



## **City of Redmond State Government Relations Report 2020 Legislative Session**

Dear Mayor Birney & City Councilmembers,

It was a pleasure to advocate for the City of Redmond throughout the 2020 legislative session. After months of hard work by myself and city staff, I am pleased to share that the City was successful in advancing its legislative priorities. Our biggest successes included amending several affordable housing bills to ensure that they are of benefit to the Redmond community and ensuring that transportation projects within the City are authorized to proceed forward on-schedule. It's also worth noting that the bills enacted by the Legislature largely honored local control over land use regulations, and all state-shared revenues were fully funded.

These successes would not have been possible without an active and supportive legislative delegation: Sen. Manka Dhingra, Sen. Patty Kuderer, Rep. Larry Springer, Rep. Roger Goodman, Rep. Vandana Slatter, and Rep. Amy Walen. We encourage you to express great thanks to the delegation.

Now that session is officially over, attention has turned to responding to the COVID-19 pandemic. There is much advocacy to do to ensure that state and city government have the resources needed to continue to effectively respond to the pandemic and manage the resulting forthcoming decline in revenue collections. As you'll read in the attached report, it is likely that the Legislature will convene in a special session – the City's advocacy will steadfastly continue into that special session.

The attached report provides you with the following:

- 1) An Overview of the 2020 Legislative Session
- 2) Outcome of Redmond's 2020 Legislative Priorities
- 3) Outcome of Redmond's Support/Oppose Items
- 4) Information on AWC's legislative efforts

Thank you for the opportunity to be your advocate. As always, if there are any questions, concerns, or thoughts, please feel free to contact me or Nina Rivkin, Chief Policy Advisor in the Mayor's Office.

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## **Overview of the 2020 Legislative Session**

The 2020 legislative session was the second year of the two-year legislative biennium and was scheduled to be a “short” legislative session lasting sixty days. The primary task of the Legislature in a short session is to develop the supplemental, operating, capital, and transportation budgets, which amend the biennial budgets adopted during the first year of the legislative biennium.

The 2020 Legislature adopted supplemental budgets, approved 386 bills, and still managed to adjourn within the scheduled sixty days at 8:15PM on the 60<sup>th</sup> and final day of the legislative session. The Legislature adjourned just as the COVID-19 pandemic was beginning to ramp up, and before the Governor’s Stay Home, Stay Healthy Order was issued. While the Legislature has finished its required work for now, there are already rumors that a special session may be needed later this year to make further changes to the budget in response to the COVID-19 pandemic.

Throughout the 2020 legislative session, Democrats continued to hold the majority in both the House of Representatives and the State Senate. The House of Representatives was comprised of 57 Democrats and 41 Republicans and the State Senate was comprised of 27 Democrats and 22 Republicans. These majorities will remain in place throughout any special session(s) until December 31, 2020.

Going into the 2020 session, legislative leadership cautioned that the session would truly be a “short” session and only address issues that are time pressing and supplemental in nature. This did not, however, prevent legislators from introducing a record number of legislative proposals for consideration. Bills introduced in 2019 that did not pass into law continued to be under consideration in 2020. These bills, combined with those introduced in 2020, made for a total of 3,773 bills under consideration during the 2020 legislative session. The Legislature passed 386 of these bills – some of which the Governor later vetoed.

One of the biggest challenges the Legislature faced this session was how best to respond to Initiative-976. Voters approved Initiative-976 in November 2019, reducing car tab fees to \$30 and causing a \$453 million revenue shortfall in the 2019-21 transportation budget. Prior to the beginning of the legislative session, the Governor paused most transportation contracts that were not yet underway in order to provide the Legislature with flexibility in identifying how best to address the revenue shortfall. To complicate the issue, throughout the legislative session legal challenges to the Initiative languished in the court system remaining unresolved. The 2020 Legislature chose to assume that the Initiative would be upheld and adopted a supplemental transportation budget that addressed the \$453 million revenue shortfall and allowed most projects to proceed forward as scheduled.

Below is a summary of each of the supplemental budgets adopted by the Legislature, including a highlight of those provisions that the Governor subsequently vetoed once it became clear that state revenues would decline significantly as a result of the COVID-19 pandemic.

### **2020 Supplemental Operating Budget**

The 2020 supplemental operating budget adopted by the Legislature was smaller than originally anticipated. The February revenue forecast estimated that there would be \$1.5 billion in additional

revenue for the 2019-21 biennium. Both the House and the Senate developed supplemental budget proposals that spent just over \$1 billion. However, in the final days of the legislative session budget writers reduced the budget from early proposals to proactively prepare for a decline in revenues stemming from the COVID-19 epidemic. The supplemental budget approved by the Legislature included \$961 million in new spending. The Governor vetoed \$235 million of this new spending, to reduce the total amount of new spending in the final 2020 supplemental budget to \$726 million. The operating budget totals \$53.3 billion over the 2019-21 biennium, with \$3 billion in reserves.

The Legislature may be called into a special session to make further budget and policy changes in response to the COVID-19 pandemic. State revenues are expected to decline \$3-4 billion for the 2019-21 biennium. Local government budgets will also need to be revisited to reflect a significant decline in revenue as sales tax and other revenue collections decline and as utility tax and property tax collections are delayed. As the Legislature explores ways to rebalance the state's budget, local governments will need to advocate to prevent reductions from state-shared revenues.

Below are those items in the supplemental operating budget important to local government, including highlights of which items the Governor vetoed:

- \$200 million to fund public health activities to manage and mitigate the impact of the COVID-19 pandemic.
- \$160 million for housing and homelessness. This includes increased funding for shelter capacity, construction of affordable housing, housing and essential needs, and permanent supportive housing.
- A one-time 3% increase for PERS 1 retirees; for local governments that have PERS 1 retirees, this will result in a cost increase at the local level. While the supplemental operating budget provides resources for its own costs, it does not provide additional resources for local governments.
- Two additional Basic Law Enforcement Academy classes are funded each fiscal year, increasing the number of classes from 19 to 21 per year. 3 classes will be held at the Spokane training center.
- Resources are provided for the Department of Fish and Wildlife to map and identify fish blocking culverts.
- A study is funded to develop a statewide medication assisted treatment program in jails.
- A study is funded to identify how to incorporate a "net ecological gain" standard into the Growth Management Act and Shoreline Management Act.

The Governor vetoed the following provisions relevant to local governments:

- \$250,000 to fund a joint legislative task force to develop a business plan for a publicly owned depository/state bank.
- \$350,000 to fund a work group to make recommendations on changes to the Growth Management Act in light of the recent report released by the Ruckelshaus Center.
- \$10 million of additional funding for the Local Solid Waste Financial Assistance Program.
- \$75,000 to develop a strategy for future investments in outdoor recreation with a report due November 30, 2020.

