

CITY OF BLAINE
REQUEST FOR COUNCIL ACTION
MEETING DATE: October 25, 2021

SUBJECT: Resolution 1861, Adopting the City of Blaine’s 2022 Legislative Agenda.

DEPARTMENT: City Manager

PREPARED BY: _____
(Digital Signature)

AGENDA LOCATION: Consent Agenda Council Action Unfinished Business

ATTACHMENTS:

1. Resolution 1861-21, Adopting the 2022 Legislative Agenda
2. Association of Washington Cities 2022 Legislative Priorities

BACKGROUND/SUMMARY:

The proposed 2022 legislative agenda is included within Attachment 1 – Resolution 1861-21. The proposed agenda is based on prior agendas that the City has adopted in recent years. Our goals follow familiar themes (transportation funding and infrastructure). The agenda includes four items:

1. Local Transportation Options
 - a. Support for local transportation funding options, specifically including an option for a second “penny per gallon” tax for border communities.
 - b. Support for an amendment to Transportation Benefit District (TBD) legislation that would allow local jurisdictions to seek voter approval to renew a TBD every ten years without limitation.
2. A request for a Capital Budget allocation of \$500,000 to partially fund a water pump facility at North Harvey Road.
3. A request for a Transportation Budget allocation of \$4.0 million for reconstruction of Phase III of Marine Drive extending to Jorgensen Pier.

With an adopted 2022 Legislative Agenda in hand, our lobbyists, City staff and City Council members can advocate for legislative actions that are beneficial to the citizens of Blaine. By taking formal action and having a clear statement the City Council helps our State legislators support us in our efforts.

BUDGET IMPLICATIONS: In Current Budget New Request Non Budgetary

There are no financial impacts associated with adopting a legislative agenda.

RECOMMENDATION:

Staff recommends that the City Council approve Resolution 1861-21, adopting the City of Blaine’s 2022 Legislative Agenda.

REVIEWED BY:

City Manager _____ Finance Director _____ City Clerk _____
(Digital Signature) (Digital Signature) (Digital Signature)

RESOLUTION NO. 1861-21

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
BLAINE, WASHINGTON, ADOPTING THE CITY OF BLAINE'S
2022 LEGISLATIVE AGENDA.**

WHEREAS, efforts of representation on behalf of the City of Blaine to influence, affect or guide the passage of legislation in the Washington State legislature are enhanced by a comprehensive package of priorities that have been officially adopted by the City Council pursuant to this resolution.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Blaine, Washington, adopts the attached City of Blaine 2022 Legislative Priorities as the position of the City of Blaine on the items stated therein.

PASSED BY THE CITY COUNCIL OF BLAINE, WASHINGTON, on the 25th day of October 2021, and approved by the Mayor on the same day.

CITY OF BLAINE, WASHINGTON

Bonnie Onyon, Mayor

ATTEST/AUTHENTICATE:

Samuel Crawford, City Clerk



City of Blaine

2022 Legislative Priorities

Local Transportation Revenue

Gas Tax Authorization: Cities throughout the state lack financial resources to adequately maintain and operate the city-owned transportation system. The City of Blaine asks that the state provide increased local funding tools to meet city transportation needs. As a border community, the City of Blaine is unique from other communities. Visitors from Canada frequently travel into the City of Blaine and utilize Blaine's infrastructure without contributing to the tax base. To address this, the state previously authorized border communities to impose a "border gas tax" with voter approval. The City of Blaine, Sumas and Nooksack have utilized this authority. One option to increase local funding tools to meet city transportation needs would be to authorize these communities to increase the border gas tax by another cent.

Sales Tax Transportation Benefit District: The City of Blaine is supportive of legislation that would authorize voters to approve a percentage of sales tax as a transportation benefit district (TBD) revenue stream every 10 years. Current statute limits the voter approved 10-year sales tax TBD to two times. The Blaine community approved the first of these 10-year sales tax measures in 2017. The city dedicates this revenue to eligible transportation and trail projects. Moving forward, the city would like greater flexibility on the 10-year renewal requirement.

North Harvey Road Booster Pump Facility

The City of Blaine requests \$500,000 in capital funding to help construct a water booster pump station and related infrastructure to serve the current community and prepare for the residential growth that is occurring in East Blaine. The city intends to contribute \$500,000 of city's ARPA funding to the project. As development continues in the service area, developers will add pumps to expand pumping capacity and develop additional service lines to distribute potable water to new homes.

An investment by the city and state in the development of the water booster pump facility will mitigate increases in utility costs for families and businesses within the service area. Additionally, developing the pump station will help reduce costs for new housing units and increase fire flow capacity in a large section of the city.

Marine Drive Reconstruction Project

The City of Blaine and the Port of Bellingham request \$4 million in transportation funding to reconstruct Marine Drive. The easternmost section of Marine Drive has been closed to vehicle traffic since 2015. This segment of road serves as access to Jorgensen Public Pier and is a component of the breakwater for Blaine Harbor. Access to adjacent fish processing industries has been compromised due to the road closure. The city and the Port of Bellingham are coordinating on an effort to reconstruct the roadway to ensure access to the pier and protection of the harbor. Under the proposed project, a new truck-compatible roadway will serve the industrial shipyard. A single vehicle lane, a bike/ped lane, and a bulkhead will continue for the final 300 feet to provide access to the public pier

The City of Blaine supports the legislative priorities of the Association of Washington Cities.

2022 City Legislative Priorities

Cities are home to **65%** of the state's residents, drive the economy, and provide the most accessible government. The continued success of cities depends on adequate resources and local decision-making to best meet the needs of our shared residents.

Washington's 281 cities ask the Legislature to partner with cities and take action on the following priorities—because strong cities make a great state.



Ensure basic infrastructure funding

Provide flexible state and federal dollars through programs like the Public Works Assistance Account to help cities finance basic infrastructure such as drinking water and wastewater.

Basic infrastructure is the key to our robust state economy and protecting our environment. Nearly **\$900 million** in local infrastructure projects are currently halted due to lack of funding. State investment in local infrastructure is critical to ensuring reliable, equitable, safe, and affordable service to support our residents, businesses, and environment.



Protect Transportation Benefit District funding authority

Support expanded local authority for Transportation Benefit Districts (TBDs) so cities can continue using the sales tax funding tool beyond the current time limitations.

Cities largely fund their transportation systems locally. In fact, **79%** of funding comes from local sources, such as Transportation Benefit Districts. TBDs are a crucial funding tool for critical transportation needs. TBD revenue authority must continue as a sustainable funding source for ongoing transportation needs.



Pass a transportation package

Adopt a new transportation revenue package that emphasizes maintenance/preservation funding and provides an equitable level of local funding and additional long-term, sustainable revenue options for cities.

City streets accommodate **26%** of all vehicle miles traveled and cities are responsible for many aspects of the transportation system beyond local streets. This includes sidewalks, pedestrian and bicycle infrastructure, some aspects of state highways, stormwater infrastructure, and other utilities. Cities largely fund these needs locally with only **13%** of funding coming from the state and **8%** from federal sources. Pass a statewide transportation package that addresses local transportation needs to keep our state moving.

AWC's advocacy is guided by the following core principles from our Statement of Policy:

- Local decision-making authority
- Fiscal flexibility and sustainability
- Equal standing for cities
- Diversity, equity, and inclusion
- Strong Washington state partnerships
- Nonpartisan analysis and decision-making

Contact:

Candice Bock
Government Relations Director
candiceb@awcnet.org