

90 years of advocacy: Continuing AWC's tradition of building strong city advocates

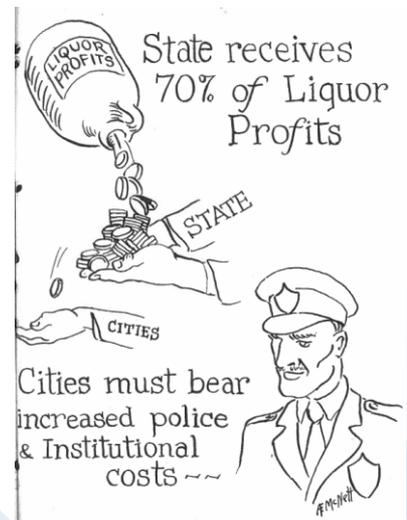


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October 26, 1933

The purpose was to rally cities to present a united front on liquor control legislation. The issue was to be considered at an upcoming special legislative session called by Governor Clarence Martin.

- Bremerton
- Ellensburg
- Goldendale
- Kennewick
- Olympia
- Pasco
- Renton
- Spokane
- Seattle
- Tacoma
- Toppenish
- Walla Walla
- Yakima
- Zillah



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City Streets
14.7% of all the
maintained road
mileage in state

30 to 40%
vehicle-
mileage on city
streets

CITIES PAY
65% of GAS
TAX ~

Cities ask a fair
share ~ 20%

Cities get 9%

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300 A. COLEMAN HALL
UNIVERSITY OF WASHINGTON
SEATTLE, WASHINGTON

INFORMATION BULLETIN NUMBER 44 APRIL 19, 1939

A LEGISLATIVE REVIEW
1939

In analyzing the final results, the first observation is the noteworthy consideration given Association bills. Although every measure sponsored did not reach the floor of the House or Senate, the fact that it was supported by the Cities' organization gave it an unprecedented prestige and start. From this it was evident that a position of influence had been attained by the Association and that an established place in state affairs had been taken.

With another Legislature a matter of history and its smoke of battle cleared away, Washington municipal officials are in a position to see more clearly than ever the value of their legislative work. At the session recently adjourned more than 120 bills were introduced affecting city government. Naturally many of these were either favored or sponsored by the Association to aid cities financially or to extend their sphere of local autonomy and home rule. At the same time, however, many were sponsored by special interests and would only have increased the burdens cities now bear or narrowed still further the scope of local discretion. These latter had to be strenuously opposed. Had it not been for the vigorous cooperation of all city officials through their own organization, the Association of Washington Cities, the legislative outcome might have been far different.

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The second observation is the conspicuous success of the revenue program. The revenue bills adopted will bring to Washington cities and towns an estimated additional revenue of at least two million dollars, or two dollars per capita when distributed on a population basis. In commenting on this success, Executive Committee Chairman John Carroll said at the close of the session:

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1940's

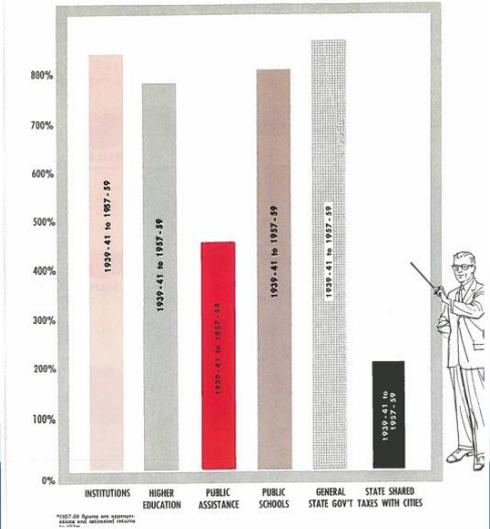
- Cities focused on the war effort
- AWC supported an effort to allocate \$.04/capita of cities MVET to BGR (MRSC)
- Cities support the Road Bill calling for the State Highway Department to maintain all state highways within corporate limits
- 1941 authorizing cities to establish sewage systems
- 1943 allows cities to collect admissions tax