The Governor also vetoed the following bills that the City of Redmond was tracking:

- [House Bill 2634](#), sponsored by Rep. Amy Walen (D-Kirkland), which would have exempted the sale or transfer of real property from real estate excise taxes when sold to a nonprofit entity, housing authority, or public corporation to provide affordable housing.
- [House Bill 2797](#), sponsored by Rep. June Robinson (D-Everett), would have made amendments to the credit against the state sales tax allocated to local jurisdictions to fund affordable housing (authorized in House Bill 1406 during the 2019 legislative sessions). Notably, it would have extended the amount of time cities would have to impose a qualifying local tax in order to increase the amount of credit received by the City.
- [House Bill 2919](#), sponsored by Rep. Frank Chopp (D-Seattle), would have required King County to spend a portion of real estate excise tax funds on the maintenance and operations of permanent supportive housing.

### **2020 Supplemental Capital Budget**

The 2019-21 biennial capital budget appropriated roughly \$3.18 billion and left \$70 million for the 2020 supplemental budget. An additional \$19.8 million was realized by adjusting various accounts within the budget, which allowed for a total supplemental capital budget of \$89.9 million. Some highlights of significant investments include:

- \$7.8 million for projects that enhance shelter capacity around the state.
- \$5 million for a new competitive grant program for community and cottage housing.
- \$1 million for preservation of manufactured and mobile home communities.
- \$10 million for the Community Economic Revitalization Board for projects that construct, repair, and acquire local public facilities to encourage business development and expansion in areas seeking economic growth.
- The \$95 million that was previously allocated to the Public Works Assistance Account was maintained, but there was no change made to the ongoing diversions from the Account to the Education Legacy Account.
- \$33.7 million for the Model Toxic Control Account for cleanup projects by local governments.
- Although no additional funding is allocated toward fish barrier removal in the capital budget, the Fish Barrier Removal Board is directed to develop a comprehensive statewide culvert remediation plan that fully satisfies the requirements of the injunction. The plan will include recommendations for nonstate barrier corrections that maximize fish habitat gain and other benefits that will assist in salmon recovery. The plan is due to the Legislature by January 15, 2021.

The Governor signed the supplemental capital budget approved by the Legislature in full.

### **2020 Supplemental Transportation Budget**

The final supplemental transportation budget assumes that Initiative 976 will ultimately be upheld by the Court, resulting in a \$453 million loss of transportation revenue in the 2019-21 biennium. The supplemental budget authorized all project contracts that were put on "pause" prior to the beginning of the legislative session to proceed forward on schedule. To make up for the funding gap, the supplemental budget delays or reduces rail capital projects into the 21-23 biennium, delays WSDOT Public Transportation Program grants in the 21-23 biennium, makes project reductions based on updated information from WSDOT and incorporates savings from other cancelled or closed out

projects. All of these are short-term strategies; several transportation accounts have negative ending fund balances in the next biennium. Altogether, there is a \$600 million shortfall for the 21-23 biennium.

The supplemental budget adds spending authority for agency needs that concern safety, security and support. Some of these investments include:

- \$6.0 million to the State Ferries System at WSDOT for training, inspections, and naval architecture support.
- \$2.3 million to the State Patrol to address backlogs of impaired driving case submissions at the state toxicology lab.
- \$13 million to WSDOT for the transition to a new back office system and customer service center for the Tolling Program.

There are a few adjustments within the final budget that both positively and negatively affect local governments:

- \$275 million for state-owned fish passage barrier correction, retaining proviso language to coordinate with Fish Barrier Removal Board on watershed approach. The budget directs WSDOT to consider factors while complying with injunction, including presence of other barriers and directs WSDOT and the Fish Barrier Removal Board to develop a statewide comprehensive plan.
- The Safe Routes to School grant program received a \$7.3 million increase for a total of \$36.5 million over the biennium and the Bicycle and Pedestrian safety grant program received an increase of \$13.3 million for a total of \$38.3 million over the course of the biennium.
- A \$10 million reduction in gas tax distribution to local governments (as a result of declining revenues).

The Governor made minor line-item vetoes to the supplemental transportation budget approved by the Legislature.

### **Development of Transportation Revenue Package**

Both the House and Senate Transportation Committee Chairs have indicated that additional transportation revenue is needed to balance the out-years of the transportation budget.

Senate Transportation Committee Chair, Sen. Steve Hobbs (D-Lake Stevens) developed a transportation revenue package proposal in 2019 and refined that proposal during the 2020 legislative session. The updated version of the proposal was released during the legislative session.

The updated proposal included two options for the state to generate funding for transportation: 1) a carbon fee of \$10 per metric ton for utilities and \$15 per metric ton for other entities, or 2) a cap and invest system which limits greenhouse gas targets and utilizes resulting revenue for transportation purposes. In addition to one of these options, the proposal included a 6-cent gas tax increase, an assessment on new construction (similar to an impact fee), a fee on for-hire vehicles (including Uber, Lyft, etc.), an automobile parts sales tax, rental car tax, a sales and use tax on bicycles, and several additional increases in existing fees. The proposal would generate \$15 billion in new revenue which, once bonded, would make \$18-19 billion available for transportation investments throughout the state. The proposal also included a breakdown of how the revenue would be spent, including a draft project list. The proposal did not advance in the 2020 legislative session but will serve as a framework for future discussions.

The House of Representatives has not yet developed its version of the next transportation revenue package. However, House Transportation Committee Chair Rep. Jake Fey (D-Tacoma) introduced [House Bill 2913](#), which would have raised the gas tax by 9.7 cents over the next 9 years to fund fish passage barrier removal. The first year would increase 0.7 cent per gallon and each following year would increase by an additional 1 cent until 2029. It is estimated this would generate \$3.9 billion. Under the proposal, the revenue generated would only go toward state fish passage barriers. There was a public hearing on the bill, but it did not advance. Chairman Fey introduced the bill to demonstrate the size of the culvert problem and the need for substantial new revenue to address state owned culverts in the injunction area and culverts up/down stream.

Additionally, dozens of legislators signed a letter indicating that the Legislature would need to adopt a low carbon fuel standard before they would be willing to vote on any transportation revenue package. The Legislature considered a low carbon fuel standard through [House Bill 1110](#), sponsored by Representative Joe Fitzgibbon (D-Burien). The bill was originally introduced in the 2019 session and it passed the House 53-43 but died in the Senate. This session the bill passed the House again 52-44 and was referred to the Senate Transportation committee where there was a lengthy public hearing with equal representation from supporters and those opposed. However, the bill was not voted out of the Senate Transportation Committee and died. One of the primary concerns with the policy is the expectation that it will increase gas prices and not result in additional tax revenue for the state to make investments in the transportation system, which is the largest contributor of greenhouse gases. In particular, the Senate Transportation Chair is more interested in a carbon pricing policy that will reduce carbon emissions and create a revenue stream for transportation needs such as fish barrier replacement and stormwater management.

