Monday, February 3, 2020
College Place Economic Development, Tourism, and Events Commission
5:00 PM
City Council Chambers
625 S College Avenue
College Place WA 99324

1. Opening Items

Subject :	1.01 Welcome to new Commission Member Jenny Fuchs
Meeting :	Feb 3, 2020 - College Place Economic Development, Tourism, and Events Commission
Category :	1. Opening Items
Access :	Public
Type :	Procedural
Subject :	1.02 Call To Order
Meeting :	Feb 3, 2020 - College Place Economic Development, Tourism, and Events Commission
Category :	1. Opening Items
Access :	Public
Type :	Procedural

Public Content

EDTEC Appointed Members	Bill Clemens, Kelli Leen, Jeff Lambert, Doug Case / Dan Andrews Jenny Fuchs
EDTEC Ex Officio Members	WW Chamber, Kyle Tarbett
EDTEC Advisory Members	City Administrator, Mike Rizzitiello Finance Director, Brian Carleton

2. Consent Agenda

Subject :	2.01 Approve Agenda for February 3rd, 2020
Meeting :	Feb 3, 2020 - College Place Economic Development, Tourism, and Events Commission

Category :	2. Consent Agenda
Access :	Public
Type :	Action (Consent)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure by Alice Sturgis, 4th Edition, provide for a consent agenda listing several items for approval of the Board by a single motion. Most of the items listed under the consent agenda have gone through Board subcommittee review and recommendation. Documentation concerning these items has been provided to all board members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any board member.

Subject :	2.02 Approve Minutes from January 6th 2020
Meeting :	Feb 3, 2020 - College Place Economic Development, Tourism, and Events Commission
Category :	2. Consent Agenda
Access :	Public
Type :	Action (Consent), Minutes
Minutes :	View Minutes for Jan 6, 2020 - College Place Economic Development, Tourism, and E

File Attachments

EDTEC_12020_Draft_MInutes.pdf (636 KB)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure by Alice Sturgis, 4th Edition, provide for a consent agenda listing several items for approval of the Board by a single motion. Most of the items listed under the consent agenda have gone through Board subcommittee review and recommendation. Documentation concerning these items has been provided to all board members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any board member.

Subject :	2.03 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing items for approval of the Commission by a single motion. Typically the items listed under the consent agenda are the minutes from previous meetings and the agenda for the current meeting. Documentation concerning these items has been provided to all Commission Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Commission Member.
Meeting :	Feb 3, 2020 - College Place Economic Development, Tourism, and Events Commission
Category :	2. Consent Agenda
Access :	Public

Type :	Action (Consent)
Recommended Action :	Motion to approve the consent agenda

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure by Alice Sturgis, 4th Edition, provide for a consent agenda listing several items for approval of the Board by a single motion. Most of the items listed under the consent agenda have gone through Board subcommittee review and recommendation. Documentation concerning these items has been provided to all board members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any board member.

3. Reports

Subject :	3.01 Legislative Session Report - Mr. Rizzitiello
Meeting :	Feb 3, 2020 - College Place Economic Development, Tourism, and Events Commission
Category :	3. Reports
Access :	Public
Type :	Discussion, Information

File Attachments

stateofcities2020.pdf (368 KB)
FactSheet_AffordableHousing.pdf (57 KB)
FactSheet_TaxIncrementFinancing.pdf (57 KB)
FactSheet_TransportationOptions.pdf (60 KB)

Subject :	3.02 Downtown Catalyst Incentive Program - Mr. Rizzitiello
Meeting :	Feb 3, 2020 - College Place Economic Development, Tourism, and Events Commission
Category :	3. Reports
Access :	Public
Type :	Discussion, Information

File Attachments

CP_DowntownCatalystIncentive_application.2020.pdf (510 KB)
CP_DowntownCatalystIncentive_FAQform.pdf (145 KB)

Subject :	3.03 Micro Business Assistance (MBA) Program - Mr. Rizzitiello
Meeting :	Feb 3, 2020 - College Place Economic Development, Tourism, and Events Commission
Category :	3. Reports
Access :	Public
Type :	Discussion, Information

File Attachments

Infographic_Walla Walla_2019_Final 1.14.2020 (3).pdf (11,142 KB)
MBA Oversight Committee Agenda 1.17.2020.pdf (471 KB)
MCNW_MBA 2020 client directory FINAL 1.16.20.pdf (632 KB)

Subject :	3.04 Development Tracking Update - Mr. Rizzitiello
Meeting :	Feb 3, 2020 - College Place Economic Development, Tourism, and Events Commission
Category :	3. Reports
Access :	Public
Type :	Discussion, Information

File Attachments

DevelopmentTrackSheet_22020.pdf (211 KB)

4. Action Agenda

Subject :	4.01 Proposed Marketing Flyers - Mr. Rizzitiello
Meeting :	Feb 3, 2020 - College Place Economic Development, Tourism, and Events Commission
Category :	4. Action Agenda
Access :	Public
Type :	Action
Recommended Action :	Motion to approve usage of proposed flyers for marketing purposes.

File Attachments

EcDev_MarketingInfo_MyraRdCorridor_12020.pdf (326 KB)
CollegePlace_EDFlier_2020.pdf (1,116 KB)
EcDev_MarketingInfo_DowntownCollegePlace_12020.pdf (332 KB)
EcDev_MarketingInfo_Meadowbrook2020.pdf (360 KB)
Ec_Dev_MarketingInfo_MarketingFlier_12020.pdf (341 KB)

5. Closing Items

Subject :	5.01 Adjourn
Meeting :	Feb 3, 2020 - College Place Economic Development, Tourism, and Events Commission
Category :	5. Closing Items
Access :	Public
Type :	Procedural

Public Content

Motion to adjourn the meeting

College Place Economic Development, Tourism, and Events Commission (Monday, January 6, 2020)
Generated by Mike Rizzitiello on Monday, January 6, 2020

Present: Bill Clemens, Doug Case, Kelli Leen

Absent: Jeff Lambert, Kyle Tarbet

1. Opening Items

Procedural: 1.01 Call To Order

The January 6th, 2020 meeting of the Economic Development, Tourism, and Events Commission was called to order by Chair Pro-Tem Clemens at 5:05 PM.

2. Consent Agenda

Action (Consent): 2.01 Approve Agenda for 1-6-2020
Recommended Action: Motion to approve Agenda for January 6th, 2020.

Action (Consent), Minutes: 2.02 Approve Minutes from December 2nd, 2019
Recommended Action: Motion to approve draft minutes from Monday, December 2nd, 2019 meeting.

Doug Case made a motion to approve the Consent Agenda. Kelli Leen seconded and consent agenda was approved 3-0.

3. Reports.

Discussion, Information: 3.01 College Place Winterfest 2019 Feedback - Mr. Rizzitiello

Mr. Rizzitiello went over the 2019 College Place Winterfest. He asked the Commission what was their opinion of it and what could be done better. It was mentioned that traffic on SE 10th Street moved much better this year. Also, the tightened schedule from 4 to 7:15 PM was much better than 2018. One suggestion for improvement is to try to lessen spacing during the parade. Gap between Police Department and Columbia REA was significant.

Discussion, Information: 3.02 Updated Economic Development Fliers - Mr. Rizzitiello

Mr. Rizzitiello went over economic development fliers and new data for 2020. One milestone the Valley has now reached is that there are now over 70,000 people living within a forty-minute drive time. Major retail leakage still exists with automotive dealerships, restaurants, clothing stores, other general merchandise stores, home furnishings, and gasoline stations. Chair Pro-Tem Clemens asked if the images could be looked into on the fliers as they appeared blurry. The fliers will go for approval at the February 2020 meeting.

Discussion, Information: 3.03 Development Tracker: January 2020 - Mr. Rizzitiello

Mr. Rizzitiello went over development projects in progress for January 2020. HopThief Taphouse is now open. Human Bean Coffeehouse will open the first quarter. City Administration has received correspondence from the developers of the Villages at Fort Walla Walla development and they plan to break ground the second quarter of 2020.

Discussion, Information: 3.04 Fiscal Year 2020 Budget - Mr. Rizzitiello

Mr. Rizzitiello informed Commissioners about what is in the Fiscal Year 2020 budget. The biggest thing that impacts them is the addition of a Deputy Clerk to assist with the implementation of Community Events. Carolyn Holm; formerly of Community Development, was appointed to this position. Also, some proposed changes to community events are the City will work with the Village Adventist Church on Block Party. Farmers Market hours will be reduced from 4 to 8 PM to 4 to 7 PM to cover customer demand. Also, the city is thinking of moving the Movies at the Park events to Saturday evenings after sunset at random parks in College Place. Also, Fall Festival will likely be held on Thursday, October 29th as October 31st falls on a Saturday, Sabbath.

Discussion, Information: 3.05 Draft Port Economic Development Plan FY 2020 for Walla Walla County - Mr. Rizzitiello

Mr. Rizzitiello went over the Port Economic Development Plan for the County.

Discussion, Information: 3.06 FY 2020 Community Event Support - Mr. Rizzitiello

This topic was covered in item 3.04

4. Action Items.

None

5. Closing Items

Procedural: 5.01 Adjourn

Meeting adjourned at 5:43 PM.