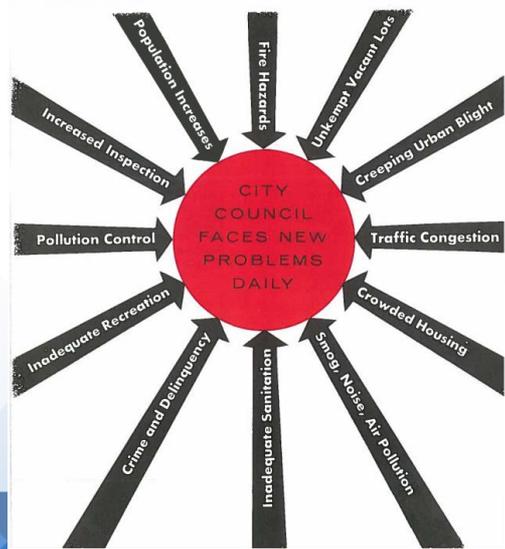
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CITIES' FINANCIAL NEEDS

Have not been met, while other functions have received ever-increasing allocations



STILL ... CITIES' PROBLEMS MOUNT



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1950's

- 1951 Annexation bill to provide a means of adjusting special purposed districts when annexed into a city
- 1951 Force account bill allows construction work without calling for bids up to \$2,000 from \$500.
- 1955 Liquor tax city share increased to 40%



ASSOCIATION of WASHINGTON CITIES

LEGISLATIVE BULLETIN

OLYMPIAN HOTEL
OLYMPIA

THE SEVEN "DEADLY SINS" OF LOBBYING

With due apology to Eric Johnston who once wrote on the "Seven Deadly Sins of Business."

Here are a few of the "Deadly Sins" of Municipal "lobbying":

- 1. Ignorance of the Subject Matter**
Not being sufficiently familiar with the needs of cities to sell the program intelligently - not knowing the answers when questioned - being backed in the corner by the opposing side - accepting: "the State needs the money too much to help the cities" without having an argument that will floor the opposition!
- 2. Majoring in Minors**
Interviews: Spending too much time on minor bills and side issues - bringing in major issues only incidentally - writing letters; Dumping the whole load on everything but the major bill which may be mentioned casually in the final paragraph - failure to sell "First things first."
(NOTE: AWC staff will be able to handle most "housekeeping" bills without help - if trouble is encountered (as well it may at times) help will be appealed for.)
- 3. "Pulling the Rug"**
Downing one's own cause - siding with the opposition - criticizing the cities' program because of minor personal differences - hinting that the real reason for the program is because "it would be too difficult to raise taxes at home" (instead of no taxes left to raise) - "local officials might not be reelected if they took more responsibility"
- 4. Furthering Private Interests**
Going to the Capitol to lobby for the city, but spending major time on one's own personal or private interest bills.
- 5. Proposing a Different Program**
Coming up brand new with one's own solution to the municipal problem - making proposals which haven't been cleared through the State Convention or Executive Committee - stressing issues which even though good in themselves haven't got a chance. (A municipal program is difficult enough to sell even when all cities pull together - but when shooting out on one's own, the cause will seldom if ever "have a prayer!")

6. Approaching the Problem Indifferently

Failure to realize the importance of the job - not understanding that the legislature is a "super City Council" and the real boss of all the city governments in the State - failure to realize municipal officials are not only the administrators of local government, but in a peculiar sense, it's protectors and defenders.

7. Failure to Develop Public Support

Lastly, but not least, trying to sell a difficult program on the basis of one's own say so - failure to rally support of community leaders, private citizens and civic organizations which have a definite influence in legislative matters.



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LEGISLATIVE
BULLETIN

GOVERNOR HOTEL
OLYMPIA

No. 7
February 8, 1963

When you Write, Call, Visit, or Talk to $\frac{3}{4}$ Delegation Can you?

H.B.3 The Financial Key for Cities & Towns

WOULD MEAN \$8,200,000 additional from 52% SHARING OF LIQUOR REVENUES
-- \$4.70 PER CAPITA -- PER YEAR

The Task Ahead
The Battle is Nip and Tuck!

CITY AND TOWN OFFICIALS CAN MAKE THE DIFFERENCE. THEY CAN MOVE THE MONEY BILL
OUT OF THE WAYS AND MEANS COMMITTEE -- IF THEY:

1. Develop major citizen interest in the bill!
2. Inquire citizens letters to their legislators supporting H.B. 3!
3. Promote special letters to members of House Ways and Means Committee recommending the reporting of bill out for consideration

PUBLICITY
Also the A.W.C. office advised on the need being done -- copies of letters, telegrams, summaries of telephone calls, etc.