### **2020 November Elections on the Horizon**

Now that the 2020 Legislature has concluded its work, attention will begin to shift to the 2020 November elections. All members of the House of Representatives and approximately half the members of the State Senate will need to seek re-election to maintain their position. Several members have announced that they will not seek re-election (listed below). These positions will be filled by new legislators. Official filing week is May 11-15, during this week candidates will formally announce whether they are running.

- Representative Sherry Appleton (D-Poulsbo)
- Representative Eric Pettigrew (D-Seattle)
- Representative Christine Kilduff (D-Tacoma)
- Representative Pat Sullivan (D-Covington)
- Representative Gael Tarleton (D-Seattle) – *running for Secretary of State*
- Representative Mike Pelliciotti (D-Federal Way) – *running for State Treasurer*
- Representative Beth Doglio (D-Olympia) – *running for 10<sup>th</sup> congressional district*
- Representative Chris Gildon (R-Puyallup) – *running for the Senate*
- Representative Bill Jenkin (R-Prosser) – *running for the Senate*
- Representative Norma Smith (R-Langley)
- Representative Richard DeBolt (R-Chehalis)
- Representative Jared Mead (D-Mill Creek) – *appointed to the Snohomish County Council*
- Senator Maureen Walsh (R-Walla Walla)

- Senator Randi Becker (R-Enumclaw)
- Senator Hans Zeiger (R-Puyallup) – *running for Pierce County Council position*
- Lt. Governor Cyrus Habib

## **2021 Redistricting**

The U.S. Census is currently underway and is scheduled to be completed by March 31, 2021. Once the census is completed, Washington State will begin the process of redistricting. Redistricting occurs every 10 years and is the process of adjusting the boundary lines of each legislative district to ensure that an equal number of people are in each district. Once the U.S. Census is complete, the Redistricting Commission will be appointed. The commission has five members: two from each of the majority party caucuses (this year, two Democrats and two Republicans), and a non-partisan, non-voting Chair. Each House and Senate caucus leader appoints one voting member to the commission in January 2021.

## **Outcome of 2020 Redmond Legislative Priorities**

### **Affordable Housing**

Redmond has identified affordable housing as a top legislative priority since 2016. Each year, the Legislature makes incremental progress on the issue. For example, in 2019, the Legislature approved House Bill 1406 to provide cities with a credit against the state sales tax to fund affordable housing. Additionally, the City is currently completing a Housing Action Plan utilizing funding that the Legislature authorized in 2019. Our efforts in 2020 built upon the progress made during the 2019 legislative session.

The City's legislative priority included multiple requests around affordable housing; below is the outcome of each of those requests:

- *Extend and Expand the Multi-Family Property Tax Exemption:* Current law authorizes cities to grant multi-family developments an 8-year property tax exemption; or a 12-year tax exemption if 20% of the units are dedicated to low-income individuals. Each jurisdiction has the authority to further tailor the tax exemption program to include additional income restrictions or identify specific areas of the city where the exemption is offered. The City of Redmond has adopted an ordinance that allows developers to apply for an 8-year exemption if 10% of units are dedicated to low-income individuals; or a 12-year exemption if 20% of units are dedicated to low-income individuals. Thus far, developers in Redmond have only taken advantage of the 8-year exemption option.

The City of Redmond participated in a broad stakeholder group to develop policy around how best to extend and expand the multi-family property tax exemption. Statewide, there are many developments that previously received the 12-year exemption and are on the final year(s) of that exemption. Once those developments reach the twelfth year, the exemption will expire and the units that were once income restricted will no longer be dedicated to low-income individuals – i.e. the units will transition to market rate. Legislators were motivated to address this policy and extend the exemption for these units in order to preserve existing affordable units.



[House Bill 2620](#), sponsored by Rep. Amy Walen (D-Kirkland) and [Senate Bill 6411](#), sponsored by Sen. Mona Das (D-Covington), would have authorized local jurisdictions to extend the exemption an additional twelve years for projects that have already been awarded the exemption (either the 8-year or the 12-year) if 20% of the units remained or, in the case of the 8-year became, income restricted. The bill would have also adjusted the population eligibility threshold, allowing cities under 15,000 to use the program.

The Washington Low-Income Housing Alliance prompted the introduction of a competing proposal, [House Bill 2746](#), sponsored by Rep. Alex Ramel (D-Bellingham), which would have increased the number of units that a developer would need to dedicate to low-income individuals in order to receive the exemption. Under the proposal, for the 8-year exemption a developer would need to commit 15% of units to low-income individuals, and at least 10% of those units must contain at least two bedrooms. For the 12-year exemption, a developer would need to commit 25% of the units to low-income individuals, and at least 33% of those units must contain at least three bedrooms. Developers and several communities, including Redmond, expressed concern with this proposal because in several local markets the 12-year exemption is not yet being used and increasing the required number of units that would need to be dedicated to affordability would not incentivize, but rather disincentivize, developers from utilizing the 12-year exemption and constructing affordable housing.

While the broad stakeholder group met several times to reconcile the differences between these two proposals and find agreement, stakeholder discord and opposition from key stakeholders caused the bills to die prior to the chamber-of-origin cutoff deadline. Notably, labor interests expressed opposition to the bill unless any project offered the exemption be required to use prevailing wage.

Late in the legislative session, Rep. Nicole Macri (D-Seattle) introduced [House Bill 2950](#). Because the bill was introduced after cutoff deadlines, it was deemed “not subject to cutoff.” The bill established a formal stakeholder group to develop consensus around a proposal to expand and extend the use of the multi-family property tax exemption program prior to the beginning of the 2021 legislative session. The bill also extends any immediately expiring 12-year exemptions until the end of 2021, which primarily impacts housing units in the City of Seattle. The bill received widespread support and passed the Legislature. However, the Governor vetoed the formal stakeholder group to reduce state expenditures as an early cost savings measure to prepare for a forthcoming revenue shortfall stemming from the COVID-19 pandemic.

While it is disappointing that a formal work group will not be convened over the interim, it is expected that informal discussions will occur, and that a proposal will once again be brought forward in 2021. Significantly, extending and expanding the exemption does have an impact to state revenues (state and local property taxes are exempt when a local jurisdiction approves an exemption). As state revenues decline, it may become increasingly challenging to advance proposals because of declining revenues.



- *Allow Existing Affordable Housing Funding to be Spent on a Broader Array of Income Levels:* Many of the State's dedicated revenues to affordable housing have restrictions on the income levels of the individuals that would benefit from the housing (e.g. affordable housing may only be for those with incomes at or below 30% of the area median income). These constraints prevent cities from having the flexibility to provide affordable housing at all income levels.

Redmond advocated for greater flexibility with affordable housing funds as part of the development of local option tools (outlined below).

