including environmental justice programs.

- Support minor adjustments to cap-and-trade program recommended by Ecology, and efforts to join the existing cap and trade market with other domestic carbon markets (California and Quebec);
- As necessary, increase existing investments in shore power to ensure that projects are implementable in the face of project cost increases;
- Explore opportunities for additional investments in shore power benefitting cruise;
- In tandem with the Northwest Seaport Alliance, monitor and support anticipated outcomes of ongoing medium and heavy duty zero-emission vehicle (MHD ZEV) studies, prioritizing drayage truck owner/operator access to available funding, and supporting programs to build electric-vehicle infrastructure.
- Support creation of a statewide “Community Decarbonization” program, including establishing a state-level environmental justice navigators-style program.

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- Support use of CCA revenue to mitigate impacts to near-port communities.

Support next steps on state-level clean energy siting policy with a focus on efforts to streamline and simplify the siting, challenge, and approval processes related to clean energy facilities.

Similarly, support efforts to responsibly and incrementally phase-down the use of more carbon-intensive forms of energy;

Support land use proposals that adequately balance economic benefit, environmental sustainability, benefits to Puget Sound ecosystem health, resource stewardship, and environmental justice;

Advocate for additional dedicated resources for remedial action grants benefitting environmental stewardship and ensure that stormwater assistance and other MTCA funds remain un-diverted;

Monitor and encourage ongoing legislative and programmatic efforts to sustainably handle waste, increase producer responsibility, and reduce the prevalence of single-use plastics.

Protecting Transportation Investments

Due to a myriad of factors, transportation project-cost-increases are escalating rapidly and it is highly unlikely that additional transportation revenue will be generated during the 2024 legislative session. Given this environment, advocate for:

- Any necessary policy or budgetary changes to ensure final delivery of the Puget Sound Gateway project without further delays or extension of current timelines;
- Preserving (i.e., not re-directing) existing state-level investments in innovative transportation projects.

Notable Issue Area 1: Economic and Workforce Development

Continue to support economic and workforce development proposals that are consistent with Goals 1, 2, 3, 5, and 6 of the Port's Century Agenda with a focus on policies and programs that prioritize equity, foster innovation, and create quality and sustainable jobs in the region.

Advocacy will include support for:

- Partnerships that benefit the growth of port-related industries and expansion of state-level worker training programs in those industries;
- Career-connected learning and work-based learning programs that seek to expose K-12 students to professions in port-related industries, including ongoing support for CORE PLUS programming;
- Continuation and expansion of pre-apprentice and apprenticeship programs;
- Efforts to expand the trucking and logistics workforce, including increasing the supply of Commercial Driver's License (CDL) holders and drivers, with a specific focus on those serving port operations;

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- Programs that prioritize equitable recruitment, training, and retention of workers representing diverse populations;
- Policy solutions that connect port-adjacent communities to economic opportunity and ‘prosperity-in-place’;
- The continued enforcement of responsible labor standards;
- Increased state-level investments to promote and grow the tourism industry in Washington;
- Investments in broadband infrastructure including the use of state funds as ‘match dollars’ for federal programs and ongoing efforts to end the digital divide;
- Rural economic development initiatives, including those that benefit small manufacturers and domestic manufacturing generally, investments in freight corridors serving rural areas, rural tourism, and support for associate development organizations;
- Proposals that reduce structural barriers, prioritize equitable working conditions, promote the success of small businesses, and benefit minority and women-owned enterprises;
- The repeal of I-200, efforts to implement Executive Order 22-02, and outcomes resulting from the ongoing work of the Governor’s Statewide Diversity, Equity, and Inclusion Council;
- Statewide contracting practices and programs that increase flexibility for public owners while also supporting small, minority, and women-owned businesses, and increasing opportunity and access for those businesses;
- Creating state-level programs geared towards assisting BIPOC and rural small businesses that traditionally struggle to access available public resources.

Additionally, the Port will continue monitoring developments around programs that divert Port revenues to other uses, opposing changes that further increase diversion of Port revenue, or are otherwise inconsistent with underlying tax law.