1. Be well versed on actual financial needs of your city -- concrete examples of things not now being accomplished.
Sell this point strongly.
2. Be aware that state revenues are available -- some \$62 millions of new revenues are estimated from economic growth. No state agency would need to receive less than it now receives -- requests for increases only would need to be slightly curtailed.
3. Emphasize priority needs of cities. Legislators must be convinced that municipal services are just as important as any services the state renders -- now services performed at the state level come first.
4. Remember that city general functions should have one turn for priority consideration -- the unfunded liability of pension systems forced on cities by the state is now over \$90,000,000 alone.



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The 1960's

- 1961 Cities receive $\frac{1}{2}$ cent of a gas tax increase expected to amount to \$4,740,000 in 1962
- 1966 AWC authorized to submit Initiative 226 directly to the voters to give cities 10% of the state's sales tax
- 1967 \$22 million to help cities; \$200 million highway bond program for urban arterials; passage of the Optional Municipal Code



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LEGISLATIVE BULLETIN

Association of Washington Cities

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BULLETIN NO. 23

June 10, 1977

END IN SIGHT: MAJOR ISSUES UNRESOLVED

As this is written (June 9, 1977), the Legislature is in its 151st day of session, with "sine die" projected by some observers for the week of June 13th. On the other hand, it is entirely possible that the session will continue beyond that point because a number of major issues are still unresolved. Major issues of city concern remaining unresolved at this time include pensions, gasoline taxes, jail standards legislation and funding, parks funding and unemployment compensation compliance. Most of these measures are presently in conference committee or are being held in one house or another awaiting their turn for consideration.

As has been indicated in the past, things can move very quickly at this time of year and the speed of legislative developments make the Bulletin, as such, an impractical device for communication. Therefore, this will almost certainly be the last Legislative Bulletin of the 1977 session, and further communication with local officials regarding legislative developments will probably be by memo, Mailgram or telephone. As has been the practice at the conclusion of previous session, a summary of legislative enactments will be developed.

Pensions continued to occupy much attention during this week. However, the work is now proceeding in a House-Senate conference committee. The Senate version of HB 867, currently in conference committee was amended on the floor to include the following changes:

1. Provide for a normal retirement age for police and fire personnel of 60 years, with early retirement at age 57;
2. Eliminate the controversial "transition allowance" from the bill;
3. Increase employer and employee contributions from the 5.5 percent originally proposed to a new figure of 6.15 percent of payroll; and
4. Provide that the state would bear the local government costs for workers' compensation coverage for the 1977-79 biennium (only).



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1970's

- Cities authorized to collect the first ½ cent sales tax
- 1973 legislature began the continuing legislature concept
- 1974 all cities join AWC
- 1978 AWC moves to Olympia
- 1979 Legislature officially goes to annual sessions



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Association of Washington Cities

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LEGISLATIVE BULLETIN NO. 1
January 9, 1981

1981 SESSION SET TO COME

The Washington State Legislature convenes Monday, January 12 for its first 105-day Regular Session. As you will recall, in 1979 the public approved a ballot measure calling for 105-day sessions in odd-numbered years and 60-day sessions in even-numbered years. The sessions can be extended by 30-day increments by either the Governor or two-thirds of the legislature.

As the 1981 session convenes, Washington's cities will be seeking legislative action in a number of areas. We will be reporting legislative actions to you on a weekly basis through this bulletin. Although the legislature has accomplished much organizational work prior to convening, the first week's activity will be principally organizational in nature. We do anticipate a fast-paced session, with a very significant effort being made to complete the business of the legislature within the prescribed 105 days. Many legislative watchers are, however, pessimistic about the ability of the legislature to accomplish this goal.

Certainly 1981 will be a difficult session, with financial matters probably being the focus of much controversy. The state has its own significant financial difficulties and local governments, long plagued by inadequate tax sources and the burden of state mandates, will be seeking additional taxing authority and additional financial tools to be utilized in addressing local needs. Other areas of concern will be growth management, implementation of Initiative 62, labor and pension matters, and an array of issues in which we will be in a defensive role. Based on past experience, several thousand legislative proposals will be introduced, of which four hundred and fifty to



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1980's

- 1981 first 105 day regular session
- 1985 creation of the infrastructure low interest loan program is expected to generate \$42 million for loans in 1985-1987
- 1987 authorizes the creation of the transportation benefit district
- 1988 authorizes the Public Works Board to make emergency loans
- 1989 Cities push for increase gas tax but ultimately fail.