Additionally, Redmond supported [House Bill 2384](#), sponsored by Rep. Beth Doglio (D-Olympia), which allows nonprofit housing providers to continue to receive a property tax exemption if serving an individual at or below 80% of the area median income, rather than the current requirement of at or below 60% of the area median income. The Legislature approved the bill and the Governor signed it into law. It will become effective law on June 11, 2020.

- *Authorize Local Option Funding Tools:* Redmond encouraged the legislature to authorize local option funding tools to address affordability. Specifically, any county-imposed funding shall be allocated to the communities where funds are generated. There were two main bills that would have authorized local governments to increase funding for affordable housing. One passed into law, while the second one did not. The details of both are outlined below:
  - Local Option Sales Tax Authority: [House Bill 1590](#), sponsored by Rep. Beth Doglio (D-Olympia), was considered the past three legislative sessions. The bill authorizes cities and counties to councilmanically impose a .01 of 1% sales tax increase to fund affordable housing and behavioral health facilities. This authority exists in current law but requires voter approval.

Over the past three years, the cities of Bellevue and Redmond have expressed concerns with the bill; specifically, that if King County were to impose the .01 of 1% sales tax that Redmond residents would pay the increased tax but would not likely see any benefit. In previous legislative sessions, the bill did not advance out of the House of Representatives; however, at the end of the 2019 legislative session it was evident that there was significant momentum to advance the bill in 2020.

Given that increased momentum, Mayor Birney, the city's lobbyist, and city staff met several times with the bill's sponsor, Rep. Beth Doglio, over the interim months before the beginning of the 2020 session. Through discussions with the sponsor, the City reached an agreement on three components to add into the bill:

- The County would be required to spend 30% of revenue generated in cities over a population of 60,000 in that city, provided an applicant has submitted a responsive project within the city located in the county during the funding cycle.
- Current law directs the revenue to be spent on projects benefitting individuals making 60% or less of the Area Median Income (AMI). The agreement would instead direct the following: at least 40% is spent on projects benefiting those

whose income is less than 30% AMI; up to 7% on projects benefitting those whose income is 60-80% AMI; and remaining funding on projects benefitting those whose income is below 60% AMI. This reflected investment in a broader array of incomes than allowed under current law (see above agenda item).

- The County must produce a bi-annual report on how the revenue is spent.

While all stakeholders agreed to these provisions, the title of the bill was drafted in a manner that prevented the latter two items from being included. The title of the bill was drafted in 2019, and the bill automatically carried over to the 2020 legislative session; and the concern about the narrow title was not evident until after the cutoff deadline to introduce new bills.

The final bill includes provisions that reflect an agreement between Redmond, Bellevue, and King County. If King County imposes the tax, it is required to spend 30% of the revenues generated within a city with a population over 60,000 back in that city. Additionally, if the County does not utilize the authority by September 30, 2020, then cities within King County would have the authority to impose the tax.

King County, Bellevue, and Redmond all signed a letter committing to the development of a bi-annual report on how the revenue is spent, and clarifying the County is required to expend 30% of the funds within the city if the county receives responsive applications for projects within the City. Unfortunately, the adjustments to the Area Median Income (AMI) could not be made without changes to the statute. To make those changes, a bill would need to be introduced in a future legislative session.

The bill was one of the final bills to pass the Legislature and has been signed into law by the Governor. It will become effective law on June 11, 2020.

- King County Payroll Tax: Throughout the legislative process, Redmond expressed a preference for a more progressive revenue source to fund affordable housing, as opposed to the sales tax option described above. While a more progressive option was discussed in the form of a payroll excise tax, agreement could not be reached to advance a bill forward.

Rep. Nicole Macri (D-Seattle) introduced [House Bill 2907](#) during the third week of the legislative session. As introduced, the bill would have authorized King County to impose a .20% tax on the payroll of employees earning more than \$150,000 to fund affordable housing and homelessness services. The bill was supported by members of the business community. In particular, Amazon was supportive of a regional payroll excise tax that would preempt the City of Seattle's authority to implement a head tax on businesses. The City of Seattle was willing to negotiate preemption if they were guaranteed a certain level of funding from this new revenue and if the preemption applied uniformly to other cities in the county. Cities throughout King County, including Redmond, expressed concern about the state preempting the cities' authority to impose

taxes on business, and requested greater detail on how the revenue would be spent to ensure that all regions of the County would see investments.

Several stakeholder meetings were held amongst county, city, business, and labor representatives to reach an agreement on the key issues of preemption, geographic distribution of the revenue, tax rate, business exemptions, and other elements.

Stakeholder conversations resulted in a new version of the bill being introduced: [House Bill 2948](#), sponsored by Rep. Larry Springer (D-Kirkland). House Bill 2948 addressed many concerns raised from cities such as decision-making authority for how revenue and services would be distributed throughout the county. The new version of the bill would have authorized King County to implement an employer paid 0.025% tax on payroll of employees earning more than \$150,000 per year at businesses with more than 50 employees. No preemption was included in the bill though it remained a topic of negotiation. The bill had a public hearing in the House Finance committee and, even with significant changes from the previous version of the bill, several concerns were raised. Legislators and stakeholders ran out of time to find a compromise on the various components of the bill, including preemption, and it never made it out of committee. It's unclear whether a similar bill will be introduced in future legislative sessions, or whether City of Seattle will proceed forward with imposing a business tax before the end of the year.

- *Additional State Funding for Affordable Housing/Homelessness:* Redmond has long supported additional state investments for affordable housing. The final supplemental operating and capital budgets made significant investments in affordable housing, shelters, and behavioral health facilities. Here is a brief overview of the investments made:
  - \$160 million for housing and homelessness. This funding includes appropriation to the following specific programs:
    - \$40 million is allocated to the Washington Housing Trust Fund for the production and preservation of affordable housing.
    - \$60 million is provided to increase local temporary shelter capacity. A city or county applying for grant funding must submit a sheltering proposal that aligns with its local homeless housing plan.
    - The appropriation to the housing and essential needs program is increased by \$15 million.
    - \$10 million is allocated to the Washington Housing Trust Fund for the preservation of multifamily housing at risk of losing affordability due to expiration of use restrictions that otherwise require affordability including, but not limited to, United States department of agriculture funded multifamily housing.
    - \$5 million is allocated to the Washington Housing Trust Fund for housing preservation grants or loans to be awarded competitively.
    - \$15 million is provided to support the operating, maintenance, and service costs of permanent supportive housing projects or permanent supportive housing units within housing projects that have or will receive funding from the Housing Trust Fund.

