9:00AM Legislative Day held in the Legislative Building Olympia Room

Representative Roger Goodman, 45th District
Representative Larry Springer, 45th District
Senator Manka Dhingra, 45th District
Point of Contact: Sydney Oliver, Leg. Asst. (360) 786-7878
Lacey Stanage, Leg. Asst. (360) 786-7822
Meeting Location: Legislative Building – Room 130

9:00AM

Representative Tana Senn, 41st District
Point of Contact: Emma Palumbo, Leg. Asst. (425) 453-3037
Meeting Location: John L. O’Brien Building – Office 368

9:45AM

Senator Mark Mullet, 5th District
Point of Contact: Adam Day, Leg. Asst. (425) 270-8812
Meeting Location: Legislative Building – Room 145

10:45AM

Representative Bill Ramos, 5th District
Point of Contact: Erika Boyd, Leg. Asst. (360) 360-786-7852
Meeting Location: Lunch Room Columbia Room (Table TBD)

<table>
<thead>
<tr>
<th>District 5</th>
<th>District 41</th>
<th>District 45</th>
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<tbody>
<tr>
<td>Mark Mullet</td>
<td>Lisa Wellman</td>
<td>Manka Dhingra</td>
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<td>Bill Ramos</td>
<td>Tana Senn</td>
<td>Roger Goodman</td>
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<td>Lisa Callan</td>
<td>My-Linh Thai</td>
<td>Larry Springer</td>
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Eastside Fire & Rescue Board of Directors
2020 Top Legislative Issues

- **PFAS**
  Support the reduction of the use of certain toxic chemicals in firefighting activities and equipment. Support the PFAS Chemical Action Plan (PFAS CAP) being developed by the PFAS CAP Advisory Committee.

- **Wildland Policy**
  - Full reimbursement for mobilization costs for state-approved mobilization events to recover the full cost of those resources with the aim of mitigating local disincentives to sending needed resources to other jurisdictions.
  - Pre-positioning of mobilization to allow for the prepositioning of resources in instances of known, forthcoming mobilizations with the aim of engaging suppression efforts earlier.
  - Wildland fire funding increase in funding for a variety of issues surrounding wildland fire that would lead to quicker, more robust response, increased prevention efforts, and better forest health practices.

- **Incentivize Regionalization**
  EF&R is a superior model for regionalization efforts and would look for opportunities to share information regarding the ILA model.
  - Identify and Remove Barriers
  - Identify statewide all-hazard response advantages
  - Funding advantages

- **JATC Funding & Sustainability**
  Support a study to identify opportunities for improving the JATC program, which currently resides with the State Fire Marshal’s Office and is governed by LNI. The study would be led by the Washington State Board for Community & Technical Colleges, where many other apprenticeship programs are currently operated.

- **Food Truck Legislation**
  Increase the ability of local government to regulate, inspect, and charge appropriate fees for food trucks operating within their jurisdictions.

- **Mobile Vehicle Accident Cost Recovery**
  Support passage of HB 1169 (Peterson/Griffey) to clarify state law regarding cost reimbursement from insurance carriers for services and supplies used in the cleanup and removal of debris and hazardous substances that go beyond what taxpayers fund for fire department readiness.
August 21, 2019

The King County Fire Chiefs Association (KCFCA) opposes any legislation at the State level that removes the ability of local government to regulate, inspect, and charge appropriate fees for food trucks operating within their jurisdictions. Food trucks bring inherent risks to the community due to the use of compressed gas and deep fryers, which have led to serious events in the past. Further, the King County Fire Chiefs request the support of the Washington Fire Chiefs and local elected officials in our opposition.

- Previously introduced legislation required that once a food truck has a fire inspection, it is valid for a year and reciprocal statewide, regardless of where it was inspected.
  - The Bill failed to consider hazards regarding the setup of the vehicle, changes that occur to the vehicle or damage the vehicle may incur during that year. What was originally inspected may be vastly different from what was inspected six-months prior in a City 50 miles away.
- Local jurisdictions were limited to a fee of $25 for the inspection.
  - This fee falls short of covering the cost of a fire inspection in any jurisdiction within the State. Placing the fee in statute makes it extremely difficult to change. Local legislative bodies should determine how and what their fees will be for services provided.
- The Bill preempted any local regulation of food trucks.
  - The Bill failed to address jurisdiction specific needs outside of State code, such as clearance of combustibles and parking restrictions, which consider firefighter safety.
- The Bill failed to address the process of revoking a permit or steps for a jurisdiction to follow in doing so.
- The Bill failed to address requirements for a food truck to notify a local jurisdiction when operating in their area, thereby avoiding permissible spot-checks.
- The Bill failed to address enforcement responsibility to the statewide permit. The Bill also failed to address penalties for violations, timelines for corrections, or additional fees for re-inspections and penalties.

