

RESOLUTION NO. 1188

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, APPROVING AND ADOPTING THE CITY'S 2021 STATE LEGISLATIVE AGENDA.

WHEREAS, Mayor Kuhn and the Intergovernmental Affairs Committee have worked diligently to establish a legislative agenda of matters of great importance to the City and its citizens; and

WHEREAS, in working with our State and Federal legislators, the Mayor, City Council and City staff will put special emphasis on the matters listed in the legislative agenda; and

WHEREAS, the City Council now desires to formally adopt the 2021 State Legislative Agenda and Statement of Support to inform residents and legislators.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1: Agenda Adoption. The City of Gig Harbor City Council hereby adopts the 2021 State Legislative Agenda and Statement of Support as set forth in Exhibit A.

RESOLVED by the City Council this 26th day of October, 2020.

APPROVED:



Kit Kuhn, Mayor

ATTEST/AUTHENTICATED:



Molly Towslee, City Clerk

FILED WITH THE CITY CLERK: 10/13/18
PASSED BY THE CITY COUNCIL: 10/26/18
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City of Gig Harbor 2021 State Legislative Agenda

State Route 16 Congestion Relief – Transportation Budget Request

Gig Harbor residents experience daily traffic congestion along the SR 16 corridor. The Washington State Department of Transportation recently completed a congestion relief study that identified improvements along the SR16 corridor. The City requests that the state invest in the following projects in the following order to address short-term and long-term traffic demands on the corridor:

- Signalize/meter EB Burnham Dr. approach to Borgen Blvd. in advance of the Burnham/Borgen WB SR16 offramp. COST: \$500,000.
- Add NB Pioneer Way RT turn lane at the Wollochet WB/SR16 Bremerton bound onramp. COST: \$400,000.
- Add EB Wollochet offramp right turn slip lane. COST: \$550,000.

The City is requesting \$1.16 million to cover 80% of design and construction costs for the three short-term projects this biennium.

Gig Harbor Sports Complex – Capital Budget Request

The City continues to partner with the community to develop the Gig Harbor Sports Complex. Gig Harbor has experienced unprecedented growth over the last 10 years and is currently the third fastest growing city in Pierce County. The Gig Harbor Sports Complex will serve nearly 50,000 in the surrounding 5-mile radius and was designed through a robust public process.

We are requesting funding for Phase 1B of the project, known as the “Pickle-Bo Spot” because it will feature pickleball and bocce ball courts. In addition, this phase includes a playground area, event lawn, sheltered performance stage, two covered picnic areas, and associated parking. Phase 1B will be constructed in tandem with Phase 1A which includes two multipurpose synthetic lit turf fields. Phase 1A is largely being financed by the adjoining YMCA in addition to a 2019 grant from the State Youth Athletic Field program. In total, this project represents a significant partnership between the YMCA and other local organizations, the State, and the City.

In order to complete the Pickle-Bo Spot we are requesting:

- \$500,000 from the Washington Wildlife and Recreation Program (ranked 25 out of 80)

- \$500,000 from the Land and Water Conservation fund Program (ranked 9 out of 25)
- \$2 million from the Local Community Projects category

Multifamily Tax Exemption

As Gig Harbor's economy grows, members of the local work force face challenges in finding affordable housing. One strategy is the creation of additional multifamily housing supply. Unfortunately, the Legislature does not allow smaller cities like Gig Harbor to offer a property tax exemption to developers that are willing to build multifamily units. The City respectfully requests that the Legislature remove the population limit on the existing multifamily property tax exemption so that Gig Harbor and other small cities can utilize this important tool for local control.

Open Public Meetings Act

The Coronavirus pandemic has illustrated the need for governmental organizations to be able conduct business in a virtual format when meeting in person is not prudent. The pandemic has also demonstrated that virtual meetings can be held in a way that encourages, rather than discourages transparency and public participation. The City of Gig Harbor supports legislation amending the Open Public Meetings Act to allow cities to hold virtual meetings during times of emergency.

The City of Gig Harbor Supports/Opposes

FINANCE/GENERAL GOVERNMENT	
State-Shared Revenues	The City supports the continued appropriation of state-shared funds to local governments, including funds such as liquor excise taxes and profits, streamlined sales tax mitigation funding, the city-county assistance account, and the municipal criminal justice account. Additionally, the City supports legislation to restore growth to the liquor profit/fee revenues. Combined, these funds provide a significant amount of revenue to the City's general fund.
GMA and PSRC Inconsistencies	The City continues to find inconsistent goals between the Growth Management Act and the Puget Sound Regional Council in growth planning. The City supports consistency and clarity between the GMA (DOC, OFM) and PSRC planning goals, including who has the final authority on growth and planning decisions. This will be particularly helpful when the City conducts its next comprehensive plan.
INFRASTRUCTURE & ECONOMIC DEVELOPMENT	
Infrastructure Program Funding	Gig Harbor supports full funding of programs that support development and maintenance of local infrastructure such as the Transportation Improvement Board (TIB) and the Freight Mobility Strategic Investment Board (FMSIB). The City supports the state's investment in the Public Works Assistance Account as a long-term program that provides infrastructure funding for local jurisdictions.
Wastewater Nutrient Cap	The Department of Ecology is developing a general permit for Puget Sound wastewater facilities that will place a limit on nutrients. The City supports the goal of reducing effluents to the Puget Sound, including nutrients. However, regulatory limits imposed by the DOE must take into consideration practical considerations such as timelines for implementation and cost. The City will express this view in the regulatory process, with other stakeholders, and with legislators.
Expansion of the Tacoma Narrows Airport	Both the Puget Sound Regional Council and the State Commercial Aviation Coordination Committee have identified the Tacoma Narrows Airport as a strong candidate for expansion into an airport of regional capacity. These studies are only preliminary steps in any expansion plan. The City

	opposes the broad-scale expansion of the airport, and will advocate against expansion in local, state, regional and federal processes.
Culvert Funding	The State has been found legally responsible to upgrade fish blocking culverts on the State highway system and is developing an implementation and financing schedule for this work. While cities are not part of this litigation, it is legally prudent for them to be completing similar work. This will be expensive for the City of Gig Harbor. The City supports a watershed-based approach to conducting fish-passage projects and requests that the State provide funding for cities to upgrade culverts on city owned roads.
Support Main Street Legislation	The City supports policy and budget decisions that increase funding for Main Street Tax Incentive Program. The Main Street Program was created in 2005 to support downtown revitalization programs. The Downtown Gig Harbor Waterfront Alliance participates in the program.
LOCAL CONTROL	
Land Use / Accessory Dwelling Units	Local planning and land use controls are a City prerogative and Gig Harbor will advocate against legislative efforts to mandate specific land use policies. The City opposes legislation to mandate how it regulates accessory dwelling units.
5G/ Telecommunications	Gig Harbor supports legislation that recognizes local solutions and flexibility with the deployment of small cell technology.