- \$7.8 million for specific projects that enhance shelter capacity around the state. The specific projects are located in Auburn, Longview, Spokane, Gig Harbor, Bellingham, Yakima, Seattle, Snoqualmie, Renton, and Mount Vernon.
  - \$5 million is provided solely for competitive grant awards for the development of community housing and cottage communities to shelter individuals experiencing homelessness.
- *Additional Affordable Housing Proposals:* In addition to those items identified in the City's legislative agenda, the Legislature considered several other proposals that have a nexus to affordable housing. Below is a highlight of some of those proposals:
    - Amendments to the Residential Landlord Tenant Act: [Senate Bill 6378](#), sponsored by Sen. Patty Kuderer (D-Bellevue), made further amendments to a bill that passed in 2019 making changes to the Residential-Landlord Tenant Act (RLTA). Among many other policies, the 2019 legislation extended the 3-day pay or vacate notice to tenants who miss a rent payment to a 14-day notice. Senate Bill 6378 further amended the provision to require the 14-day notice to include the tenant's name and address, language clarifying appropriate method of payment for rent owed, and clarified legal resources available for tenants. Landlords must accept any pledge of emergency rental assistance funds provided to the tenant from a governmental or nonprofit entity for the full amount of the rent owing under the rental agreement. Landlords may not threaten a tenant with eviction for failure to pay nonpossessory charges not related to rent owed. The Legislature approved the bill, and the Governor signed it into law. Several provisions of the bill took effect immediately, while other components take effect on June 11, 2020.
    - Changes to State Funding for Affordable Housing: [House Bill 2797](#), sponsored by Rep. June Robinson (D-Everett), is commonly referred to as the "trailer bill to House Bill 1406" because the bill makes several changes to the statute enacted in 2019 through [House Bill 1406](#), which allowed counties and cities to receive a credit against the state sales tax to fund affordable housing. House Bill 2797 would have extended the deadline for cities to adopt a qualifying local tax until December 31, 2021. If a City adopts a qualifying local tax, it is eligible to receive twice as much state funding. The bill also would have required the Department of Revenue to calculate a preliminary annual maximum amount of tax distributions for each county or city levying the tax by January 1, 2021, and to calculate a final annual maximum amount of tax distributions by June 30, 2022. This change is necessary to correct DOR's interpretation of the 2019 law which would have resulted in jurisdictions receiving less revenue than was intended. The bill also authorizes cities and counties to use revenues collected from the tax on staffing related to the daily operations of permanent supportive housing. Small cities would have been authorized to use up to 6 percent of the revenues collected from the tax on administration related to the tax. The bill was widely supported by local governments and housing advocates. The bill passed the Legislature but was vetoed by the Governor as part of his efforts to save state funds in response to the COVID-19

pandemic. It's likely this bill will return in either a special session or the 2021 legislative session.

## Homelessness

The City of Redmond is supportive of state investments and policy changes that address homelessness.

- *Fund Behavioral Health Co-Responder Program:* The City of Redmond received a state grant from the Washington Association of Sheriffs and Police Chiefs in 2018, and again in 2019, to fund a mental health professional to work with Redmond police and the City's homeless outreach coordinator responding to persons with mental health issues. Redmond requested that the Legislature authorize ongoing funding to support the continuation of this Behavioral Health Co-Responder Program.

The City approached the legislative delegation and budget writers to make this request in the 2020 supplemental operating budget. Both members of the City's delegation and budget writers indicated that, while they are very supportive of Redmond's program, they wanted to evaluate the many different co-responder programs that received grant funds in 2018 and 2019 to identify best practices before increasing grant funding. They indicated a willingness to do that evaluation prior to the 2021 legislative session to ensure that funding can be provided in the 2021-23 biennial budget. As state revenues decline as a result of COVID-19, it may be increasingly challenging to advance a request that relies on state general fund dollars.

- *Homelessness Policies:* The Legislature also considered several different policy proposals addressing homelessness. Below is an outline of proposals that would have had an impact on Redmond:
  - Regulation of Religious Organizations Hosting Homeless Encampments: [House Bill 1754](#), sponsored by Rep. Sharon Tomiko-Santos (D-Seattle), preempts how local jurisdictions can regulate religious organizations hosting homeless in encampments, indoor shelter, or safe parking. The City of Redmond successfully lobbied to amend the bill to grandfather jurisdictions that have regulations in place prior to the effective date of the bill (90 days after it is signed into law or June 11). This bill was one of the final bills approved by the Legislature. The Governor signed the bill into law, and it will be effective on June 11, 2020.
  - Utility Connection Charges: [House Bill 2629](#), sponsored by Rep. Amy Walen (D-Kirkland), would have required jurisdictions to waive impact fees for homeless shelters. While the bill was amended several times throughout the legislative process and significantly narrowed to apply only to jurisdictions that have declared a homelessness emergency, the bill did not have the support to pass into law and died at one of the final stages of the legislative process.

## **Redmond's Transportation Needs**

The City approved its legislative agenda prior to voters approving I-976. Given that, the City's advocacy on transportation issues varied slightly from what was outlined in the legislative agenda. The City of Redmond's advocacy around transportation focused on 1) mitigating the impacts of I-976 on previously funded projects in Redmond; and 2) preparing for the next transportation revenue package.

For additional background/context, please read the above summary in the 2020 Legislative Session Overview of the 2020 Supplemental Transportation Budget, and the Development of the Transportation Revenue Package.

### **1) Mitigating the Impacts of Initiative-976 on Redmond Projects:**

*40th Street Grade Separation:* In the 2015 Connecting Washington package, Redmond received \$5 million for Redmond Community Facilities District Improvements, and \$10.7 million for the SR 520 Trail Grade Separation at 40<sup>th</sup> Street (a.k.a. 40<sup>th</sup> Street Grade Separation). The 40<sup>th</sup> Street Grade Separation project cost more than originally anticipated and needs to be completed prior to Sound Transit completing its work to extend light rail to Redmond. As such, the City needed to go out to bid on the project in early 2020.

To help close the funding gap caused by the increased costs in a timely manner, the City asked WSDOT to utilize \$1.8 million of the \$5 million allocated to the Redmond Community Facilities District Improvements for the 40<sup>th</sup> Street Grade Separation. The Redmond Community Facility District improvements were completed and \$1.8 million was available from this project. WSDOT indicated the administrative approval of a scope change to the Redmond Community Facilities District appropriation was possible. The City sought and received that administrative approval.

When Initiative-976 was approved by voters in November, the Governor paused all projects that had not yet gone to bid. As part of this, he paused the release of the \$1.8 million to be spent on the 40<sup>th</sup> Street Grade Separation. This was particularly concerning given the time sensitive nature of the project.

Redmond asked the Legislature to remove the "pause" on the \$1.8 million to allow the 40<sup>th</sup> Street Grade Separation project to go out to bid. Through discussions with legislative staff, the City learned that a scope change to the Redmond Community Facilities District appropriation never should have been approved administratively. All scope changes to local projects are required to be approved by the Legislature. For the Legislature to approve the scope change, it needed to be reflected in the final 2020 Supplemental Transportation Budget, which wouldn't be approved until the final week of the legislative session.

