



CITY OF RENTON

2022 Legislative Agenda

Key Priorities at a Glance

Quality of Life – 2022 Capital Budget Request

Funds for boardwalk to connect May Creek Trail and 405/NE 44th Avenue park-and-ride: Renton seeks funding of \$250,000 for a time-sensitive project to connect a boardwalk from a city-owned property just east of the 405/NE 44th Avenue interchange to the May Creek Trail and the “Seahawk Station” Bus Rapid Transit (BRT) station just west of the freeway.

Racial Justice and Equity

Seeking outside funding and tools: As part of a citywide reorganization last June, Renton established a new Equity, Housing, and Human Services Department (EHHS) to shine a bigger spotlight on efforts and initiatives advancing both racial justice and equity as well as to better deploy resources for affordable housing and human needs. The City will support legislative initiatives to add funding resources for basic needs, stable housing, and greater access for historically unserved and under-served communities.

Transportation Infrastructure

Interstate 405 Corridor – address funding gaps to make managed Lanes and BRT work effectively: Renton will join with other cities and Chambers of Commerce along the 405 corridor in urging the Legislature to use revenue tools such as “GARVEE” bonds to ensure all projects on the 405 corridor stay on track. Members of a 405/167 Executive Advisory Group were united in rejecting one idea put forth by Washington State Department of Transportation (WSDOT), which would have expedited certain projects while delaying others—such as the 405/N. 8th Direct Access Ramp in Renton—for up to 10 years.

Transportation Package and Projects

Renton will actively support passage of a transportation revenue package during the 2022 Session. The City will work in coalition with chambers and business groups, local governments, contractors, and others to promote direct distribution of new fuel taxes, enhanced funding for grant programs, local funding options, and monies for the following projects:

- » **405/N. 8th Direct Access Ramp (\$245 Million):** Renton will urge for completion of this project, which was first called out as part of Sound Transit’s Sound Move plan in 1996. Funding for this project has been in all “Forward Washington” lists put out by the Senate.
- » **I-405/SR 167 Area Transit Improvements (\$55 Million):** Renton requests that any project list include this project, which will feature an overcrossing of Rainier Avenue at Grady Way and will save nearly two minutes travel time each way for buses accessing the Rainier & Grady Way BRT Station coming from and going to I-405. Funding for this project was in the House’s “Miles Ahead Washington” plan.

» **Eastrail – Extension of Current Renton Terminus from Milepost 5 to Coulon/Southport (\$6 Million):**

As part of any bicycle/pedestrian capital projects portion of a package, Renton—in collaboration with King County and Eastrail partners—will seek funding to help extend the current Eastrail southern terminus point from Milepost 5 off Lake Washington Boulevard to the entrance to Coulon Park and the Southport development. Funding for this project was included in both the “Forward Washington” (Senate) and “Miles Ahead Washington” lists.

Fiscal Matters – Revenue Relief and Flexibility, Protecting Existing Revenues

Revenue Relief – 1 percent property tax limit: Renton, like many cities across the state, has weathered significant budget impacts during the COVID-19 pandemic. While funding through the American Rescue Plan Act (ARPA) has brought short-term relief, the long-term outlook remains challenging. As a result, the City asks that state lawmakers look at structural ways to provide revenue relief to local governments, including a change to the 1 percent property tax limitation that does not allow annual revenues to keep pace with cost inflation.

Public Safety, Including Technical Fixes to Policing Reform Bills

Language changes to use-of-force, tactics legislation: During the 2021 Session, Renton actively supported numerous bills to re-imagine local policing and the conditions where law enforcement agencies would exercise the use of force. (Renton Police has one of the lowest use-of-force rates in King County). However, the City believes that in making several dramatic changes to state laws regarding law enforcement, the Legislature may have created a few unintended consequences in bills dealing with police tactics and use of force. Renton supports clarifications of the civil standards for use of force in situations involving mental health crises, “Terry stops” for suspected criminal activity, use of non-lethal ammunition, and conditions where vehicle pursuits are conducted.

Basic Law Enforcement Academy (BLEA) training

slots: Renton will strongly support legislative efforts to enhance funding for BLEA slots, particularly as rehiring of police post-COVID picks up and the wait for Academy slots is now six months and growing. The Criminal Justice Training Commission (CJTC) is seeking four new BLEA slots for Fiscal Year 2022 (total of 19) and five additional slots for FY 2023 (total of 20). Renton also supports a \$1 million allocation to CJTC to help fund a new on-phone/on-laptop training app.