Bill Clemens, Chair Pro-Tem

Attest:

Mike Rizzitiello, City Administrator

ASSOCIATION OF WASHINGTON CITIES

State of the Cities

Greater responsibilities, fewer resources

2020 report

Methodology of State of the Cities research project

This State of the Cities research report is revisiting a project first conducted by the Association of Washington Cities (AWC) in 2005. Fifteen years later, this new report is designed to reflect the current fiscal conditions, costs, and service challenges of the 281 cities in Washington state and to communicate the links between the health of cities and the state's economic health.

This report presents a comprehensive analysis of the conditions that impact our cities today, over the last four years, and what challenges cities are anticipating in the future.

142 of Washington's 281 cities and towns (representing 68% of the statewide incorporated population) responded to a survey on major issues and challenges for cities. Survey data was supplemented with data from the U.S. Census, Washington State Auditor Financial Intelligence Tool, issue-specific city data reports, and other state agency program data for analysis.

In addition, analysis was conducted to categorize cities by common characteristics (such as small rural, tourism, large central cities) into clusters to further analyze financial conditions and common concerns by types of cities.

Find more information on the State of the Cities research by visiting our website. wacities.org

Cities today

In this report, we use the word "cities" in reference to both Washington cities and towns.

As the governments closest to the people, cities bring critical value to the health of the state. Cities drive economic health, population growth, and commercial activity in Washington. When the state invests in cities, we all benefit.

In the last decade however, cities have faced evolving challenges, new service demands, structural gaps in revenues and expenditures, and decreasing state commitment to city issues. Despite these trials, cities are doing their part to deliver more and better services to residents—all while leading with innovations to meet new and existing service needs.

Cities squeezed by the Great Recession ten years ago are better off today, but constrained revenues mean they still struggle to meet the growing needs of their communities. Structural issues with city revenues, changes in state and federal shared revenues, and new expenditure challenges have resulted in backlogs in infrastructure upgrades and other needs.

The availability of funding for local services varies widely across the state's diverse cities depending on their growth, business activity, and other economic conditions. But the state has consistently limited local options for cities to adequately fund their most basic services, meet the needs that accompany population growth, and keep up with the effects of inflation. Further exacerbating the situation, the Legislature has repeatedly swept city assistance programs to help fill state budget gaps.

In short, cities are tasked with doing more than ever before, with less help and financial assistance to do it all.

Cities provide critical value to the state

Basic services like streets, utilities, parks, and public safety impact the daily lives of city residents. They also drive the economic health, population growth, and commercial activity in the state. Cities bring great value to our quality of life. Things like clean water, safe streets, and the accompanying thriving businesses are basic expectations. Without healthy cities, the state cannot thrive.

281
cities

Cities drive the state's economy

85%
of all retail sales

69%
of job-generating businesses

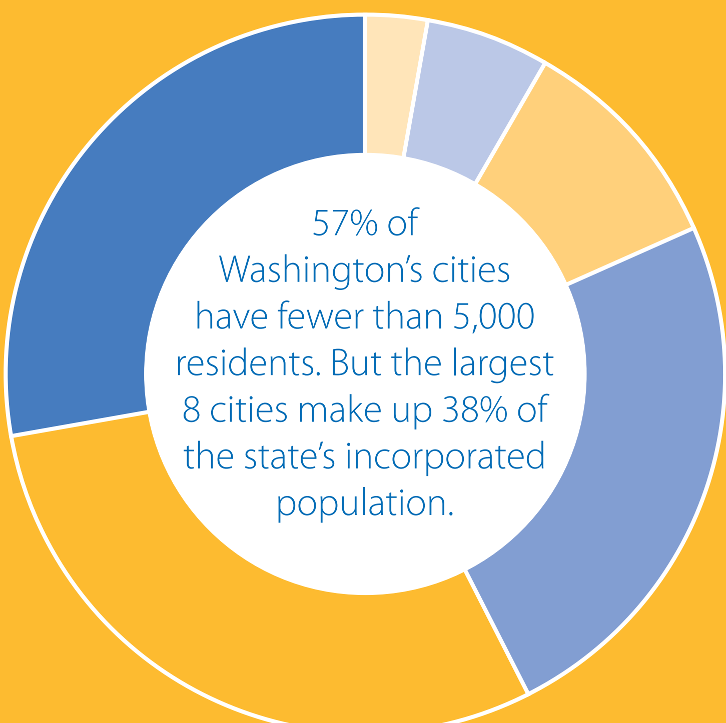
Cities generate the state's annual revenue

$9.4
billion in sales tax sent to the state general fund

$2.8
billion of the state's B&O tax

$2.3
billion in property tax for state school levy (*includes additional school levy)

City population distribution



Population | **Number of cities**

- Over 100,000 | **8**
- 50,000 - 100,000 | **17**
- 20,000 - 50,000 | **30**
- 5,000 - 20,000 | **66**
- 1,000 - 5,000 | **83**
- Less than 1,000 | **77**

Cities—where Washingtonians live

4.9 million people live in cities.

That is 65% of the state's population (and growing).

1.5 million more residents will locate in Washington state between 2020 and 2040. That's the equivalent of adding another Spokane, Vancouver, Tacoma, Yakima, Seattle, and Kennewick combined.

People choose cities to live, work, and play

At their core, cities are communities of people who seek a place that reflects their needs and values. While cities provide core services, they also provide an intangible sense of belonging that draws people to them and creates a connection. The things people love about their city instills their deep connections to their hometowns. This translates into high expectations for their municipal government.

Cities are the governments closest to the people

Residents recognize the value of cities and the services they provide. People choose where to live, in part, by considering the things they love about their community. In that respect, it makes sense that city governments so closely reflect the communities that elect them. Local governments consistently score higher in public opinion polls gauging government trust. In 2018, there was a significant gap between how much more favorably people view local government compared to state and federal government.

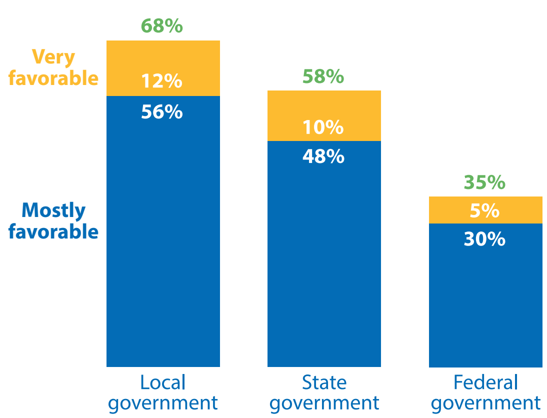
Population changes in Washington

Cities represent 65% of the state's population and act as growth hubs for the state. It is estimated that the population of Washington will grow by 1.5 million people in the next 20 years, and many will settle in cities.

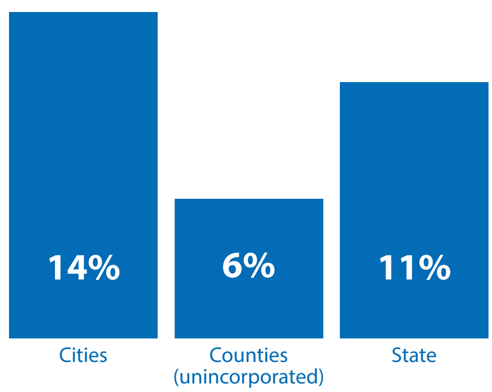
Throughout the last decade however, in addition to growth in urban cities and suburbs, areas that were once considered rural have grown substantially. Communities that once had more suburban or rural character and service needs have grown into urban areas and new suburbs. On top of that, the fastest growing cities are dispersed throughout the state due to a combination of migration, job growth, and annexations.

The demographics of cities are also shifting. The state is growing more diverse as communities work to provide flexible services for changing and aging populations.

Trust in government



Population growth rate from 2010-2019



Cities' most challenging community conditions

Availability of affordable housing

Infrastructure conditions (water/sewer/ stormwater)

Cities need the state's help to meet growing challenges

Cities are consistent about how the state can help with our long-standing needs, including:

- Infrastructure funding
- Local revenue flexibility
- Revising the 1% property tax limit
- Local option revenue tools
- Economic development tools

Throughout the last decade, the major challenges facing cities have evolved to include new service demands that fall outside of the traditional roles of cities. Changes include increasing pressure for affordable housing and human services and the impacts of evolving technology, such as cybersecurity threats.

Local control remains a core theme for cities. Local elected officials are in the best position to know what solutions work best for their communities.

Overall economic health of cities

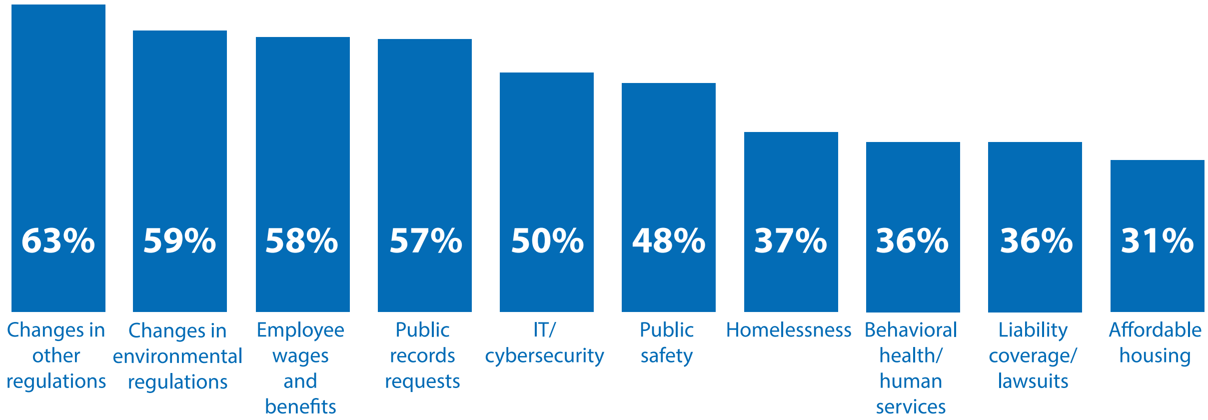
The overall economic health of cities is better for most cities than it was four years ago. That's partly because population growth, changes to sales taxes, and the growing economy have helped some cities recover from the last recession.