Redmond worked with WSDOT to determine that the City could go out to bid and award the contract in the time that it would take for the final 2020 supplemental transportation budget to be approved, allowing the project to remain on-schedule.



The final 2020 Supplemental Transportation Budget approved by the Legislature and signed into law included the necessary scope change, and the project should be able to advance on-schedule. The Redmond legislative delegation was immensely helpful in assisting on this issue, particularly Rep. Vandana Slatter who serves as the Vice Chair of the House Transportation Committee.

- *Overlake Access Ramp*: In the 2015 Connecting Washington package, \$68 million was allocated to the SR 520/148<sup>th</sup> Ave NW Overlake Access Ramp. The project is scheduled to be constructed over the 2019-21 and 2021-23 biennia. Initially, the City was concerned that the revenue shortfall caused by the passage of I-976 could result in the project timeline being pushed out to later years. However, the Legislature balanced the budget without delaying any projects, including the Overlake Access Ramp. There was a slight adjustment made to which years funding for the project are allocated; however, WSDOT has indicated those slight adjustments reflect the current status of the project and will not result in any delay.

## 2) Preparing for the Next Transportation Revenue Package:

See the section under the 2020 Session Overview on details around the development of the next transportation revenue package. The sections below detail Redmond's advocacy for specific requests within those broader efforts.

- *Local Transportation Funding Options*: Redmond supports the efforts of the Association of Washington Cities to advance legislation that would provide cities with more options to increase revenue to fund local transportation projects. The Association of Washington Cities (AWC) worked with Rep. Bill Ramos (D-Issaquah) and Sen. Joe Nguyen (D-White Center) to develop the legislation.

This legislation was developed in response to the Joint Transportation Committee study that was released in mid-2019 and estimated the statewide city transportation funding need is \$900 million per year.

[House Bill 2362](#), and [Senate Bill 6652](#) would have authorized cities to councilmanically:

- Increase the sales tax by up to .04 percent of 1%
- Impose an additional 2% utility tax (above the current 6% cap)
- Impose a local 2-cent fuel tax, with an additional 2 cents that can be voter-approved.

Both bills died prior to fiscal cutoff but the House and Senate held public hearings to begin the discussion of local options that could be included in the next transportation revenue package. The public hearings held this session laid the groundwork for these or similar proposals to advance in future legislative sessions or as part of a transportation revenue package.

- Prior to the beginning of the legislative session, Redmond identified two projects that would be important to the Redmond community to have included in any future transportation revenue package:



- \$44 million for State Route 520 and 148<sup>th</sup> Avenue NE Improvements: These improvements would add a pedestrian bicycle path on the eastside of 148<sup>th</sup> Ave NE, add left turn lanes, and add a northbound through lane on 148<sup>th</sup> Ave NE. These improvements would increase pedestrian and bicycle safety and improve traffic flow on on/off of State Route 520.
- \$9.5 million for Improvements to Benefit SR 520 and SR 202: These improvements would add a crosswalk from East Lake Sammamish Parkway across State Route 202, modify the right turn lane on SR 202, and add a through lane from 180<sup>th</sup> across SR 202. These improvements would relieve congestion at the intersection of these two state routes and would improve safety and multi-modal access to light rail and Marymoor Village.

The first draft of the next transportation revenue package and associated project list was developed by Senator Steve Hobbs in 2019. In 2019, the City had not yet identified the above requests; therefore, the projects were not included on the initial project list. While the City worked with the legislative delegation to request that the above projects be added, they were not included in the 2020 iteration of the project list. Senator Hobbs revised his project list for 2020; however, did not make significant changes. Senator Hobbs has indicated the project list is still in draft form, and that not many changes were made to the list in large part because of the increased focus on the impacts of the passage of I-976.

Moving forward, the City will need to work over the legislative interim to elevate these projects with the City's legislative delegation. It is important that the City remain consistent in continuing to request that these projects be included in the next transportation revenue package – switching to different projects would significantly hinder the ability for the City to receive funding within a future revenue package.

### **City Fiscal Sustainability & Local Control**

City Fiscal Sustainability & Local Control has been a Redmond legislative priority for several years. Each legislative session, the Legislature has considered proposals that would increase city costs or erode local control. The City advocated strongly against those proposals and advocated in favor of proposals that enhance city revenues and city authority.

#### *Fiscal Sustainability:*

- PERS 1 Increase: [House Bill 1390](#), sponsored by Rep. Mari Leavitt (D-University Place), provides a one-time 3% increase to the retirees in the Public Employees' Retirement System and the Teachers' Retirement System Plans 1. The increase is capped at \$62.50 and will go into effect on July 1, 2020. For jurisdictions who have PERS 1 retirees, this will result in a cost increase at the local level. The state budget provided resources for its own costs but not for local governments. Redmond has minimal PERS 1 retirees, so the impact of this unfunded mandate is not significant. The bill passed both chambers unanimously, was signed into law by the Governor, and is effective July 1, 2020.

- Property Tax Cap: [House Bill 2145](#), sponsored by Rep. Gerry Pollet (D-Seattle), would have replaced the 1% cap on annual property tax levy increases with a cap based on population and inflation, not to exceed a 3% increase. This legislation has been requested by local governments for several legislative sessions. As with efforts in previous years, the bill did not advance this legislative session. As a reminder, the state temporarily removed the 1% cap on the state's annual property tax levy as part of the package to respond to *McCleary*.
- Limiting Utility Liens: [House Bill 2069](#), sponsored by Rep. Jeremie Dufault (R-Selah), was originally introduced in the 2019 session where it was opposed by several cities and eventually died. It was reconsidered this session and had a public hearing in the House Civil Rights & Judiciary committee. As originally drafted, the bill would have removed the city's authority to pursue a landlord for payment of a commercial or residential tenant's delinquent utility bill. This would have negatively impacted Redmond's ability to collect delinquent utility bills. After suggesting several alternatives, we finally reached an agreement with the bill's sponsor to limit the city's authority to pursue a landlord for a residential tenant's delinquent utility bill, if the account is in the tenant's name. In this amended form, the bill was voted out of the Civil Rights & Judiciary committee unanimously and referred to the House Rules committee. The bill was pulled from Rules but never scheduled for a floor vote and died with the House of Origin cutoff. Although the bill died, it is likely to be reintroduced in 2021.

#### *Local Control:*

Like the 2019 legislative session, several legislative proposals were introduced in 2020 that would have preempted the city's authority to regulate land use. Fortunately, most of these bills did not pass into law, in large part due to a group of legislators in the House of Representatives referred to as the "Local Government Champions Caucus." This group of legislators strongly opposed proposals that preempted local control, and instead encouraged the advancement of proposals that provided local governments with incentives or options on how best to accomplish public policy objectives.