Issues to Support/Oppose or Track/Monitor

Budget and Fiscal Matters

Protect existing revenues: Renton urges lawmakers to **refrain** from state-shared revenue reductions or other local governments cuts that result in transferring negative impacts from the state level to the local level.

B&O Tax Authority: Renton **opposes** efforts to undercut local authority of cities that have a B&O tax.

Criminal Justice/Public Safety/Fire/Courts

“Blake” decision: Renton **supports** additional funding for diversion efforts, therapeutic courts, and more for handling drug offenses under the Blake decision.

Catalytic converter thefts: Renton **supports** legislative initiatives to enact statutory changes that address the rapidly growing rate of catalytic converter thefts.

Traffic safety cameras: Renton **opposes** unnecessary limitations for the use of traffic safety cameras that have proven to reduce accidents and save lives.

Citizen Oversight Boards and civil liability exposure: In 2021, Renton **opposed** HB 1203, which would have mandated establishment of Citizen Oversight Boards for law enforcement, and HB 1202, which would have expanded civil liability exposure for local governments in cases involving officer misconduct.

Economic Development/Infrastructure/Affordable Housing/Homelessness

Affordable housing/homelessness: Renton **supports** measures to provide funding and tools to local communities for affordable housing, permanent shelter space, and other options for those in need.

Housing stability: Renton supports measures to increase housing stability as part of COVID-19 recovery.

Public Works Assistance Account (PWAA): Renton **supports** efforts to rebuild PWAA and recapture funding streams previously diverted into the Education Legacy Account.

Environmental Sustainability

Laws on recycling, packaging, safe disposal: Renton **supports** legislation that enhances recycling and safe-packaging practices and continues to bolster the disposal of goods through the Product Stewardship program.

Advance work of King County-Cities Climate Collaboration (“K4C”), assist WRIAs: Renton **supports** proposals that advance the work of K4C and funding to support capital requests through WRIAs 8 and 9.

Land Use/Growth Management Act (GMA)

Achieving density and “Missing Middle” requirements: Renton **supports** state lawmakers ensuring that local communities accept their share of population growth, while at the same time respecting local discretion on how best to accommodate that growth and refraining from “one size fits all” density mandates.

Local authority for Accessory Dwelling Units (ADUs): Renton **opposes** legislation that would mandate specific ADU development standards and regulations. Such decisions are best left at the local level.

Statutory changes to stimulate more condominium construction in cities: Renton **supports** legislation that would further incentivize condominium building. Even with recent actions by the Legislature to stimulate the condominium construction market, the preponderance of building is in cities such as Seattle and Bellevue.

Planning provisions for ESHB 1220: Renton **supports** a legislative push to ensure funding for cities to plan for and accommodate emergency housing, emergency shelters, and permanent supportive housing.

Clarification on local authorities imposing a fee in lieu of requiring frontage improvements: Renton **supports** legislation for clarification to state law that seems to allow cities to impose a fee on developers in lieu of frontage improvements in cases where the frontage improvements do not make sense.

Local Government in General

Restrictions on “puppy mill” pet sales: Renton **supports** legislation that strengthens regulations regarding “puppy mill” pet sales or institutes additional consumer protections.

Release of body-worn camera footage: Renton **supports** statutory changes allowing unredacted Body-Worn Camera (BWC) video footage to be released to attorneys involved in criminal prosecutions.

Conducting virtual public meetings under the Open Public Meetings Act (OPMA): Renton **supports** legislation that permanently enables local governments to conduct public meetings virtually during a declared emergency.

Public Records Act (PRA): Renton **supports** direct funding and/or better cost-recovery mechanisms in addressing PRA requests, especially for the rapid rise of electronic records (Zoom, Microsoft Teams, etc.).

Civil remedies for malicious doxing: Renton **supports** a civil damages remedy for cities that are victims of malicious doxing of personal information.

E-Mail Records Retention: Renton **supports** changes to e-mail records retention that requires a minimum seven-year retention regardless of the content of the written message contained in the email.

Parks and Recreation / Arts and Culture

Local funding options for parks and recreation agencies: Renton **supports** legislation that provides new funding options for local parks and recreation agencies.

