

CITY OF KENMORE, WA

2015 FEDERAL LEGISLATIVE AGENDA

Kenmore Navigation Channel

The Kenmore Navigation Channel has not been the beneficiary of federally-assisted maintenance dredging since the 1990's, prior to the City's incorporation. We will continue to pursue funding for the Army Corps to engage in maintenance dredging, working with our Congressional delegation, Congressional committee staff, and appropriate federal agencies; most notably the Corps and the Office of Management and Budget.

Through regular contact with our Congressional Delegation and Congressional committee staff, Army Corps officials and staff in the Seattle District, Northwestern Division, Washington Headquarters, and the Assistant Secretary's office, as well as with the Office of Management and Budget, the project was provided \$440,000 with inclusion in the Corps' work plan for Fiscal Year 2014. The required preliminary steps of core sediment sampling and analysis and environmental review are expected to be complete by early 2015. It will be important to continue contact with decision makers so that the maintenance dredging itself is funded. The results of the sediment sampling are valid for two years, so the dredging needs to be accomplished in a timely manner.

In addition, the Water Resources Reform and Development Act of 2014 (WRRDA) contains a provision that assures funding will continue to be set aside for the maintenance dredging of small harbors.

West Sammamish River Bridge/Corridor Funding

The City has determined through studies that the 68th Avenue NE (southbound) bridge over the Sammamish River should be replaced. The 80 year old bridge is of regional significance and is a well-used route around Lake Washington. Traffic over the Bridge has increased as drivers utilize this route to avoid tolls on State Route 520. The Bridge was constructed in the 1930's and is showing accelerated structural deterioration as a result of the increased traffic volumes. Load restrictions on the bridge were posted earlier this year.

Additionally, a north-bound improvement to the corridor is needed to assist traffic approaching the heavily congested SR 522/68th Avenue NE intersection. The Total cost of the project is \$22 million. The City has committed \$2 million in local resources to the project, and is actively seeking funding resources for the remaining \$20 million.

There may be other opportunities to advocate for legislation that could provide assistance for the bridge project. In August, Congress passed and the President signed into law, legislation continuing the federal surface transportation programs through May 31, 2015, at current funding levels, and provided revenues deemed sufficient to finance these programs. By the end of May, Congress will need to extend these programs, either with a temporary extension of existing law, or through action on a comprehensive reauthorization. And because existing highway user fees are no longer sufficient to fund these programs at existing levels, let alone at the higher levels that most authorities believe are necessary, a method for generating greater amounts of revenue will need to be identified to fund the nation's transportation programs into the future.

There is some discussion in Washington of a return to the practice of earmarking which, if adopted, could make a transportation reauthorization bill, or the annual transportation appropriations bill, a vehicle for the earmarking of funds directly for this project. Regardless, development of a new reauthorization bill will be monitored to try and assure that it might facilitate work on this project.

Kenmore Air Temporary Flight Restrictions

To help maintain our jobs base, and to reduce inconvenience to residents, the City will continue to work with the Congressional Delegation to seek resolution to the Temporary Flight Restriction issue that is impacting Kenmore Air's business while inconveniencing passengers. The Delegation has been provided an estimate of the financial impact each time Kenmore Air is required to close down its flight operations as a result of a TFR. As a result of these efforts, the staffs of our two Senators convened a meeting with leadership from the three agencies involved – U.S. Secret Service, TSA and FAA – to discuss a potential fix to the issue. The delegation tasked the three agencies to work to develop a viable solution.

Commuter Parking Facility Funding

Kenmore is a regional commuter center that is served by Metro Transit and Sound Transit. Existing park-and-ride facilities are full by early morning, resulting in overflow parking spilling over into local neighborhoods. The City will work with Sound Transit and/or Metro Transit to identify opportunities for locating a parking structure that can also serve downtown Kenmore businesses and/or trail and park users.

Transportation Financing

The City urges the Federal Government to establish a long-term sustainable transportation assistance program for highways and transit. Revenue sources need to be indexed to the economy and sufficient to assist with the funding of the nation's growing transportation needs. The financing mechanism needs to be long term,,

providing state and local jurisdictions with assurances of an on-going program so that they can plan projects. Continuing Resolutions do not provide any assurance of future funding of transportation needs.

Identify and Pursue Grant Funding for City Priorities

The City's government relations consultants Alcalde & Fay will provide regular reports and alerts on federal grant funding opportunities for various purposes and programs, such as an economic development/business incubator, parks, and infrastructure, and can assist in the development of grant proposals and garnering the political support for such proposals that can sometimes be instrumental to their being met receptively in federal agencies. Funding for bicycle and pedestrian safety improvements will be a priority in seeking grant funds in the coming year.

Monitor Discretionary Budgets

The City will want to monitor federal sources of assistance to assure that their budgets are not cut during these times of fiscal constraint. Programs administered by the Department of Housing and Urban Development, such as Community Development Block Grants will be of particular concern.