Below are the bills that were discussed this legislative session, with those that passed into law listed first:

- Incentivizing Density: [House Bill 2343](#), sponsored by Rep. Joe Fitzgibbon (D-Burien), expands options for actions cities may take to increase density. The bill is a "sequel" to House Bill 1923, which passed during the 2019 legislative session. House Bill 1923 provided cities with a menu of options to increase density or prompted cities to complete a housing action plan; this bill expands this list of options and adjusts parking requirements. The bill also extends SEPA and GMA appeals from April 1, 2021 to April 1, 2023. The bill was approved by the Legislature, has been signed into law by the Governor, and is effective June 11, 2020.
- Regulation of Accessory Dwelling Units (ADUs): [Senate Bill 6617](#), sponsored by Sen. Marko Liias (D-Lynnwood), removes the ability for cities to require on-site parking for accessory dwelling units within ¼ mile of a major transit stop receiving service at least every 15 minutes. Cities may implement off-street parking requirements for ADUs in areas that lack access to street parking capacity, physical space impediments, or other parking infeasibilities. Cities are also exempt from this requirement if they have amended or adopted ADU regulations within

the last 4 years. New ADU requirements take effect July 1, 2021. Senate Bill 6617 began as a strict mandate around ADU regulations that was strongly opposed by cities. Cities opposed the bill throughout the session, and the version that passed is significantly narrower than any of the previous iterations. The bill passed the Legislature, has been signed into law by the Governor, and is effective June 11, 2020.

- Preemption on Duplex, Triplex, etc. in Single-Family Neighborhoods: [House Bill 2780](#) sponsored by Rep. Nicole Macri, (D-Seattle), and [Senate Bill 6536](#), sponsored by Sen. Mona Das (D-Covington), would have mandated that most cities and counties fully-planning under the GMA eliminate single-family zoning within Urban Growth Areas (UGAs). Cities over 15,000 would have been required to allow duplexes, triplexes, quadplexes, townhouses, and courtyard apartments in areas zoned for detached single family residences and within one-half mile of a major transit stop. The bill was opposed by cities and counties but supported by builders, Futurewise, and housing advocates. While stakeholder negotiations resulted in amendments to the bill that slightly narrowed the scope of the zoning mandates, the bill remained highly preemptive for most cities and fully-planning GMA counties. Ultimately local government opposition was enough to prevent both versions of the bill from passing into law, but only with concerted effort.
- Regulating Number of Unrelated Persons in a Home: [Senate Bill 6302](#), sponsored by Sen. Christine Rolfes (D-Bainbridge Island), would have limited a cities' ability to regulate the number of unrelated persons in a home. The bill was introduced as an attempt to remove barriers to affordable housing options for individuals who would not be able to afford a housing unit on their own, which is a noble aim. However, the drafting of the bill would have prevented use of reasonable criteria such as septic system capacity to regulate the number of occupants in a home. Cities developed an amendment to retain the authority to regulate the number of people in a home based on square footage, but the bill was never brought up for a vote in the House and did not pass into law. Although this bill did not advance this session, it is likely to return in 2021.

## **Outcome of Redmond Support/Oppose Issues**

In addition to the City's top legislative priorities, the City identified several issues that it would also support/oppose throughout the legislative process. The outcome of those are outlined below:

### General Government:

- *Public Records Act (PRA) Reform:* Redmond is committed to public records openness and transparency. Redmond joins AWC and other in monitoring studies and implementation of recent PRA updates. The Legislature considered the following proposals around the Public Records Act:
  - [House Bill 1888](#), sponsored by Rep. Zack Hudgins (D-Renton), exempts month and year of birth, photographs, and payroll deduction information of public employees and volunteers held in personnel files from public disclosure requirements, but permits the news media to have access to full dates of birth and photographs. The bill passed the Legislature, was signed into law by the Governor, and is effective June 11, 2020.

- *Insurance Reimbursement for Hazardous Waste*: Redmond supports allowing cities to recover from insurance companies for fuel spills and other hazardous waste clean up resulting from auto accidents.
  - [Senate Bill 6078](#), sponsored by Sen. Mark Mullet (D-Issaquah), entitles fire protection districts, regional fire protection service authorities, and municipal fire departments to recover the actual costs associated with cleanup or removal of hazardous waste and other hazardous materials from insurers. The bill passed the Legislature, was signed into law by the Governor, and is effective June 11, 2020.

#### Mental Health and Human Services:

- *Mental Health System Funding*: Redmond supports increased funding for the State mental health system, including funding to transition to a community-based service delivery.
  - The Legislature continued to make investments to implement the *Trueblood* settlement. While most of this funding was allocated in 2019, the Legislature increased funding by \$44.8 million to provide operational support and continued implementation of a new staffing model at the state hospitals. The investments made in 2019 totaled \$152.1 million:
    - \$51.3 million for community long-term inpatient beds
    - \$1.5 million for mental health drop-in facilities
    - \$19 million for substance use disorder enhancements
    - \$8.8 million for community treatment services
    - \$45 million for behavioral health grants
    - \$26.5 million for enhanced discharge placements
- *Housing Essential Needs*: Redmond supports increased funding to the Housing and Essential Needs (HEN) program.
  - The Housing and Essential Needs Program received a \$15 million increase in funding in the 2020 supplemental operating budget.
- *Eastside Human Services Forum*: Here is a link to the Eastside Human Services Forum legislative agenda and the forum's advocacy materials: <http://eastsideforum.org/wp/wp-content/uploads/2019/12/EHSF-2020-State-Legislative-Agenda.pdf>

#### Environment:

- *Plastic Bag Ban*: Redmond supports a statewide plastic bag ban.
  - [Senate Bill 5323](#), sponsored by Sen. Mona Das (D-Kent), bans single use plastic carry-out bags effective January 1, 2021. The final bill preempts local governments from enacting local carryout bag ordinances. An 8-cent fee is collected from consumers to compensate grocers for the increased cost of providing a paper or thicker, reusable plastic bag. That 8-cent fee increases to 12 cents in 2026. Thicker reusable plastic bags

must be at least 2.25 mils thick until December 31, 2025 and thereafter must be 4 mils thick. The decision to allow thick plastic bags was due to the lack of supply for paper bags and concern that a statewide ban on plastic would result in no available paper bags for retailers to sell to customers. To address this concern, the Department of Ecology is directed to expedite processing permits to expand existing pulp and paper mills for the purpose of manufacturing paper bags. In December 2024 the Department of Commerce is directed to submit a report to the Legislature that addresses the effectiveness of the passthrough charge, the availability and pricing of various types of carryout bags, and the sufficiency of the pass-through charge relative to the cost of authorized bags to retail establishments. In addition, the report must include recommendations for revisions to carryout bag requirements. The bill passed the Legislature, was signed by the Governor, and is effective on June 11, 2020.

- *Climate Change Impacts:* Redmond supports the State establishing a reserve for impacts from climate change.