Stadium & Exhibition Center Account funds for youth fields and youth activities: Renton strongly **supports** utilizing a one-time, \$42 million allocation to the Recreation & Conservation Office (RCO) for youth fields and recreational activities.

Changing 1/10th of 1 cent sales tax option: Renton plans to **track/monitor** changing the tax option for Cultural Access Authorities from voter-approval required to “councilmanic”.

Personnel, Pensions, Other Human Resources Issues

Pension rates: Renton asks lawmakers to **proceed with caution** in increasing employer and employee pension rates as state/local governments still struggle under the economic impacts brought on by COVID-19.

Transportation

Changes to Transportation Benefit District (TBD) statutes: Renton **supports** legislative changes that make it easier for local jurisdictions to renew and maintain Transportation Benefit Districts once established.

Water/Wastewater/Stormwater/Utilities

Puget Sound Nutrient General Permit: Renton **urges a review** by the Legislature of the Washington State Department of Ecology’s proposed Puget Sound Nutrient General Permit (PSNGP), which regulates the discharge of treated wastewater into the Puget Sound from Wastewater Treatment Facilities.



2022 CITY OF RENTON LEGISLATIVE AGENDA

Public Safety Priorities

TECHNICAL FIXES TO USE OF FORCE AND TACTICS LEGISLATION

During the 2021 Session, Renton fully recognized the Legislature's goal of re-imagining policing and actively supported several reform measures passed into law (including de-certification, duty to intervene, state use-of-force database, etc.).

However, with use-of-force and tactics bills passed by the Legislature (ESHB 1310, E2SHB 1054), the City is concerned there are some unintended consequences that call for revisions and technical fixes in 2022. The City is aware that as many as four clarifying bills are being prepared regarding apprehension of those in mental health crisis, the standard for suspected criminal activity (reasonable suspicion vis-à-vis probable cause), what constitutes non-lethal ammunition, and the circumstances where vehicle pursuits can be conducted.

Courts have long recognized that state and federal constitutions allow officers to briefly detain a person based on reasonable suspicion of involvement in criminal activity (also known as a "Terry Stop"). Terry Stops are a necessary investigative tool for officers responding to reports of criminal activity, because a report of a crime alone without additional investigation is generally insufficient to provide officers with probable cause to make an arrest.

Unfortunately, ESHB 1310 limits officers' ability to conduct a Terry Stop, because it removes their ability to use force when the suspect is not complying with oral commands to stop. Renton has taken note of several types of cases where a Terry Stop would be constitutionally allowed, but officers were forced to watch suspects leave the scene of a suspected crime due to the officers' inability under ESHB 1310 to physically detain the suspect prior to conducting the investigation required to develop probable cause. The City has put together the following list of examples from actual cases where Renton officers had to let suspects flee—when prior to this law they would have been justified under *Terry v. Ohio* in using appropriate physical force to stop them:



- 1) DV CALL:** Officers responded to a "domestic violence threats with a weapon" call. The victim had run out of the residence after the suspect had threatened to shoot her. The victim had also advised 9-1-1 dispatch that the suspect bit her. The victim had left their 7-year-old daughter asleep in the residence when she fled. One of the first responding officers went to the residence, while others performed an area check for the victim. At the residence, the officer saw a subject in the yard he believed to be the suspect; the subject, upon seeing the officer, fled on foot. From the officer's report:

Due to HB 1310 prohibiting the use of force without probable cause, I did not run after the male I believed to be _____. While I had reasonable suspicion the male was _____ and that he had just committed a crime of domestic violence, I had not established probable cause. I know that foot pursuits typically end in a use of force, and _____ was believed to be presently armed and dangerous. Probable cause was later confirmed, the suspect was not located.

2) ARMED ROBBERY: Officers responded to an armed robbery at a grocery store. During the commission of a theft, the suspect threatened store employees with a knife. The suspect fled on foot prior to police arrival. Officers received a description of the suspect via 9-1-1 dispatch. A sergeant located a subject matching the description of the suspect and requested the victim come to their location to verify that the subject was the suspect confirm probable cause. The sergeant attempted to contact the subject, who continued to walk away from the sergeant. The sergeant followed, while requesting the suspect to stop. He eventually lost sight of the subject. Due to only having reasonable suspicion and not probable cause, the sergeant did not use force to stop the suspect. Police later confirmed via video that the subject the sergeant saw was indeed the suspect.