But, looking to the future:

- 20% of cities predict that their situation will be worse in the next year; and
- 38% predict they will be less able to meet basic needs in the next several years.

This is due (in part) to predictions and changing indicators of a possible recession looming in the near term and the fact that many cities heavily rely on growth to overcome structural limits of city revenues.

Cities' top budget challenges



How the state can best support cities

Funding for infrastructure projects

Protect state shared revenues

Unfunded mandates

Availability of behavioral health resources

Availability of local employment opportunities

"Strong sales tax growth (8-10% annually) has offset impacts of diminishing property tax revenues, helping our city meet our financial needs. I am **concerned about the long-term viability of this trend.**"

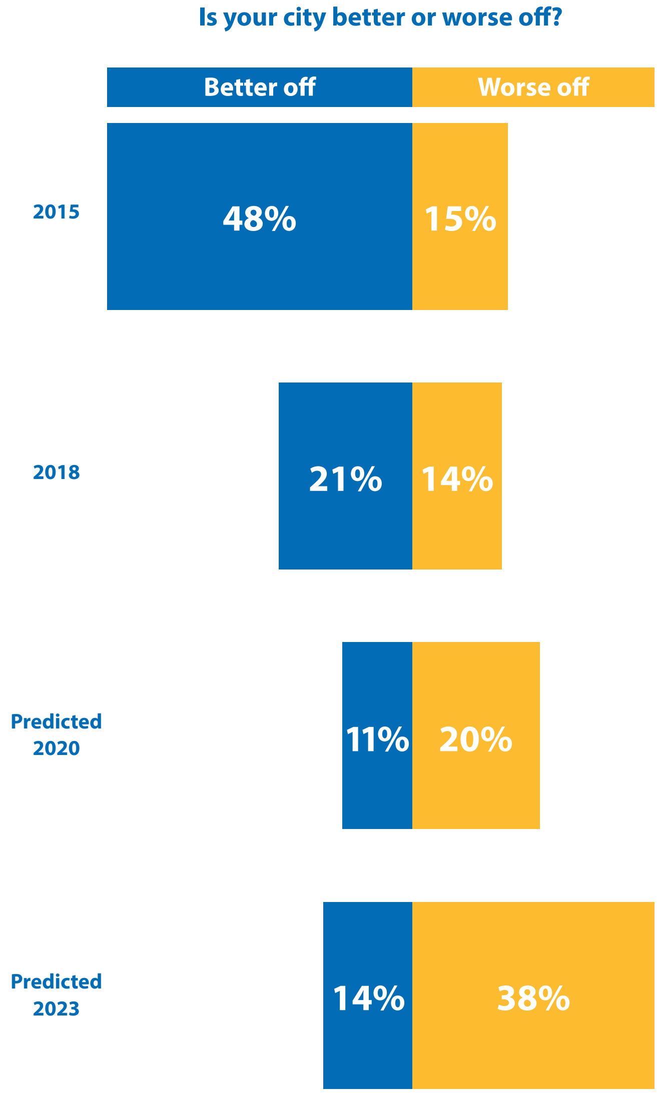
—Aberdeen, WA
Population: 17,000

"Due to rising costs and less revenue we are **struggling to stay above water.**"

—Marcus, WA
Population: 175

"Even though we are in one of the most economically healthy regions in the nation, **revenues are not keeping pace** with the increasing cost of doing business. Kenmore is very dependent on property tax, which can only grow by 1%, thanks to state-imposed limits. While we we've already implemented a lot of actions to delay the inevitable, our **financial lines are going to cross** (operating expenditures will start to exceed operating revenues) in 2021."

—Kenmore, WA
Population: 23,000



Funding to maintain operating services

Increase 1% property tax limit

Allow flexibility with existing resources

Assist local governments in economic development

City budgets & finances

Cities are economic generators for the state

Cities are the economic engines of our state, serving as hubs for regional economies. Most of Washington's population lives or works in a city, contributing to an economy that benefits the state.

An uncertain future

Washington cities are more financially stable now than they were five years ago, but many are concerned for the future. City revenues grew due to strong economic growth over the last five years, thanks in part to the economic contributions from people who live and work in cities. But the current need for infrastructure construction and maintenance limits resources available for other basic services. On top of that, public safety and health services compete for limited resources.

Cities are looking ahead to the next predicted economic slowdown and are facing the reality that they may need to reduce services.

City budgets strained

City residents rely on their local governments to provide the many services they care about, like transportation, affordable housing, and public safety. These services expand every year due to population growth, aging infrastructure, and changing community needs. In light of this, cities need access to stable and reliable revenue sources to make critical investments in crumbling infrastructure and to keep basic city services working for all residents.

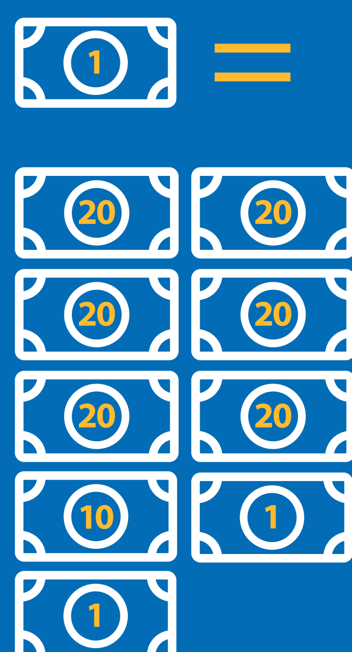
How the state can help cities

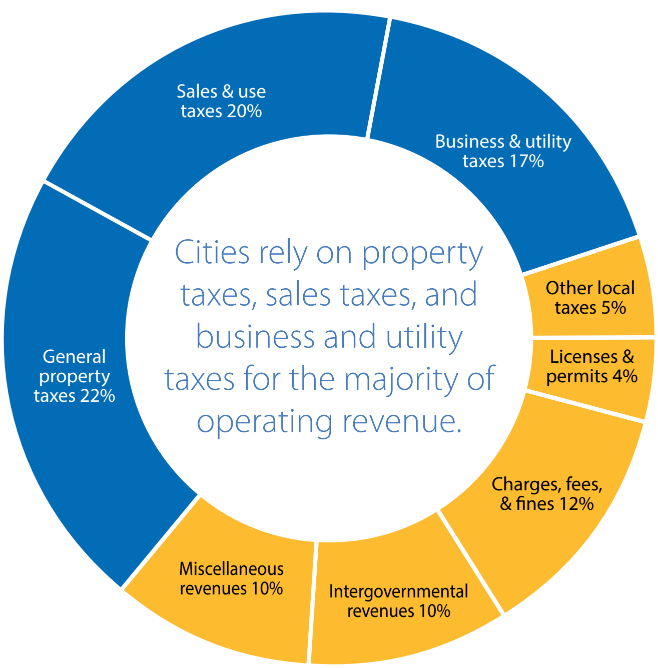
The Legislature can help by providing additional revenue tools to local elected officials and by honoring commitments to share revenues and fund infrastructure through the Public Works Trust Fund. Cities are worth the investment. For every $1 dollar in revenue the state shares with cities, cities generate at least another $132 back to the state.

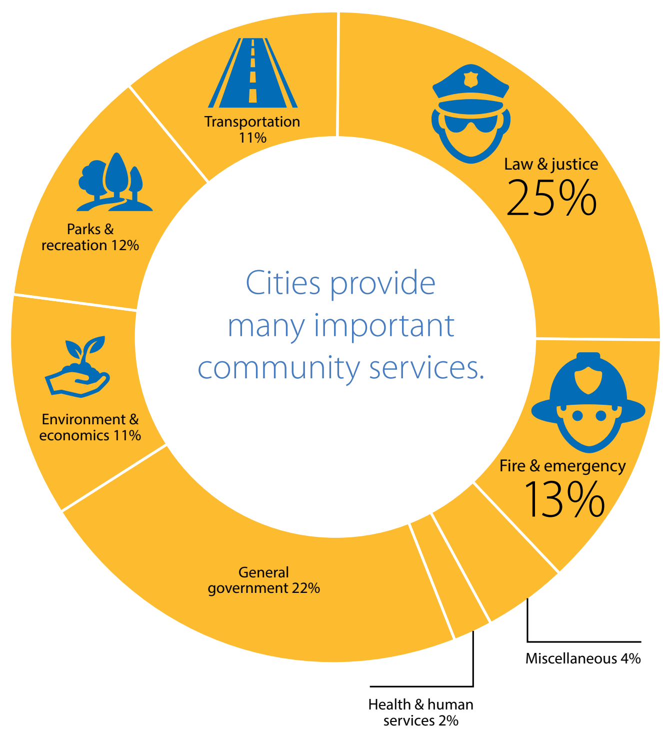
The Legislature can also address property tax limits. Property tax revenue is one of the bedrocks of government funding. In fact, 93% of cities say that increasing the 1% cap would positively impact their community. We need to have a real conversation about the impacts of the 1% property tax cap and find a more meaningful cap that recognizes and honors communities' demands for services.