The Legislature included \$50 million for the Climate Resiliency Account to prepare for the impacts of climate change. Unfortunately, the Governor vetoed this \$50 million as part of his efforts to reduce expenditures to prepare for declining revenues resulting from the COVID-19 pandemic.

\$2.3 million was allocated to the Department of Ecology for rulemaking to strengthen climate considerations in the State Environmental Policy Act.

- *State “Product Stewardship” Programs:* Redmond supports adding new elements to the State’s product stewardship programs, which use manufacturer-financed initiatives to encourage environmentally responsible recycling of items.
  - There were several bills introduced this session that would have established product-stewardship programs. Here is a brief overview of the proposals considered:
    - [House Bill 2645](#), sponsored by Rep. Norma Smith (R-Langley), establishes a photovoltaic module (solar panel) stewardship and takeback program. The bill requires a photovoltaic module manufacturer to submit a stewardship plan to the Department of Ecology by July 1, 2022. A manufacturer would not be able to sell within Washington State if the DOE has not approved their submitted stewardship plan by July 1, 2023. The Governor vetoed a section of the bill that directed the Washington State University Extension Energy Program to convene a Photovoltaic Module Recover, Reuse, and Recycling Work Group to review and provide recommendations in a final report to the Legislature on potential methodologies for managing the end-of-life photovoltaic modules. The Legislature approved the bill and the Governor signed the remaining sections into law. It will be effective on June 11, 2020.
    - [House Bill 2360](#), sponsored by Rep. Strom Peterson (D-Edmonds), would have established a sharps product stewardship program. Manufacturers that sell sharps or drugs that are usually intended to be injected outside a health care



setting would be required to operate a sharps stewardship program to collect and dispose of sharps from consumers. The bill was heard and passed out of the House Health Care & Wellness Committee, but subsequently died in the House Appropriations Committee.

- *Culvert, Fish, & Habitat Funding:* Redmond encourages the State to invest in state and local culvert, floodplain, and fish habitat projects to open habitat on a watershed basis.
  - The Legislature funded the development of a comprehensive statewide culvert remediation plan that prioritizes barrier correction on a watershed basis. The Remediation plan must be consistent with the injunction order. The funding was provided to the Department of Fish and Wildlife to staff this effort with direction to the Department of Transportation to participate
  - [House Bill 2503](#), sponsored by Rep. Andrew Barkis (R-Olympia), would have required the Fish Barrier Removal Board to prepare a prioritized list of fish passage barrier removal projects every even-numbered year until 2031, and allowed the Washington State Department of Transportation (WSDOT) to only undertake fish passage barrier removal projects on the list, necessary for completion of another WSDOT project, or as directed in statute or an appropriations act. The bill also added tribal governments to the entities that the Fish Passage Barrier Removal Board must coordinate with, to the extent the tribal governments are willing to participate and choose to share certain information. The intent of the bill was to prioritize state and local barriers that will result in the greatest habitat gain. Although the bill did not pass this session, many of these concepts were included in proviso language mentioned above.
- *Stormwater Funding:* Redmond encourages the State to invest in stormwater projects to help jurisdictions meet National Pollutant Discharge Elimination (NPDES) permit obligations.
  - In 2019, the Legislature allocated \$44 million to the Stormwater Financial Assistance Program, in 2020 the Legislature increased this appropriation by \$5 million for a total of \$49 million.

#### Infrastructure:

- *Infrastructure Funding:* Redmond supports funding tools for infrastructure and funding for the Public Works Assistance Account.
  - The 2019 Legislature allocated \$95 million to the account; the 2020 Legislature did not increase that funding.
- *Park & Recreation Funding:* Redmond supports funding programs administered through the Recreation and Conservation Office, such as the Washington Wildlife Recreation Program (WWRP) and the Youth Athletic Facilities.

- The 2019 Legislature allocated \$85 million to WWRP, and \$12 million to Youth Athletic Facilities. The 2020 Legislature did not increase this funding.
- *ADA Infrastructure:* Redmond supports proposals incentivizing ADA-compliant infrastructure; however, any proposal should not include cost-prohibitive mandates or otherwise create undue burden.
  - The Legislature did not make significant investments in ADA infrastructure in 2019, nor in 2020.

## Transportation

- *“Connecting Washington” Transportation Package Funding:* Redmond supports the on-time delivery of the Overlake Access Ramp and the SR 520 Regional Trail Grade Separation projects funded in the Connecting Washington package.
  - After I-976 was approved by voters, this was elevated to a top priority issue, and is covered in the section above on “Redmond’s Transportation Needs.”

## Law Enforcement/Criminal Justice

- *Statewide re-licensing program for Driving While License Suspended (DWLS) offenders:* Redmond supports a statewide re-licensing program to enable repeat offenders to pay back their fines over time, while allowing local jurisdictions to maintain existing re-licensing programs.
  - Rep. Roger Goodman (D-Kirkland) has been convening a stakeholder group to address impaired driving and driving while license suspended (DWLS) has been included as part of that group’s discussions. That group’s work culminated in the passage of [House Bill 1504](#), sponsored by Rep. Brad Klippert (D-Kennewick). The omnibus bill primarily focuses on impaired driving. However, those elements pertaining to suspended licenses, and re-licensing, allow local jurisdictions to maintain their existing programs.
- *Reforms to the Criminal Justice System:* Redmond supports reforms to the criminal justice system that couple penalties with better support services for low-level repeat offenders.
  - The Washington State Legislature asked the William D. Ruckelshaus Center to facilitate a Task Force directed to review state sentencing laws, including a consideration of the report of the Sentencing Guidelines Commission and develop recommendations for the purpose of:
    - (a) Reducing sentencing implementation complexities and errors;
    - (b) Improving the effectiveness of the sentencing system; and
    - (c) Promoting and improving public safety.
 The Task Force submitted an initial report to the Governor and the appropriate committees of the Legislature by December 31, 2019. [View Initial Report](#) (pdf). The



Task Force will submit a final report by December 31, 2020. Any legislation addressing criminal justice reform will stem from the final recommendations from this Task Force.

### **Redmond Supports the Association of Washington Cities and Sound Cities Association**

Redmond closely coordinates with the Association of Washington Cities on legislative efforts. To review legislative materials from the Association of Washington Cities regarding the 2020 legislative session, please utilize the links below:

- AWC End of Session Webinar: <https://wacities.org/advocacy/News/advocacy-news/2020/03/23/awc-legislative-session-wrap-up-webinar> (you do not need to register to watch a recording of the webinar)
- AWC Budget Matrix: <https://wacities.org/docs/default-source/Legislative/1921govsuppbudgets.pdf?sfvrsn=8>
- AWC End of Session Report: <https://wacities.org/advocacy/News/advocacy-news/2020/03/30/2020-session-begins-on-an-optimistic-note-and-ends-on-a-downbeat>