3) BURGLARY ALARM: Officers responded to a commercial burglary alarm. The first arriving officer found the front-door window shattered and a subject inside the business near the front door. Upon seeing the officer, the subject retreated further into the business establishment. The suspect then emerged from the business establishment. The officer identified himself and commanded the suspect to stop. The suspect ignored the command and ran away from the officer. The officer attempted to keep the subject in sight, but eventually lost him. From the officer's report:

I chose to not engage in a foot pursuit due to me not being able to establish probable cause for a crime, since I had not yet contacted a representative from Enterprise as well as knowing that majority of foot pursuits end with some sort of use of force. Despite having reasonable suspicion a commercial burglary was occurring in my presence, under the new Washington State House Bill 1310 and per our department policy, Police Officers must now have probable cause to arrest a suspect if they are going to use force.

Renton recommends that at the very least, the Legislature enact a measure that allows officers to take decisive and necessary action in cases like the ones above.

The City also suggests that with vehicle pursuits, the Legislature at a minimum should enable a necessary pursuit when a likely crime against persons (such as DV or assault) has occurred.



BASIC LAW ENFORCEMENT ACADEMY (BLEA) TRAINING SLOTS

As our state works to wind down and out of the pandemic, and with post-COVID hiring of police expected to pick up, a one-to-two month wait for BLEA training slots is now often reaching six months. For this reason, the Criminal Justice Training Commission (CJTC) seeks funding for four new BLEA slots in Fiscal Year 2022 (total of 19) and five additional slots for FY 2023 (total of 20).

Renton strongly supports the additional funding for BLEA training slots, as well as a \$1 million allocation to CJTC to help fund a new on-phone/on-laptop training app.



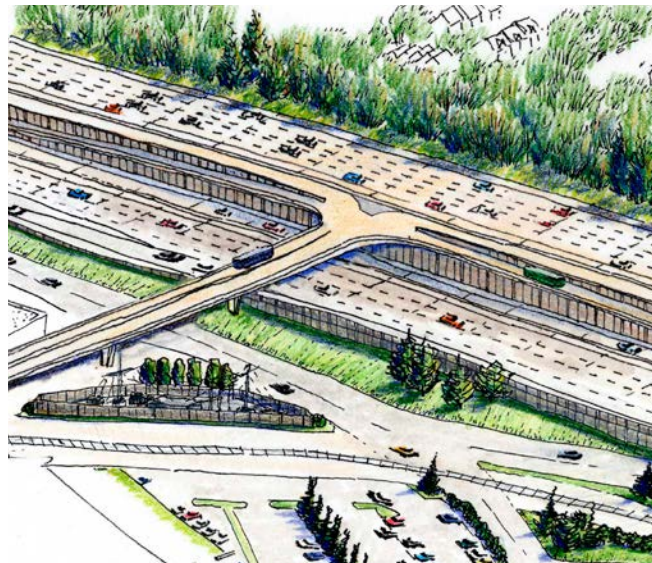
Key Transportation Needs

INTERSTATE 405 CORRIDOR FUNDING GAPS

During the 2021 Session and through two related provisos in the 2021-23 Transportation Budget (SSB 5165), legislators directed Washington State Department of Transportation to review funding and phasing alternatives to construct fund north-end improvements (State Route 522 to State Route 527) to the Interstate 405 corridor while also detailing how bond proceeds can cover the proposed construction plan for the corridor.

WSDOT prepared several “modified delivery scenarios,” one that would cause up to 10 years of additional delay in constructing the planned I-405/N. 8th Direct Access Ramp in Renton and several other interchange projects. This is a project that has been on the drawing board dating all the way back to Sound Transit’s “Sound Move” plan in 1996. An Executive Advisory Group of local officials that works with WSDOT on 405 corridor matters unanimously rejected the idea of a 10-year delay. Instead, the group urged WSDOT to keep all projects on schedule and on track. A revenue tool such as federal “GARVEE” bonds could keep the project on track. These bonds can be issued without incurring new debt and are a viable alternative with new federal formula funding coming to the state as a result of Congress’ passage of the Infrastructure Investment and Jobs Act.

Renton urges its area legislators to help keep all 405 corridor projects on track and to reject any scenario that would pay for north-end projects by subjecting other projects to delays of up to 10 years.