1/3 of Washington cities collect less than $300,000 in revenue per year.

For every **$1** in shared revenue the state provides to cities, cities generate another **$132** back to the state.







Arbitrary 1% property tax cap

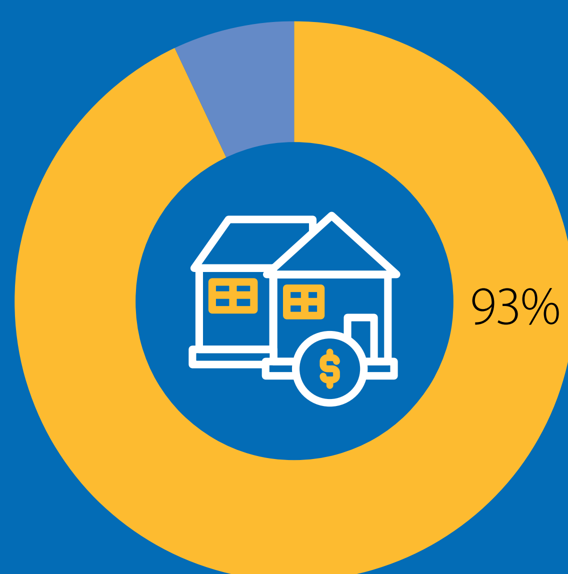
Property tax is the single largest revenue source for cities in Washington, comprising 22% of city revenues. However, annual property tax increases have been arbitrarily capped at 1% since 2001, which prevents revenues from keeping pace with inflation and population growth. Furthermore, the artificial cap strips authority from local elected representatives and channels revenue generation efforts into other, less reliable taxes and fees. Compared to sales tax, which fluctuates with the economy, property tax is a much more stable and reliable revenue source.

The 1% limit on annual increases has deeply strained many city budgets. Cities have the option of levy lid lifts and excess levies. However, both require voter approval and neither option permanently raises the annual increase in levies. In the first five years after the cap was introduced, cities lost an estimated $500 million in property tax revenue, and the devastating impacts continue to reverberate in city budgets.

The rising cost of real estate increases assessed values, which should positively influence city revenue (and the potential to support critical city services like infrastructure and public safety).

Unfortunately, that positive growth hits the 1% limit, leaving cities with revenues that can't keep up with the rising costs of community services.

93% of cities say that increasing the 1% property tax limit would have a significant, positive impact on their ability to meet their community needs.



Revenues are falling short of expenditures

Cities are extremely concerned about their revenue collections in the next five years. More than a third of Washington cities say their revenues are falling short of their expenditures, and the consequences of insufficient revenues are felt most dramatically in smaller, more rural cities.

Current revenues are not enough for many cities to support community expectations and priorities. On top of that, the price of goods and services purchased by local governments is rising much more quickly than consumer goods and services. That means it's getting more expensive to buy the same things.

Consequently, cities' tax structures are not keeping up with either the traditional rate of inflation or cities' actual growing costs. Most significantly, cities struggle to manage ever-increasing costs of basic services like complex public safety challenges, aging infrastructure, and responding to increasing public records requests.

57% of cities report that the amount and frequency of public records requests negatively impact their budgets. **48** cities spent more than **$100,000** in the last year to fulfill requests.

Funding the future

More cities are pessimistic about their ability to meet service needs and about signs pointing to an economic recession in the near future.

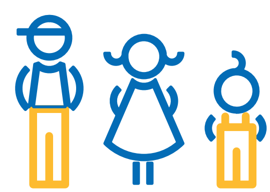
Without reliable state investment through state-shared revenues like liquor taxes, Municipal Criminal Justice Assistance, Fire Insurance Premium Tax Account, and programs like the Public Works Trust Fund, cities are forced to shift funding from other city service areas and are losing the ability to fund other services valued by their communities. Threats to core services require cities to shift resources from other critical departments, and ultimately limit opportunities for cities to invest in our communities.

Despite the recent economic growth, cities are depleting their capital and operating reserves in order to fund critical capital investments, public safety, affordable housing options, behavioral health and human services, and employee wages and benefits.

45%

of cities report that the conditions of their public parks are a significant problem *but are underfunded because of other pressing service needs.*

76%



of cities do not feel prepared to offer programs and services for their youth, *and **91%** of cities do not feel prepared to offer programs and services for their seniors.*

Conclusion

A structural imbalance remains between cities' revenue options and cities' obligations to fund critical services for residents. This imbalance means it is critical to continue to advocate for greater diversity in funding sources.

We also need the state to recognize both the intrinsic value of the services cities provide to Washington's residents and the economic value cities provide to the state's budget, and partner with cities to invest in infrastructure and city services.

Public safety

62%

of the state's commissioned law enforcement officers are city police

Cities are addressing emerging public safety demands—we need state support to help keep pace

In many ways, the mission of city public safety officials hasn't changed much over the years. What has significantly changed in recent years are the needs and demands of our communities and residents.

In Washington, cities are leading efforts to address evolving public safety needs. From adopting innovative widespread community policing policies, to training police officers to administer emergency opioid overdose medications, Washington cities are doing their part. Yet without additional state investments, cities struggle to address the visible and devastating symptoms of many emerging public safety challenges.

To address the vast changes in public safety and law enforcement, cities need:

01 Increased access to behavioral health services and additional state funding for localized behavioral health response options.

02 State action to ensure newly hired law enforcement personnel have timely access to the Basic Law Enforcement Academy (BLEA).

03 Greater investment in a holistic approach to public safety and behavioral health.

City law enforcement is called upon to address a new array of social problems

Law enforcement officers are frequently the first to arrive at a behavioral health emergency. Local law enforcement agencies grapple with the rising costs of responding to these increasingly prevalent emergencies.

In response, many of Washington's police departments have implemented creative and unique strategies to address the symptoms of the nationwide behavioral health crisis. But without significant state investments, city law enforcement lacks the necessary resources to adequately respond to the behavioral health needs of our communities.

Drastic state action is needed to assist the work of city law enforcement. Cities need the state to increase access to community behavioral health treatment options and provide additional resources for cities to expand jail diversion programs, medication assisted treatment programs, and other localized programs.

75%

of all cities identified the inability to access behavioral health resources as a leading problem for their community.

32%

Increase in drug-related arrests in Washington state over three years.

Cities face challenges with recruiting and retaining police officers

Demand for hiring new law enforcement officers continues to increase across the state, while qualified pools of applicants continue to shrink. Nearly 62% of cities with police departments stated they face challenges with hiring police officers. Increased retirements, employment competition, and population growth are all factors that have contributed to recruitment and retention challenges.

The role of police officers has also changed drastically in recent years, making it more difficult for agencies to recruit candidates who have the required skill set for 21st century policing. In addition to reforming recruitment practices at the local level, cities need state action to ensure newly hired law enforcement personnel are provided timely access to the state's Basic Law Enforcement Academy (BLEA).

Nearly **55%** of cities report fewer police officer job applicants.

Over **75%** of cities list "a lack of qualified applicants" as a primary challenge in hiring new officers.

In less than five years, **47%** of Washington law enforcement officers will be eligible for retirement.

Washington state could see a **2 to 1** ratio of outgoing to incoming officers over the coming years.

Cities spend more of their limited resources on public safety

Cities prioritize public safety budgets to address:

- Washington's growing population
- Increasing behavioral health-related disturbances
- Recruitment and retention issues
- Overall spikes in wage and benefit costs

Public safety is the most common city budget area expected to increase in fiscal year 2020. Cities need greater investment in a holistic approach to address public safety and behavioral health issues.

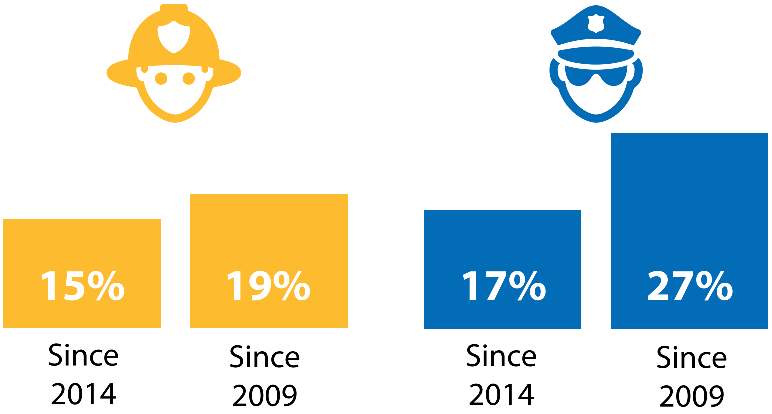
Growing public safety needs have forced cities to shift resources away from popular central services such as parks and recreation, libraries, and street repair. Even so, city public safety needs continue to fall behind.

Cities report public safety as the most common city budget area **expected to increase** in 2020.

Despite the efforts of cities, Washington ranks **last in the nation** for the number of law enforcement officers per 1,000 residents.

Cities are **shifting resources away** from popular central services such as parks and recreation, libraries, and street repair to address public safety concerns.

