

AGENDA

Intergovernmental Affairs Committee Special Meeting Monday, November 1, 2021 – 2:00 p.m.

Remote Meeting Online Access: <https://zoom.us/j/94688217373>

Call-in: (253) 215-8782

Meeting ID: 946 8821 7373

Call to Order

Approval of Minutes: September 27, 2021

Discussion Items:

1. 2022 Legislative Agenda
2. SEPA and UGA Zoning
3. Update on Federal Earmark Appropriations

Adjourn

Next Regular Meeting Date: November 22, 2021 at 4:00 p.m.

MINUTES
Intergovernmental Affairs Committee Meeting

September 27, 2021 – 4:00 p.m.

Call to Order: Chair Robyn Denson called the meeting to order. Committee members Tracie Markley, Le Rodenberg and Mayor Kuhn were present at roll call; City Staff: Interim City Administrator Tony Piasecki, Public Works Director Jeff Langhelm, Police Chief Kelly Busey, Community Development Director Katrina Knutson and Interim City Clerk Joshua Stecker; Gordon Thomas Honeywell Lobbyists: Dale Learn, Josh Weiss and Annika Vaughn.

Approval of Minutes: The minutes of July 19, 2021 were unanimously approved.

Discussion Items:

1. **Federal Activity Update** – Dale Learn reported that activity is starting to ramp back up at the federal level. The status of federal funding requests will be known by the end of the year.
2. **2022 Legislative Agenda** – The committee discussed potential items for the legislative agenda for the upcoming short session. There was consensus to keep promoting the transportation projects from previous legislative agendas and to ask again for funding for the Sports Complex. Statements supporting the multi-family tax exemption and revisions to the Open Public Meetings Act were removed.

The committee also discussed issues related to funding for culvert requirements, support for changes to police reform laws passed last session, and opposition to density mandates.

Josh Weiss and Annika Vaughn will prepare a draft legislative agenda for review at a special meeting before presenting the legislative agenda to Council for adoption on November 8.

Adjourn: The meeting adjourned at 4:56 p.m.

Joshua Stecker, CMC
Interim City Clerk



2022 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 requests **\$1.16 million** to cover 80% of design and construction costs for the three short-term projects.

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 people in the surrounding 5-mile radius and was designed through a robust public process.

The Sports Complex is a multi-phase project, with the construction of two multipurpose synthetic lit turf fields fully funded and planned for completion in coordination with the YCMA. The City is requesting **\$2 million** for the next phase of the project, completion of a new activity area. This phase includes pickleball courts, bocce ball courts, a playground area, event lawn, sheltered performance stage, two covered picnic areas, and associated parking. In total, this project represents a significant partnership between the YMCA and other local organizations, the state, and the City.

Law Enforcement Legislation Adjustments

Gig Harbor supports additional training and resources, including expanded mental health intake facilities, to keep our communities safe. The City, however, believes there is a need to reform proposals enacted in 2021 to resolve unintended consequences, provide clarity in various police actions and equipment, restore police powers regarding the use of force to prevent someone from fleeing a lawful detention, and ensure the ability to conform to the duty to intervene. The necessity of these changes and fixes have been expressed by many, including the authors of the legislation.

Fund Local Culverts

The City of Gig Harbor joins AWC in requesting that the legislature provide adequate funding to address local and private culverts. The City supports state investments on a watershed basis to maximize the amount of fish habitat gained and improve water quality.

Oppose Density Mandates

Local decisions are best made by elected officials who know their community well. In recent years, the legislature has passed down zoning and affordable housing mandates that are tailored to urban communities and do not account for the character and needs of communities like Gig Harbor. The City of Gig Harbor opposes legislation pre-empting local control over land use, including density mandates.

The City of Gig Harbor Supports/Opposes

FINANCE/GENERAL GOVERNMENT	
State-Shared Revenues	The City <i>supports</i> 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 <i>supports</i> 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.
Support OPMA Flexibility for Virtual Meetings	The City <i>supports</i> a statutory change allowing cities to hold public meetings virtually during times of emergency.
INFRASTRUCTURE & ECONOMIC DEVELOPMENT	
Infrastructure Program Funding	Gig Harbor <i>supports</i> 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 <i>supports</i> 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 Narrows Airport	Both the Puget Sound Regional Council and the State Commercial Aviation Coordination Committee have identified the 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 <i>opposes</i> the broad-scale expansion of the airport, and will advocate against expansion in local, state, regional and federal processes.

<p>Transportation Benefit District Sales Tax Extension</p>	<p>The City enacted the 0.2% sales tax to fund a transportation benefit district in 2019. Under current statute, this tax may only be levied up to 20 years and must be re-authorized after the first 10-year period. The City of Gig Harbor <i>supports</i> AWC's efforts to allow an extension of this tax beyond the 20-year limit.</p>
<p>Support Main Street Legislation</p>	<p>The City <i>supports</i> 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.</p>

<p>LOCAL CONTROL</p>	
<p>5G/Telecommunications</p>	<p>Gig Harbor <i>supports</i> legislation that recognizes local solutions and flexibility with the deployment of small cell technology.</p>