2022 TRANSPORTATION INVESTMENT PACKAGE

Renton strongly supports legislation action in 2022 to enact a multi-modal transportation investment package that addresses key safety and congestion-relief needs. Any package needs to include new direct funding distributions, enhanced grant funding, and new local option tools for cities and counties. Renton also urges the Legislature to include the following projects within any package:

I-405/N. 8th Direct Access Ramp

(\$245 million—included within all “Forward Washington” lists)

The project to construct a Direct Access Ramp at Interstate 405 and N. 8th Street is included in the I-405 Master Plan adopted by WSDOT and was also part of the original “Sound Move” plan adopted to guide Sound Transit project investments. The project, which would involve construction of a direct transit and HOV access ramp at 405, received an initial \$20 million allocation through 405/167/509 tolling legislation enacted by the 2019 Legislature (ESSB 5825).

Renton urges that final design and construction of this project, estimated to cost about \$245 million, be included in any 2022 Transportation Package. The N. 8th project would offer direct access in the center of the Renton community via 8th and Garden Avenue North, connecting to key regional growth centers downtown, at The Landing/Southport, and employment hubs such as Boeing, Paccar, and Southport.

This area is also a key access point for lower-income and under-served communities near downtown Renton. Area mapping shows that the population served is between 50 and 75 percent people of color. These communities have a heavy reliance on transit and transit access.

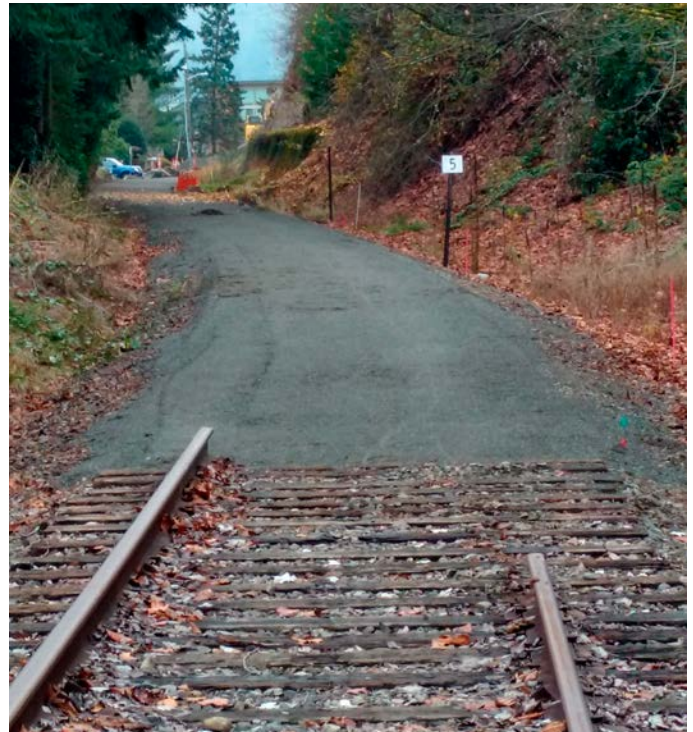
If the N. 8th direct access ramp is not completed, the only transit/HOV access to the High Occupancy Toll lanes (HOT Lanes) being built through Renton would be at the far north (405/44th) and south ends (405/167) of the city. People who need to access the HOT lanes from neighborhoods such as Kennydale, Sunset, Highlands, and Maple Valley Highway will have to merge across multiple lanes of traffic.

Grady Way Overcrossing of Rainier Avenue off I-405/SR 167

(\$55 million—included in House’s “Miles Ahead Washington” lists)

Another key project for Renton—and more importantly for the entire region—is in the immediate vicinity of the I-405/ SR 167 interchange. Sound Transit is building a new Bus Rapid Transit (BRT) station at Rainier Avenue and Grady Way to service BRT users on the Bellevue-to-Burien leg of 405 BRT due to open in 2026. There are significant travel time delays for BRT buses and other vehicles exiting off this freeway interchange, impeding travel to the only planned offline station in this BRT segment.

Renton has worked with WSDOT on design and cost of an overcrossing at Grady Way and Rainier that would reduce traffic delay and queuing, saving transit an estimated two minutes of AM and PM peak travel time. This project was a part of the 405 Master Plan and is sorely needed.