Wage change for city public safety employees



Conclusion

City public safety officers are undoubtedly on the front lines of Washington's collective social and community challenges. Cities are continuously adopting new innovative strategies and making new investments to address these growing public safety demands. However, cities can't continue to invest in our public without state support and the flexibility to address emerging budget gaps.

Human resources

City staff are key to providing core community services

Cities are people-intensive operations. Many of the services we count on in our cities are carried out by experienced staff. These are the people who invest their time and energy to deliver the best services to their neighbors and make a difference in their communities. Great employees are the key to providing excellent city services.

From public safety, to street maintenance, to recreational activities, residents rely on our dedicated public servants for a host of services. Cities recognize the value of competitive wages and benefits and know that in order to attract the best and brightest to careers in public service, cities must offer competitive compensation. However, cities around the state indicate concern that employee wage growth will continue to outpace city revenue growth.

New state wage and benefit mandates have further increased the cost of doing business for most cities, in addition to cost increases surrounding the competitive nature of Washington's job market. Despite rapid growth in many parts of the state, cities continue to struggle to balance community needs with budgetary constraints.

Overall, the growth in city staffing levels does not keep up with population increases in our fast-growing communities—meaning fewer city employees are serving more residents.

In most cities, revenue growth has not kept pace with wage growth

Many cities express concern over rising costs associated with employee wages. In the last five years, wages in 56% of cities have risen faster than city revenues. Furthermore, cities are worried about future costs associated with state mandates including increases to the state minimum wage, changes in prevailing wage polices, and state-led efforts amending standards on overtime eligibility.

Cities recognize the value of competitive wages, but need state leaders to consider the larger impacts on public budgets before finalizing new personnel and wage policies.

Since 2000, the number of city personnel per 1,000 population has decreased by **19%,** while Washington's population has grown over **28%.**

To address the changes in personnel, cities need:

01 State consideration of cities' budgets when implementing new personnel and wage policies.

02 Assistance funding employee benefits and wage increases mandated by the state.

In the last five years, wages of city employees increased **16%** on average, while **56%** of cities have seen revenues grow less than **16%.**

State expanded benefits have increased personnel costs across the board

In addition to the overall spike in labor costs, state-mandated increases of employee benefits are impacting city budgets throughout Washington. In the last few years, state increases to employer-paid pension programs and expanded workers' compensation benefits have required city employers to bear the burden of cost increases.

The statewide fiscal impact on local government is still unknown. New costs mandated by the statewide Paid Family and Medical Leave law will require cities to fund employer-paid premiums and additional expenditures to backfill positions, update and process payroll, cover collective bargaining costs, and process employee eligibility and benefits appeals.

Cities need the state to address the financial impacts created by mandates for new or expanded benefits to public employees.

Workers' compensation rates for firefighters have increased **13%** in the past three years and the rate for law enforcement grew by **23%.**

Since 2012, the PERS employer pension contribution rate has increased by **82%.**

City workforce growth trends mirror economic and population growth

Cities likely to maintain or decrease workforce

Cities with a population less than 2,500 indicate that they are much less likely than other cities to expand their workforce in the coming years. Most of these cities are small rural communities or metro mid-size cities outside of urban core centers.

Cities likely to increase workforce

Most of the cities that plan to increase the size of their workforce are in a better financial and budgetary position than average. Metro mid-size cities in urban cores, rural commercial and regional centers, and tourism hubs are more likely to increase the size of their workforce.

This data suggests that workforce growth is correlated with increased community need and economic activity. Cities facing both growth and decline need state support to help keep pace with community needs.

61% of cities say that expanding wages and benefits negatively impacts their budget outlook.

27% of cities expect to increase the size of their workforce in 2020.

Workforce growth is correlated with **increased community needs and economic activity.**

Conclusion

City workforce trends continue to mirror patterns in economic and population growth. However, increased wages and benefits instituted at the state level significantly impact the ability of cities to keep up with service demand. Cities have no control over these significant cost drivers and must weigh the increased costs with either revenue increases or service reductions. Cities need the continued support and consideration of state lawmakers to ensure cities have the best personnel to effectively and efficiently serve our communities.

Infrastructure

Sustainable, fully funded infrastructure is the most pressing need for cities

Cities own a significant share of our state's critical infrastructure. Cities manage a diverse set of assets including streets, bridges, water mains, reservoirs, sewers, waste treatment plants, electrical lines, and more. While the state has historically provided necessary low-cost financing for these facilities, that funding is at risk. Cities need these vital shared resources to ensure that communities are safe, healthy, and thriving.

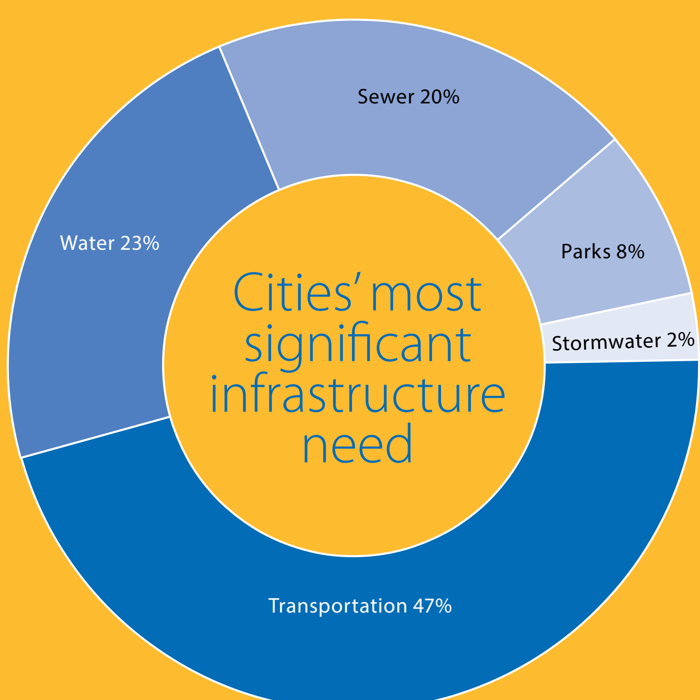
The Public Works Trust Fund is a crucial funding partner

Cities rely on state support for infrastructure financing. While financing needs can't be satisfied by any one program, the Public Works Trust Fund (PWTF) has long been the predominant funding mechanism for local infrastructure development. Full state funding for the PWTF helps local governments invest in the maintenance and preservation of our critical systems. Yet the PWTF has not been fully funded since 2009.

When it comes to updating and maintaining our state's infrastructure, cities need:

01 Full funding for the Public Works Trust Fund and the return of lost revenue streams.

02 Continued and reliable state support for critical basic infrastructure.



88% 

of cities have concerns about funding their capital facilities plan.

57% 

of cities say they need state help with infrastructure funding.

Infrastructure funding is a top problem for cities in Washington

Cities report that deteriorating infrastructure is the second most pressing problem impacting their overall community conditions. Infrastructure needs are even more dire in Eastern Washington—where cities identify infrastructure improvements as the most pressing need facing their communities. In many cities, improvement efforts are halted by the limited funds available from the state, like the PWTF. State funding help is the most effective way to mitigate both infrastructure deterioration and city budgetary constraints.

Cities need to keep their rates affordable for all residents and businesses. Secure and stable funding is the only way cities can maintain affordable utilities. The capacity of sewer networks is a growing concern as density increases and older systems struggle to accommodate higher flows. Much of the stormwater infrastructure is currently beyond its design life and urgently needs repair or replacement. Furthermore, small city public water systems cannot keep up with water quality regulations, meet demands for water supply, or maintain and operate the infrastructure effectively.

Cities rely on the PWTF to fund critical infrastructure improvements

The PWTF was created in 1985 to help local governments address infrastructure needs through a dedicated funding pool. The revolving loan program has provided more than $2.9 billion in loan assistance to local governments for critical infrastructure projects. The affordable infrastructure financing provided by the PWTF cannot be matched by the private sector. Due to the PWTF's financing options, both taxpayers and ratepayers save money. Unfortunately, state diversions and sweeps of these funds threaten cities' ability to provide critical infrastructure safety improvements.

Only 2% of cities plan to decrease infrastructure spending despite other pressing service needs.

Although the PWTF has provided **$2.9 billion in loans** since the account's inception in 1985, there have been nearly **$2.9 billion in state diversions** and sweeps in the last decade.

60%

More than **60% of cities** have applied to receive a PWTF loan, yet 33% of applicants still report that **unmet infrastructure funding** is a major problem facing their community.

In the 2019 legislative session, legislators **diverted an additional $160 million** from the PWTF while, in the same year, the PWTF received loan applications totaling over $250 million. **Only $81 million in projects were funded.**

Regional differences

Small and rural cities face a harder time funding infrastructure projects as a result of PWTF sweeps. These cities have a smaller tax base and lower average assessed property value, and therefore have a harder time attaining funding for maintenance and preservation. Smaller service areas also make utility rates too high to be affordable for residents.

Infrastructure investment promotes economic development and supports the state's economy

Cities rely on robust, functioning infrastructure that supports local economies, but face significant challenges in funding streets, sidewalks, water mains, sewer systems, and other infrastructure. Most of the infrastructure residents and businesses rely on goes unnoticed, but they cannot live, work, and play in our communities without it.

Basic infrastructure is necessary to support economic activity—businesses need reliable and affordable public infrastructure, like water and sewer systems to operate. It is also key to protecting our environment and quality of life that attract people and commerce to our state.

Cities own a significant share of our state's critical infrastructure.