Notable Issue Area 2: Energy, Climate, Environment, and Habitat

Continue to support state-level policies regarding energy, environment, sustainability, climate, and habitat that serve Goals 4 and 5 of the Port’s Century Agenda. Advocate for policy and budgetary solutions that promote the adoption and implementation of clean energy, phase-down the State’s reliance on fossil fuels, reduce emissions, and improve environmental outcomes.

Advocacy will include support for:

- Promotion of the use of low- and zero-carbon fuels for transportation, providing low or zero emission transit options, and otherwise aiding the continued reduction in the cost of low- and zero-carbon energy sources;
- Policies that promote the use of clean energy technology, promote the development of in-state renewable energy, build energy efficiency, and support a statewide reduction in greenhouse gas emissions as well as statewide goals for clean power, and that can be implemented in ways that leverage our state’s competitiveness, maintain the efficient

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operation of essential public facilities such as airports and seaports, and support equity in the private sector;

- Proliferation of sustainable aviation fuels, including support for SAF infrastructure programs and any necessary adjustments to existing incentives;
- On-dock decarbonization programs and incentives;
- Programs and policies geared towards ‘Scope 3 emissions’;
- Programs benefitting Puget Sound health, including water quality, habitat restoration, cleanups, stormwater, underwater noise reduction, and those related to Orca recovery, including support for the Quiet Sound program and protection of Quiet Sound appropriations made in the enacted biennial budget;
- Maintaining funding for programs associated with the Model Toxics Control Act (MTCA) that assist the Port in its efforts to promote environmental stewardship, including cleanup grants, public participation grants to community organizations, and benefitting voluntary, expeditious cleanup of habitat restoration and/or shoreline public access projects in underserved communities;
- Streamlining and providing robust funding for the Department of Ecology’s wetland mitigation banking program so that cost-effective and large-scale compensatory mitigation projects can be built in advance of permitted impacts;
- Efforts to increase climate resiliency, including resilience in the transportation network serving ports, in collaboration and partnership with local governments;
- Policies that reduce air emissions and pollution for passengers and employees traveling to and from Port facilities, including promoting and improving the efficiency of public transportation and public transit;
- Continuing state partnerships to reduce emissions from waterfront operations while maintaining an international competitive edge, including partnerships to support electric transmission infrastructure development, regarding innovation in the clean maritime sector, and in the State’s ongoing Maritime Blue 2050 initiative;
- Responsible and thoughtful implementation of statewide environmental justice standards, including support for state-agency efforts to build intersectionality directly into programming, establish adequate enforcement mechanisms, and provide necessary resources; and
- The Washington Climate Corps Network, including exploration of opportunities to integrate Climate Corps volunteers into Port operations and programs.

Notable Issue Area 3: Transportation

Support transportation policy that is consistent with Goals 1, 2, and 4 of the Port’s Century Agenda, emphasizing the importance of proposals supporting freight mobility, enhancing competitiveness, aiding multimodal transportation, and continuing to decarbonize.

Advocacy will include support for:

- Investments in transportation networks serving essential public facilities with specific emphasis on funding needed for upgrades to State Route 518 (per the State’s finalized and published recommendation);

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- Proposals speeding the movement of freight and passengers from origin to destination through seaport and airport facilities, and improving trade competitiveness of the state and the Port’s gateway;
- Continued promotion of Washington as an international trading partner, including support for the state’s exporters and ensuring that transportation facilities supporting trade are modern, world-class, and operate efficiently;
- Proposals to clarify and affirm the authority of the Port Commission to control access to port facilities by all transportation modes (including private vehicle access, commercial ground transportation providers, and public transportation providers), and promoting fairness and equity among transportation service providers, in support of responsible operation in all areas of regulation, including insurance, monitoring, safety, and environmental standards;
- State engagement relating to increasing passenger vessel routes operating in Puget Sound, provided that any increased vessel traffic is accompanied by mitigation;
- Regional conversations related to innovative transportation partnerships that will help alleviate congestion on roadways and in airports, and reduce emissions associated with the transportation sector;
- Coordinated approaches to regional transportation planning, including aviation planning;
- Continued progress regarding airport siting or expansion and the efforts of the Commercial Aviation Work Group (CAWG);
- State-level actions to advance planning for major transportation projects, provided that planning efforts account for impacts to the broader transportation network and consider effects to adjacent areas;
- Investments in multimodal and active transportation infrastructure that prioritize safety and efficient movement of freight; and
- Promotion of state agency efforts benefitting REAL ID compliance.