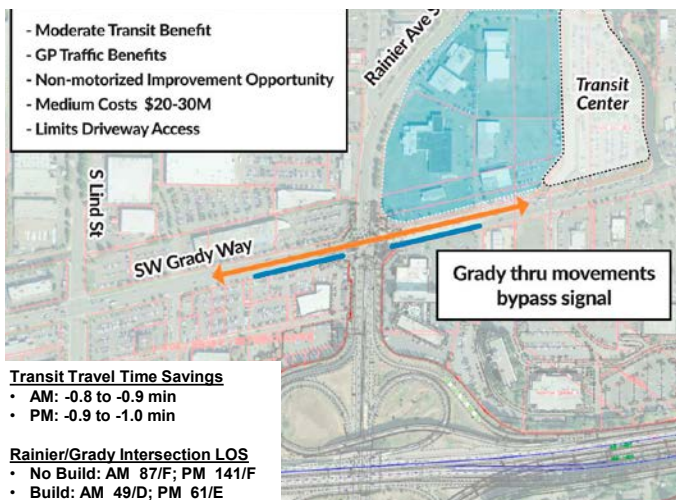


Eastrail Corridor Extension

(\$6 million—included in “Forward Washington” and “Miles Ahead Washington” project lists)

A coalition of King and Snohomish counties, multiple cities, Sound Transit, Eastrail Partners, REI, Google, SECO Development, and many others is working to construct a continuous 42-mile Eastside Rail Corridor (now known as “Eastrail”) along old Burlington Northern/Santa Fe trackage between Renton and South Snohomish County. A key part of constructing a fully connected Eastrail is addressing four to five gaps in the system. One of the key gaps is in Renton, where the existing Eastrail terminates at Milepost 5, just beyond the north entrance to Coulon Park.

Extending Eastrail from Milepost 5 to the South Coulon Park/Southport entrance offers a generational opportunity for Eastrail supporters to ultimately link the trail with the existing Cedar River Trail and the planned Lake-to-Sound Trail, both of which run through Renton. With funding (estimated at \$6 million), this project could be underway within five years.





2022 SUPPLEMENTAL CAPITAL BUDGET REQUEST

Pedestrian Boardwalk

Connecting May Creek Trail and 405/NE 44th Avenue Park-and-Ride

A TIME-SENSITIVE OPPORTUNITY TO CONNECT PEDESTRIANS & CONNECT TO MILES OF TRAILS



Request

The City of Renton requests \$250,000 for a time-sensitive project to connect a boardwalk from a city-owned property just east of the 405/NE 44th Avenue interchange to the May Creek Trail and the “Seahawk Station” Bus Rapid Transit (BRT) station that will be just west of the freeway.

Background/Narrative

Understanding this is an off-year “supplemental” Capital Budget for the 2022 Legislature, Renton seeks help from its legislative delegation on a time-sensitive, small-scale request to help fund a boardwalk connection from a city-owned property just east of the 405/NE 44th Avenue interchange to the May Creek Trail and the “Seahawk Station” Bus Rapid Transit station just west of the freeway.

This project is time-sensitive because Washington State Department of Transportation (WSDOT) is working now on the Renton-to-Bellevue improvements and managed-lane additions to I-405. The city needs to coordinate closely with WSDOT on anticipated Fall 2022 construction timelines to adequately design and build the boardwalk. Renton would use the \$250,000 Capital Budget allocation for boardwalk project designs and then construction in 2023.

This boardwalk could be a significant help in connecting a potential park-and-ride facility just east of 405 (city-owned property) with a May Creek Trail that WSDOT is already extending as part of the 405 project.

On top of connecting pedestrians with a park-and-ride and BRT station, this project would extend a May Creek Trail that goes through Newcastle and to Cougar Mountain. The May Creek Trail follows the historic route of the Seattle-Walla Walla Railroad that once transported coal from since-abandoned mines in now present-day Cougar Mountain Park.

Benefits and Time-Sensitivity of Project

This project will make vital connections for pedestrians and extend a historic trail for hikers.

The time to design and build the boardwalk, park-and-ride, and trail connections is while WSDOT is already in process with an Interstate 405 managed-lanes construction job between Renton and Bellevue.

Local Funding and Downstream Maintenance and Preservation

Renton will combine state capital dollars with local funds and other grant funds to design and build this project, using city dollars to operate and maintain the boardwalk.