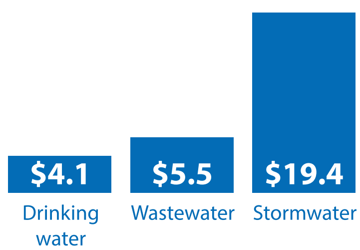
These assets help ensure:

- Public health and safety
- Robust commercial activity
- High quality of life for residents

Every **$1** invested in infrastructure generates **$1.50** in economic output.

42% of surveyed Washington registered voters said that increasing public investment in education, training, services, and public works was the best way for government to help the economy.

Top infrastructure need in Washington
(in billions)



Conclusion

As the state's population increases, cities face continued strains on aging and inadequate infrastructure systems. Cities need continued support from the state's Public Works Trust Fund in order to keep our roads, bridges, utility lines, water systems, and sewers in excellent working condition.

C grade

Washington's infrastructure isn't keeping up with these challenges. In 2019, the American Society of Civil Engineers gave Washington's infrastructure only a **C grade.**

Transportation

75%

of cities list transportation maintenance as one of the top three significant capital budget needs. *For a quarter of those cities, it ranks as the number one need.*

25% | 8%

25% of daily trips happen on city streets, yet cities receive only **8%** of the state transportation budget.

Most cities are unprepared for the rapid rise of alternative transportation modes, such as autonomous vehicles and micromobility devices (scooter and bike shares), which may require additional investments.

86%

of locally generated transportation funding comes from cities' unrestricted revenues such as property tax or sales tax—which competes with other critical spending needs, such as public safety and parks.

Cities are investing more than ever in transportation infrastructure, but can't close the $1 billion gap in maintenance and preservation costs

Cities own, manage, and maintain a significant share of our state's transportation system. More than a quarter of all daily trips happen on city streets. And, while cities are investing more than ever before, they are struggling to address the $1 billion funding shortfall that exists in maintenance and preservation costs. In addition, cities face a $900 million gap in unmet transportation system growth needs, including city streets that are designed for the transportation modes of the future—those that will transport people for their first or last mile.

Cities need greater local options and more state-shared resources to fully address transportation shortfalls

For city transportation systems to thrive, cities need:

01 Protection of existing transportation revenues and creation of more local revenue options.

02 Policy improvements like the expansion of Transportation Improvement Board programs, a federal fund swap option, and other changes to existing policies and programs.

03 A state transportation revenue package that increases resources for cities.

Transportation maintenance ranks as a top city budget need

Three-quarters of cities name transportation maintenance as one of the top three capital budget needs. For a quarter of those cities, street improvement and repair rank as the number one need. Similarly, nearly two-thirds of cities say maintenance is their greatest transportation need.

A recent study by the state's Joint Transportation Committee found that cities have stepped up to invest in their local transportation systems—providing nearly 80% of city transportation funding from local revenue. But while cities have increased their investment, state and federal government investments have declined at the same time. The result is a $1 billion per year maintenance and preservation funding gap. The costs of preservation and maintenance continue to outpace local revenues—creating a costlier backlog over time.

The amount of state funding for city streets does not match their level of use

Cities are responsible for more than a quarter of the roadways that make up the state's transportation system. Most trips begin and end on city streets. City streets are an essential and basic part of our transportation network, connecting Washington residents and communities, and supporting our economy. While more than 25% of statewide travel occurs on city streets, cities only receive 8% of the state's transportation investment.

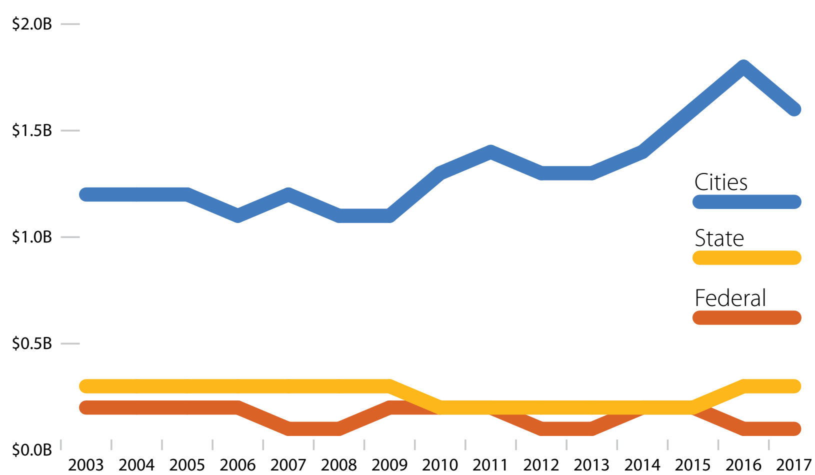
City streets interact with both the built and natural environments. This means streets must allow for utility infrastructure, residential and commercial uses, trees, and multiple users of various transportation methods—such as cyclists, transit riders, pedestrians, and people requiring accessible sidewalks. Cities have stepped up to invest local dollars in their streets; but as the complexities increase, so do the costs to maintain city roadways. City streets are a vital part of the state's transportation system and require increased state investments to address systemwide mobility needs.

1.4

Washington cities **spent $1.4 billion** in construction, maintenance, and preservation projects in 2017.

Cities rely on state resources for basic maintenance and preservation. Yet state investment has **remained unchanged, or even declined,** during the last 15 years.

Cities have increased spending on transportation, while state and federal spending has lagged.



Regional differences

While cities generate most of their transportation resources locally, they also rely on state-shared revenues to bolster their local spending. The Transportation Improvement Board (TIB) provides small cities (under 5,000 in population) with an asset management and pavement preservation program. TIB also provides grants to larger cities (over 5,000 in population) to fund or partially fund vital infrastructure projects. Unfortunately, greater funding is needed, as less than 40% of TIB grant applications were funded for fiscal year 2020.

Most cities are unprepared to meet the needs of new transportation methods

As a result of the strain a growing population puts on transportation networks, micromobility technologies have recently taken off in some cities. Micromobility is a category of very small (usually one passenger) light mode of transportation, such as dockless bikes and electric scooters. Micromobility provides new ways for residents to move throughout a community. The promise of this alternative transportation method is to close the public transportation gap between the first and last mile of trips—making investments in public transit more effective and reducing congestion.

The rapid rise of micromobility comes with an additional set of challenges and considerations for local decision-makers. Three-quarters of cities say they are unprepared for micromobility. Many cities are already feeling the pressure of adapting to the rapid rise of micromobility technologies. And almost all cities feel unprepared for the rise of autonomous (driverless) vehicles.

Prioritizing multimodal goals without raising additional or dedicated funding affects a city's foundational street responsibility—maintaining and preserving existing infrastructure to protect the city's investment. There are also important safety and liability considerations when sidewalks and bike lanes become crowded and more complex. Balancing these competing, but often compatible, interests is increasingly challenging.

1/4

of cities report that they are somewhat prepared for the emergence of micromobility transportation modes.

In Bellingham, which prioritized a transportation mode shift to a highly connected pedestrian and bike network, street resurfacing is typically **only completed when combined** with a non-motorized project like adding a bike lane.

Conclusion

City responsibilities for streets come with many considerations, including how to accommodate multimodal transportation goals, how to increase access for individuals with differing abilities, and how to smoothly manage the complexities of the built and natural environments. Construction costs, inflation, and competition for increasingly scarce local revenue reduce resources available to invest in maintaining city transportation infrastructure. When cities can't invest enough in preserving the existing system, lifecycle costs compound over time—creating a costlier system for all users.

Affordable housing & homelessness

Cities face two complex challenges that intertwine — lack of affordable housing and increased homelessness

In the last five years, cities have been increasingly asked to handle service areas that have historically fallen outside their traditional fiscal responsibility—homelessness and behavioral health response. Both are exacerbated by the affordable housing crisis happening across the state.

Washington is missing more than 100,000 housing units for the anticipated population increase alone, to say nothing of the urgent need for workforce housing and for those at lower income levels. Cities are struggling to address the absence of affordable housing in their communities and lack resources to help the growing number of people experiencing homelessness who are sheltering in parks and on city streets.

The state should support city-tailored solutions to increase affordable housing options for all income levels and make additional investments in homelessness crisis response.

Cities need:

01 New councilmanic taxing authority for affordable housing, such as an optional sales tax or real estate transaction tax.

02 Support and incentives for cities that are working to expand the variety of housing in traditionally single-family neighborhoods.

03 Increased state funding for homelessness crisis response.

80%
of cities need state funding to support affordable housing programs and local planning efforts.

3/4
of cities are struggling to handle the costs and impacts of the homelessness crisis in their communities.

The challenge of affordable housing is too great for local budgets alone.

77%
of cities list a lack of low income and affordable housing **as a problem** in their community.

1/3
of cities indicate that affordable housing-related expenses are having **a negative impact** on their budget.

41%
of cities are **unprepared** to meet the increased demand for affordable housing.

Cities need state investments to address the statewide lack of affordable housing

Cities rank the following as major problems in their community:

- Availability of affordable housing
- Infrastructure conditions

Eighty percent of cities want direct state funding for housing programs to address the challenge, as well as additional local revenue options for affordable housing.

Cities need resources to handle the impacts of the homelessness crisis in their communities

Cities are increasingly finding themselves entering the homeless crisis response system not only as funders, but as service providers. We are entering uncharted waters in attempting to address the ballooning number of unsheltered people in our communities. There are no existing best practices for funding, setting up, or prioritizing individuals into managed encampments, including safe parking programs or tiny home villages. Meanwhile, the existing shelter system is at capacity and turning high numbers of unsheltered people away on a nightly basis.