Participate in, and monitor, conversations regarding transportation revenue and revenue-generating policies, advocating that policies prioritize and uphold economic competitiveness and do not disadvantage the efficient movement of goods. Likewise, the Port will continue to advocate that broader transportation implications continue to be a central consideration of major transportation projects.

Notable Issue Area 4: Land Use

Continue to advocate for land use policies benefitting goals 1, 3, 4, and 5 of the Port’s Century Agenda, with a specific focus on zoning issues that may affect port competitiveness.

Advocacy will include support for:

- Proposals that reflect the “Guiding Principles: Stewardship, Enhancement, and Protection of Maritime and Manufacturing Lands” document that was adopted by the Northwest Seaport Alliance on November 1, 2016;

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- Proposals that aim to reduce pressure on critical industrial lands by focusing dense residential development into existing residential areas that have typically been characterized by low-density single-family development;
- Efforts to acknowledge and define Manufacturing and Industrial Centers (MICs) as resource lands of statewide economic significance;
- Proposals that recognize the role industrial resource lands play in global port competitiveness and in supporting job retention in diverse economic sectors; and
- Proposals that seek to strengthen the Container Ports Element of the Growth Management Act.

Monitor actions related to the Department of Commerce’s Interbay Public Development Advisory Committee, and any other legislative changes that may impact the efficient functioning of statewide essential public facilities.

Other Notable Issue Areas: Tax, Governance, Technology, Trafficking, Civil Asset Forfeiture

Taxation:

Support state-level tax policies that foster the economic health of port-related businesses and activities, including:

- Policies that promote the efficient movement of freight and support communities that contain warehousing and distribution infrastructure, especially those facilities and communities benefitting agriculture, manufacturing, and trade sectors; and
- Policies that reduce manufacturing costs in port-related sectors, including businesses that support the efficient functioning of SEA international airport, and incentivizing construction of fishing vessels within Washington State.

Pending action by the Department of Revenue that is currently stalled, consider legislative solutions to clarify the application of Leasehold Excise Tax for certain port-related businesses.

Governance:

- Oppose legislation that would create an imbalance of representatives between the two homeports in the governance of the Northwest Seaport Alliance.
- Monitor legislative proposals that would alter the governance structure of either NWSA homeport, and if proposed, advocate for ratification by citizen vote within the respective homeport district(s).

Technology:

- Monitor proposals related to the use of biometric technology, such as facial recognition, with particular attention to those that address protection of individual privacy, equity, and compliance with federal and state regulations.
- Continue to express concerns related to establishing a Washington State Digital ID intended for general use including at airport facilities.

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- Monitor state-level regulation of artificial intelligence (AI), and seek to form relevant partnerships with state and local government agencies regarding the use of AI.

Trafficking:

- Continue to engage state agencies, the legislature, and external partners in Port-sponsored efforts to combat human trafficking at port facilities, including the airport, seaport, cruise terminals, and marina properties. Explore additional opportunities to deepen partnerships and align ongoing efforts happening elsewhere.

Civil Asset Forfeiture:

- Support for legislative efforts to expand the Port’s existing civil asset forfeiture authority at the state-level, with the goal of giving the Port additional flexibility with related resources.

ATTACHMENTS TO THIS BRIEFING

- (1) Presentation slides

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

December 12, 2023 – The Commission was briefed on the Draft 2024 State Legislative Agenda

November 8, 2022 – The Commission voted to adopt the Final 2023 State Legislative Agenda

October 25, 2022 – The Commission was briefed on the Draft 2023 State Legislative Agenda



CITY OF SEATAC 2024 LEGISLATIVE AGENDA

City-Specific Issues

The following areas are of specific concern to the City of SeaTac:

1) Aviation Impacts

With more than 50 million passengers per year, SeaTac International Airport is one of the top ten busiest airports in the United States and the largest in the Pacific Northwest. While the airport is the City's largest employer, it also has massive impacts on residents. The City of SeaTac will play an active role in any issues that have the potential to add to, mitigate, or affect these impacts including air pollution mitigation, port mitigation funding, and the siting of another major international airport in the state.