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MAJOR LEGISLATIVE ISSUES

G**ROWTH MANAGEMENT**
 Strongly support the adoption of recommendations made by the Governor's Growth Strategies Commission.

With the recent defeat of Initiative 547 and the increasing public interest in growth management, it is essential that the Legislature continue to aggressively reform and strengthen last year's growth management legislation.

Key focus areas include:

- Compliance with goals and requirements
- State's role in growth management
- Identifying and protecting significant lands and resources
- Incentives to promote local compliance
- Increasing affordable housing
- Limiting the vesting of development rights
- Resolving city and county disputes

M**ANDATES**
 Allow local governments to determine what services are needed and how they should be provided. Discontinue the imposition of additional financial or operating burdens on local governments unless the mandates are of overriding state interest and are funded.

Although the Legislature has been responsive to the impact of unfunded mandates, cities need to continue monitoring for any unreimbursed responsibilities.

STATE LEGISLATIVE PRIORITIES

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Action Call

February 16, 1995

GAMBLING TAX REVENUES IN TROUBLE

Is your city within 50 miles of an existing or potential tribal casino? If so, your gambling revenues may be reduced.

HB 1447 and SB 5726 would cut in half maximum gambling tax rates for jurisdictions within 50 miles of a tribal casino. Over 120 cities would be impacted by this rate reduction. Eventually, even more cities would feel the pinch.

Tax Rate Reductions
 Card Games -- from 20% to 10%
 Punch Boards/Pull Tabs -- 5% to 2.5%

HB 1826 and HB 5829, would require punch board and pull tab taxes to be collected based on net receipts, rather than gross receipts. This change would be an administrative nightmare and would cost cities a bundle.

Tavern owners argue that tribal casinos are putting them out of business. Tell your legislators that cities need the flexibility to make gambling tax decisions based on local circumstances.

CALL YOUR LEGISLATORS TODAY! Let them know how much these bills would cost your city. AWC needs your help in stopping this legislation.

If you need more information on this issue or how to contact your legislators, contact Faith Trimble at AWC. AWC's toll-free phone number is 1-800-562-8981.

JEB 2 2 1995



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1990's

- 1990 Adoption of the Growth Management Act
- 1998 Referendum 49 Transportation Funding passed
- 1999 I-695 passed effectively eliminating the MVET which provided significant city funding



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January 9, 2001

I-695 Update

Contact your State Legislators!

Members of the State Legislature have returned to Olympia to convene the 2001 legislative session.

Like last year, the topic of initiatives will be central to most discussions and debate. The Association of Washington Cities (AWC) will continue to share with the governor's office and members of the Legislature the impacts on cities and towns due to the passage of I-695 and I-722. However, your assistance is also needed to spread the city message about the need for ongoing dedicated funding to replace MVET losses.

While the state has limited funds available this year due to these initiatives as well as the passage of other initiatives related to education funding, Governor Locke has included ongoing I-695 backfill funding for 2002 and 2003 for local governments in his proposed FY 01-03 budget. Attached is a copy of the relevant sections of the budget.

While the intent to provide ongoing assistance was included in last year's budget language, the appropriation for 2002 and 2003 must still be approved by the legislature this year. However, some legislators have not committed to supporting ongoing funding this session.

Your legislators need to hear from you now. Take a few seconds today to call your legislators to ask about their support of continued assistance and to spread the city message about the continued need for backfill funding.

Messages to Deliver

Impacts

First, be sure to tell your legislator the specific impacts on your budget due to the ongoing loss of motor vehicle excise tax revenues and your jurisdiction's continued need for a dedicated source of replacement funding. Also, share with them what significant cuts or program changes you have made or will need to make in response to continued losses.

Look at the big picture

The backfill assistance addressed the immediate needs of cities that will continue to be of concern in the 2001 session, such as funding for criminal justice, public health, sales tax equalization, and transportation. The magnitude of the transportation and transit funding problems are large, and will require a long-term, multi-faceted approach. Cities recognize that the state's ability to provide a transportation solution has been further complicated by budgetary constraints, such as the substantial impacts of the education initiatives.

continued...