Washington, and the nation, are facing a crisis:

- A steadily growing unsheltered population
- Lack of shelter beds
- Lack of affordable housing
- An overly burdened system

The costs of responding to the homelessness crisis across city services are significant:

- Responding to increased police calls
- Cleaning up parks and unsanctioned public encampments
- Creating and staffing homeless outreach teams
- Managing mitigation sites

Over half of cities report fiscal impacts to public safety and parks departments, but many cities cite impacts across all departments **due to the significant budget impact** of homelessness response.

1/3 of city legal departments have also experienced impacts as cities try to navigate the changing legal landscape.

"The entire city staff, organization, and community has been impacted [by homelessness response]."

—Port Angeles, WA
Population: 19,872

Conclusion

Cities across the state are stepping up to address both the affordable housing and homelessness crises. Cities will respond when given new options to generate revenue for affordable housing—as proven by early adoption of the new sales tax credit authority provided in 2019 by the Legislature in **HB 1406.** However, the challenge is too great for local budgets alone. Cities need increased state resources to address the scale of the housing crisis to effect meaningful change at the local, regional, and state levels.

Economic development

Washington cities need financing options to boost economic growth and opportunity for residents

City leaders repeatedly name economic development as one of their highest priorities. Cities drive our state's economy and to do so they need to attract, grow, and support diverse businesses, commercial centers, and industry in our communities. City leaders also want to ensure residents have local employment opportunities and a healthy and diverse tax base. To do all of that, and achieve the shared goal of maintaining and enhancing a robust economy, cities need a diverse economic development toolkit to encourage commercial and economic growth in their communities.

Broadband infrastructure is critical to spur economic development

Sustainable, reliable infrastructure is the foundation for building an economy. Cities overwhelmingly report the need for state investment in local broadband internet infrastructure projects to help spur local economic development.

Broadband is the "superhighway" for economic development—it's an essential component of infrastructure that gives all residents access to opportunity. Small businesses and organizations in cities need infrastructure to process transactions, post job opportunities, buy and sell products, and participate in specialized trainings and professional development opportunities online.

Access to broadband and advanced telecommunications infrastructure is one of the most pressing needs for cities under 7,500 in population. These communities' economies rely primarily on retail, tourism, and commuter industries. To support cities and their unique needs, funding for broadband infrastructure is critical.

71%

of cities face significant challenges to local employment opportunities, due largely to low economic development investments.

94%

of cities report that creating new and enhanced state programs to help spur economic development would have a significant positive community impact.

54%

of cities report broadband infrastructure as a significant barrier to economic development in their community.

City economic development opportunities are unique and diverse

Washington cities are diverse in their available industries and economic development needs. However, most cities need opportunities for local economic development to provide more local employment opportunities to their residents.

City economies are diverse in nature—encompassing industries of agriculture, tourism, aviation, technology, and military. Cities that report tourism and hospitality as their primary industry also have the lowest rates of local employment opportunities. Conversely, cities with technology and telecommunications as the primary industry rarely struggle to provide local employment opportunities.

These varying trends highlight the diversity in economic needs across cities and show that a single solution cannot adequately meet the needs of all cities.

Cities' access to a more robust and diverse toolkit will encourage economic development

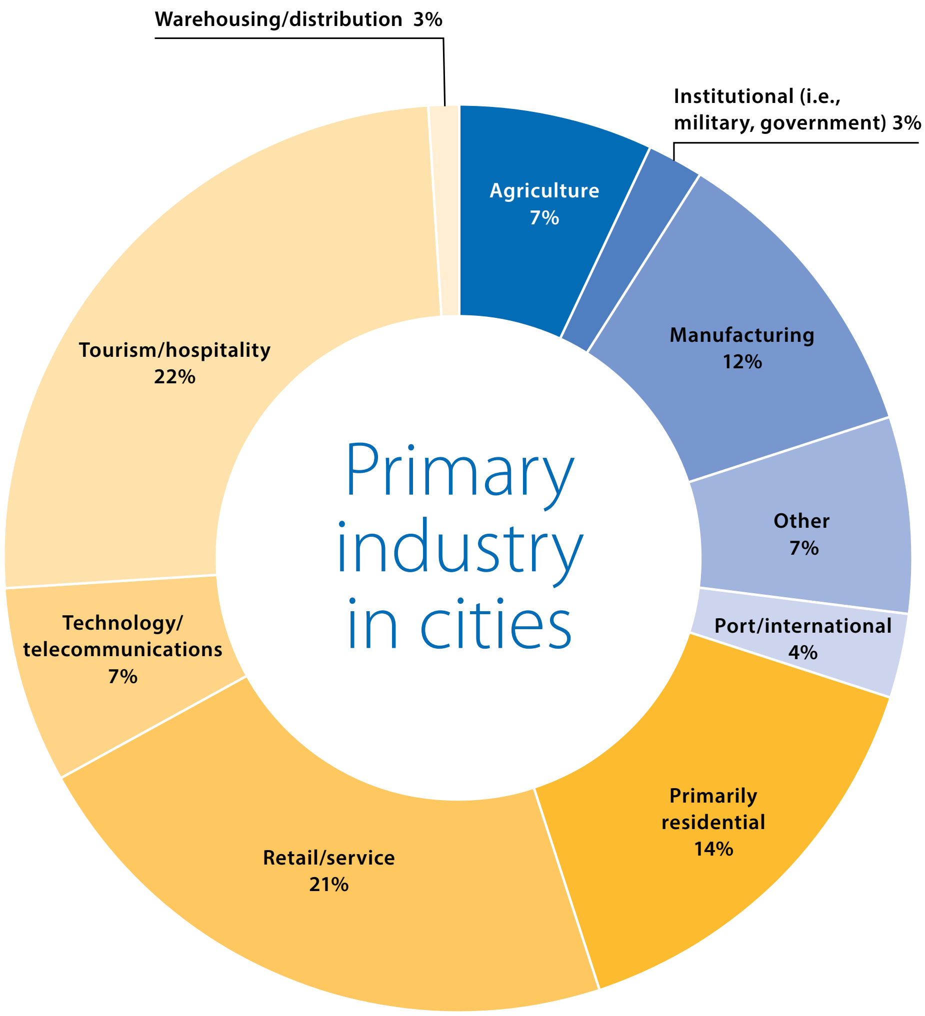
Cities need:

01 Access to reliable broadband infrastructure to attract new businesses.

02 State support to invest in infrastructure to support diverse and unique industries.

03 New tools such as Tax Increment Financing to incentivize local investments.

City industries are diverse and have differing economic needs. A single solution from the state cannot adequately meet the vast variety of needs in all Washington cities.



50%

of businesses and organizations say broadband is essential infrastructure for them to maintain their business in any given city.

77%

of cities report that inadequate street infrastructure is a significant barrier to economic development.

New tools can help support economic development

Cities report that Tax Increment Financing (TIF) options can dramatically impact the economic health of their communities. TIF is a method of using property tax collections within designated areas to finance public infrastructure improvements. TIF, and programs like TIF, have helped many states encourage new investments from private industry and improve overall economic health. Small towns and rural cities see TIF as a critical tool that could help spur new investment in their local economy.

TIF is one example of an economic development tool cities seek to leverage. The state has also utilized "tax increment financing lite" programs such as the Local Revitalization Fund (LRF). Under the LRF program, cities use sales tax credits from the state to fund infrastructure investments that support new commercial development.

50%

of Washingtonians feel that the economic conditions of their community are worse off or have not improved in the last two years compared to the rest of the state.

$359 million

In 2017, 12 cities with LRF-funded projects reported a state benefit of $359 million.

Conclusion

Maintaining and enhancing Washington's economy is a widely shared goal. Cities are particularly critical in this quest because they contain so much of our state's economic activity. However, cities have limited tools available to support continued economic development. Infrastructure investment is one of the most important ways that cities can encourage commerce and industrial development, but it is also one area where city funding is stretched most thinly. Our state also lacks a key tool available in almost every other state—Tax Increment Financing. TIF (at its most basic) is a way for economic growth to pay for itself. Every city's economic development goals are unique based on differing strengths and needs—Cities need diverse tools to achieve these unique goals.

State of the Cities conclusion

Cities are vital to the state's economic prosperity and serve as hubs for innovation. They are where businesses are located and where people live and gather. City services, from streets and infrastructure to public safety and parks, are essential to Washingtonians' quality of life.

The findings and recommendations in this report are intended to continue the conversation about how the state can assist cities and ensure the long-term economic health of the state. Cities need state assistance with strategies to help with infrastructure funding, local revenue options, and the flexibility to adequately fund city services and spur economic development.

References

1. Introduction

- AWC. State of the Cities survey. 2019.
- OFM. April 1 official population estimates. 2019.

2. City budgets & finances

- Tax Foundation. Property Tax Limitation Regimes: A Primer. 2018.
- MRSC. 2020 Budget Suggestions. 2019.

3. Public safety

- WASPC. Crime in Washington Annual Report. 2018.
- Police Executive Research Forum. The Workforce Crisis, and What Police Agencies Are Doing About It. 2019.
- AWC. State of the Cities survey. 2019.
- Evans School Consulting Lab Report. Local Law Enforcement Recruitment and Retention in Washington. 2018.
- AWC. Salary Survey. 2009, 2014, 2019.