The food truck industry is seeking to force local jurisdictions to undertake the responsibility of regulating food trucks on a statewide basis without any enforcement authority, without a statewide database for permit accountability and visibility, and at an insufficient fee of $25. Additionally, they wish to remove the ability of local government to adopt restrictive requirements and implement fees. The KCFCA opposes this, and future, legislation that removes the ability of any local government to regulate, inspect, and charge appropriate fees for food trucks operating within their jurisdictions.
ASK: To fund the completion of nearly six miles of SR18 from Raging River to Issaquah-Hobart Road. (Estimated $285 Million) This request is a continuation of the $25 Million the legislature invested in 2019 for the design and right-of-way acquisition of this project.

BACKGROUND
Starting in 1992, in response to high accident rates and numerous fatalities, the state commenced the dividing and widening of rural SR18 commonly referred to as “Blood Alley.”

Currently, 7.5 miles of SR18 remain unfinished while collisions and fatalities continue.

1.5 of those miles are already planned for completion as part of the SR18/I-90 Interchange project funded through Connect Washington.

PROJECT BENEFITS

Improved Safety
» Divide and widen to eliminate head-on collisions
» Construct guardrails to eliminate off-roadway collisions

“The high volume of severe motor vehicle accidents on SR18 exposes firefighters to horrific scenes and unnecessary dangers due to narrow roadways, no centerline barriers, and high speeds. Improving SR18 will save lives and protect first responders.”

-- Jeff Clark, Fire Chief Eastside Fire & Rescue

Improved Economy
» Increase mobility of goods from Eastern Washington to Port of Tacoma
» Improve tourist access corridor to I-90, Snoqualmie Summit, and Eastern Washington

“Traffic congestion on SR18 is not only a safety issue for our truck drivers coming from Eastern Washington, but any delay in getting time sensitive loads to the Port of Tacoma has serious economic impacts.”

-- John Wright, Owner, Zip Truck Lines, Moses Lake

Congestion Relief
» Eliminate multi-mile backups that contribute to high-speed rear end collisions
» Reduce commute times

“I leave my house 1.5 hours earlier than I need to just in case there is an accident that is going to prevent me from making it to work each day.”

-- Doug Burnham, Maple Valley Commuter

Collision Data from 2014-2019

<table>
<thead>
<tr>
<th>Type of Collision</th>
<th>2014</th>
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<th>2016</th>
<th>2017</th>
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<tr>
<td>Number of Injury Collisions</td>
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<td>Number of Fatalities or Serious Injury</td>
<td>331</td>
<td></td>
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*Data source: Washington State Highway Patrol

SEAL-TC STAKEHOLDERS
The SouthEast Area Legislative Transportation Coalition (SEAL-TC) is a group of stakeholders in Southeast King County working to improve transportation safety and mobility in the region.

CONTACT: ERICA DIAL, CEO, MAPLE VALLEY BLACK DIAMOND CHAMBER OF COMMERCE
425.432.0222 x101 CEO@MAPLEVALLEYCHAMBER.ORG
SouthEast Area Legislative Transportation Coalition (SEAL-TC)

Introduction: The SouthEast Area Legislative Transportation Coalition (SEAL-TC) is a coalition of stakeholders in Southeast King County working to help improve transportation in the region. Stakeholders include representatives from area cities, chambers of commerce, and regional fire authority.

2020 Legislative Priorities:
Allocation of $285 Million to widen and divide the last remaining rural section of SR 18. This project will complete the widening of the entire length of SR18 that began in 1992.

Maintain currently authorized funding for the SR18/I-90 interchange

Maintain currently authorized funding for engineering and securing of right of way for SR18 widening from Hobart-Issaquah road to Raging River.

SR18 History:

1955: Construction begins on the current route for SR18 classified as a “Rural Highway” linking I-90 and Snoqualmie Pass to I-5.

1967: SR18 construction completed with no center barriers and a single lane of travel in each direction for 28.5 miles.


1995: SR18 included in the National Highway System Designation Act of 1995 as part of the National Highway System identifying roads critical to national economy, defense and mobility

2007: Widening and dividing of additional 11.5 miles begins. At completion, 20.5 miles from I-5 to Hobart-Issaquah road is improved from a “Rural Highway” to a “Controlled Access Highway”.

2009: SR18 designated by Washington State Transportation Commission as a Highway of Statewide Significance (HSS). HSS are defined as Highways needed to connect major communities in the state of Washington.

2021: Interchange project to begin at I-90 which includes widening and dividing of 1.5 miles of SR18 from I-90 to Raging River.

Need:

Safety- WSP has responded the following incidents on the 7.5-mile stretch of SR18 from Hobart-Issaquah Road to I-90 (2014-2019):

- 596 Traffic Collision Incidents
- 156 Collisions Involving Injuries
- 14 Collisions with Serious Injuries

December 2017-2018 included 6 Collisions resulting in 7 fatalities

Economy- SR18 is recognized by WSDOT as a T1 Truck Freight Corridor for Washington State. T1 corridors are defined as those that carry more than 10 Million Tons of truck freight annually.

Congestion Relief: SR18 experiences traffic backups of nearly 5 Miles during the morning and evening commutes due to congestion and overcrowding.