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Olympia, WA 98501
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2000's

- 2000 I-695 declared unconstitutional, but enacted by the legislature kicking off years of work and debate around "backfill"
- 2001 I-747 limits property tax increases to 1%
- 2005 Streamlined sales tax shifted tax collections to destination based
- 2005 SB 6050 creates ongoing funding for city financial assistance
- 2005 Creation of the Transportation Benefit District funding authority
- 2007 I-747 declared unconstitutional, but reenacted by the legislature in a 1-day fall special session

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legislative BULLETIN

Final Bulletin • 2010 Session
64th Legislature • January 11 to April 13, 2010

Tough year back home - Governor & legislature respond

The poor economy continues to hamper cities ability to provide needed services. Almost all cities have made significant budget cuts and many have drastically reduced key programs.

A good start but we have much more work to do. Local budgets and the state budget will require additional cuts next year and biennium. State policy makers will be forced to carefully review

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Legislative Bulletin

June 22, 2015

From the Legislative Director

Make or break week for state budget and city priorities

Today marks 160 days of what was supposed to be a 105-day session. It's also the last full week for legislators and the Governor to reach an agreement on the operating budget and other important matters, like adopting a transportation package. We'll also soon know where city priorities stand among their collective priorities.

Strong Cities Great State

Strong Cities Pocket Guide
4th Edition - Legislative Interim 2016

Operation: Strong Cities
POCKET GUIDE
First Edition

Winter 2018
Strong cities make a great state

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The 60-day session starts January 8 - What can cities expect?

After five years of legislative power sharing, Democrats regained control of the state Senate and now have narrow majorities in both houses. They will work to demonstrate that party control of both chambers can yield positive results without going into overtime. However, they know their slim majorities will be vulnerable in November when all House and half of the Senate seats are up for election, so they will likely be selective about what they choose to pass along to the Governor's desk.

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2010's

- The Great Recession fall out (followed by the *McCleary* case fall out)
- Diversions of the Public Works Assistance Account
- Special sessions
- 2011, 2017 Modest PRA updates
- 2011 Liquor privatization initiative passes
- 2012 Cannabis legalization
- 2015 Statewide transportation funding package
- 2018 behavioral health and affordable housing
- 2019 another \$30 car tab imitative passes

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Build relationships & communicate effectively

- Start before you need something
- Be familiar with legislators' focus & interest
- Get into the habit of sharing information
- Make sure they know your city's story
- Be clear about what you need & why
- Don't be shy about difficult conversations
- This is a group effort—work together

The background features a photograph of a grand, domed state capitol building with a large tree in the foreground.

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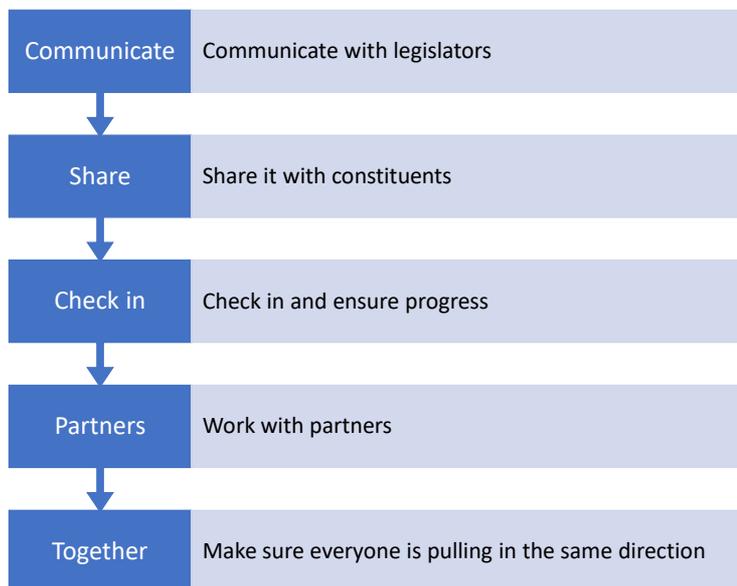
Leverage your unique role as an elected official

- You share constituents with your legislators
- Many legislators started as local elected officials
- You have power as an official chosen by the voters
- Your on-the-ground connection to the issues and residents at home can be a helpful perspective for legislators
- You both have experience and shared interest in running for elected office



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Adopt your city's legislative agenda



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