2) State Parking Mandates

SeaTac is different from most other cities in that a large number of its residents are employed as drivers for airport travelers. Vehicles used to provide rideshare, shuttle, and town car services are parked at private residences throughout the City. In addition, SeaTac has a large immigrant/refugee population that generally shares more multi-generational housing and therefore more cars per household than average.

The City supports urban density, particularly near the three Sound Transit stops in SeaTac. However, state-imposed parking restrictions that are not tailored to local circumstances will have a particularly burdensome impact on SeaTac's residents. The City will work to retain local control of parking needs and restrictions.

Statewide Issues

The City of SeaTac supports the Association of Washington Cities' (AWC) on issues that have a general impact on all cities. The following statewide issues are of particular interest to SeaTac:

1) Increase Workforce Development Opportunities

The City of SeaTac is strongly invested in expanding workforce opportunities for residents and ensuring youth and young adults may access local, family-wage jobs, including careers within the technical and trades industry. Other communities have experienced immense success with pre-apprenticeship programs operated in conjunction with local labor partners and education institutions.

2) Behavioral Health

The behavioral health system in south King County, like much of Washington State, is under considerable strain. The City of SeaTac supports enhancements to the behavioral health system for the benefit of our residents, including support for additional 9-8-8

crisis response teams and crisis triage and detox facilities. The City supports funding additional school counselors to meet the behavioral health needs for students of all ages.

3) Affordable Housing and Homelessness

The City of SeaTac has some of the most affordable housing within King County and supports protecting the current supply and increasing the supply of diverse, high-quality, affordable housing. SeaTac also believes that efforts to increase housing and density should be equitably distributed throughout King County and the state. In addition to increasing affordable housing, the City also supports bolstering of state resources and programs dedicated to alleviating chronic homelessness.

ATTACHMENT A City of Tukwila 2024 Legislative Agenda

Transportation & Infrastructure

- Create **stable, reliable infrastructure assistance funding** for cities to assist in repairing roads, bridges and other public infrastructure that support economic development and community resiliency.
- Honor funding commitments made in **Move Ahead Washington**.

Housing & Human Services

- **Address the housing stability crisis** by addressing all aspects of affordable housing, including homeownership for moderate income households and below, preservation of naturally occurring affordable housing, land acquisition to secure permanent affordability, permanent supportive housing, infrastructure around affordable housing developments, and workforce housing.
- **Fund additional investments in behavioral health**, including in-patient and out-patient facilities, as an alternative to jail and align State law with best practices to allow individuals in crisis to receive necessary and life-saving services.
- Adequately fund services to **support asylum seekers, refugees and immigrants** residing in Washington cities.

Advancing Equity

- **Ensure affordable, high-quality broadband internet access as defined by SB 5717** is available to all households and businesses to provide educational, entrepreneurial, business and accessibility equity for all Washingtonians to access the internet.

Law Enforcement

- Further clarify the **ability for law enforcement to conduct vehicle pursuits providing law enforcement with discretion to engage in pursuits**.
- Expand funding for co-responding mental health professionals to assist individuals experiencing behavioral health challenges.

Revenue Reform

- Allow cities the **authority and flexibility** to address the fact that growth in the cost of services continue to outstrip revenues.
- The state should **amend the law** that limits annual property tax growth to 1 percent and work with cities to authorize additional funding flexibility and opportunities at the local level.

Education

- Implement **needs-based funding** for allocation of social emotional student support resources and **expand funding for learning opportunities** for summer school students.
- Increase **funding for homeless students** and secondary ELL students.
- Incorporate early learning for low-income students as a part of **Basic Education**.

Preserve Lodging Tax Flexibility

- Ensure the definition of “tourist” in Washington State **remains flexible** to allow jurisdictions and Lodging Tax Advisory Committees to distribute lodging tax dollars in a manner that **best serves each individual community**.

Preparing for Our Future

- Enact policies to prepare to **combat climate change**, including adequately budgeting for its effects and providing tools to cities to prepare and address the ramifications of flooding, pollution and other key factors.
- Continue to invest in **workforce education and job training** to ensure Washingtonians have access to high-quality career and technical education opportunities.