4. Human resources

- AWC. State of the Cities survey. 2019.
- DRS. PERS Contribution Rate Tables. 2019.
- AWC. Salary Survey. 2019.
- OSA. Revenues by Government. 2018.
- OFM. April 1 official population estimates. 2019.

5. Infrastructure

- Access Washington. Broadband in Washington. 2019.
- Department of Commerce. Community Economic Revitalization Board. Washington State Community Economic Revitalization Board 2017-19 Biennial Review. 2019.
- AWB. Building the Economy: Infrastructure Needs in Washington. 2018.
- Cascade Public Media. Crosscut Elway Poll. 2019.

6. Transportation

- JTC. Assessment of City Transportation Funding Needs. 2019.
- TIB. Performance Management Dashboard. 2019.
- AWC. State of the Cities survey. 2019.
- NLC. Micromobility report. 2019

7. Affordable housing & homelessness

- AWC. State of the Cities survey. 2019.

8. Economic development

- Cascade Public Media. Crosscut Elway Poll. 2019.

Association of Washington Cities
1076 Franklin St SE, Olympia, WA 98501-1346 | 360.753.4137 | 800.562.8981 | wacities.org

Affordable housing

HB 1590, HB 2343/SB 6334, HB 2620/SB 6411, SB 6126

1 The affordable housing crisis looks different in every city.

2 Policy solutions must be tailored to address a variety of challenges.

3 The Legislature should invest in new and existing programs and remove barriers to affordable housing.

Support tailored solutions to increase affordable housing and reject one-size-fits-all approaches.

1 Our cities face affordable housing challenges across the income spectrum. The need for each city is different based on its residents and surrounding communities. Local leaders are in a unique position to appreciate the complexity of the affordable housing challenges facing their city. Elected officials see firsthand how these diverse issues affect their community and are dedicated to finding effective solutions. Washington's mayors and councilmembers know that a multipronged approach is required to meet the complex challenge of affordable housing.

2 Cities need infrastructure to support housing—including water, wastewater, electric, gas, and transportation. Even when cities have upzoned, they find that costly infrastructure upgrades stand in the way of development. In other cities, the lack of economic development hinders housing growth.

80% of cities need additional resources to support affordable housing programs and local planning efforts.*

*2019 AWC City Conditions Survey

3 Strong cities need…

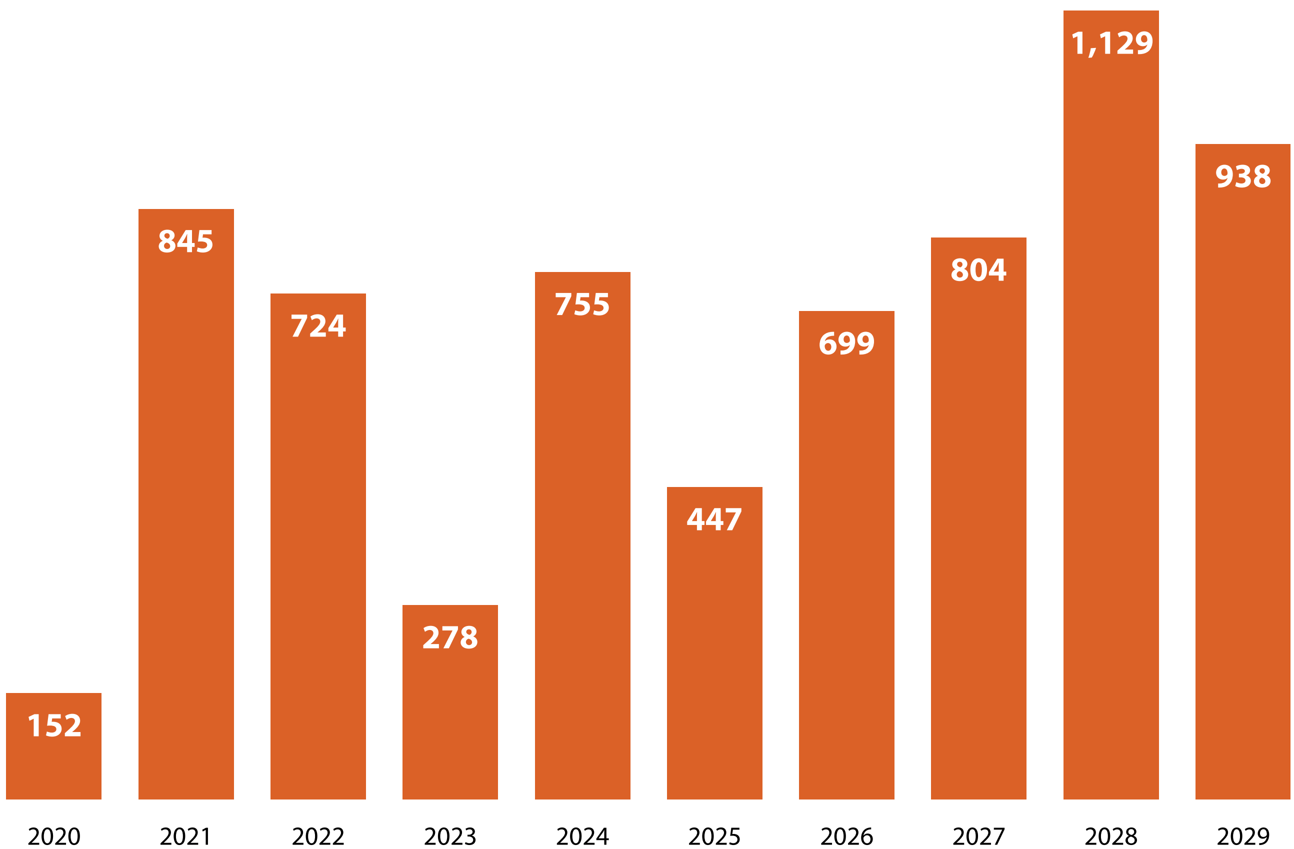
- Changes to the Multifamily Tax Exemption program to allow eligibility for smaller cities, extend the tax exemption for continued affordability (see back page), and extend the ability to preserve existing affordable housing (**HB 2620/SB 6411**).
- Support and incentives for cities that want to pursue a greater variety of housing types in traditional single-family neighborhoods, such as missing middle or ADU ordinances (**HB 2343/SB 6334**).
- New councilmanic taxing authority for affordable housing, such as optional sales taxes (**HB 1590**, **SB 6126**).

Contact:

Carl Schroeder
Government Relations Advocate
carls@awcnet.org

Shannon McClelland
Legislative & Policy Analyst
shannonm@awcnet.org

Nearly 7,000 affordable housing units will expire out of MFTE projects in the next 10 years unless the program is extended.



Source: Up for Growth National Coalition.

The Multifamily Tax Exemption (MFTE) program is an optional property tax abatement to incentivize multifamily apartment construction. The tax exemption on a qualifying property lasts for eight consecutive years. However, the exemption is extended to a 12-year period if the owner commits to renting or selling at least 20% of the units as affordable housing to low- and moderate-income households. Further extending this incentive program will keep more affordable housing units available for low-income households.

Contact:

Carl Schroeder
Government Relations Advocate
carls@awcnet.org

Shannon McClelland
Legislative & Policy Analyst
shannonm@awcnet.org

Association of Washington Cities • 1076 Franklin St SE, Olympia, WA 98501 • 1.800.562.8981 • wacities.org

AWC ASSOCIATION OF WASHINGTON CITIES

Tax increment financing

HB 2804, HB 2778/HJR 4212

Cities and towns need tax increment financing options to boost economic growth and opportunity for all Washingtonians.

1. Tax increment financing (TIF) can help cities build public infrastructure to spur economic and job growth throughout the state.
2. Washington's Local Revitalization Financing (LRF) program (closely akin to TIF) can fund local infrastructure improvement projects and encourage economic development.
3. An amendment to the state constitution is needed to allow a traditional property-tax-based TIF program.

1 A designated TIF district can spark public-private partnerships to help fund useful infrastructure projects that may not otherwise be appealing to investors. It can also create new economic activity in a region that may not otherwise see investments. This enables a city to widen its tax base and create economic development that pays for itself. Similar approaches are already used in 49 other states and Washington, D.C.

In 2018, LRF jurisdictions alone reported a state benefit of $633.8 million.

2 Created in 2009, the Local Revitalization Financing (LRF) program awarded local jurisdictions sales tax credits to fund local infrastructure improvement projects to encourage economic development. In 2018, the 18 LRF jurisdictions reported a state benefit of $633.8 million, as well as the creation of 19,159 jobs by 2,555 new businesses (see next page for examples).

Unfortunately, LRF is no longer accepting new applications, as the state contribution limit has been reached. The Legislature can incentivize economic growth throughout the state by investing in the LRF program again.

3 Attempts to authorize the use of state property tax revenue in Washington to finance developments through TIF have been struck down by the courts. A constitutional amendment allowing for a property-tax-based approach would allow cities to access critically needed funding for local economic development projects. This approach doesn't raise property taxes on residents but allows development to pay for the public infrastructure needed.

Every **$1** invested in infrastructure generates **$1.50** in economic output.

Contact:

Candice Bock
Government Relations Director
candiceb@awcnet.org

Jacob Ewing
Legislative & Policy Analyst
jacobe@awcnet.org

Association of Washington Cities • 1076 Franklin St SE, Olympia, WA 98501 • 1.800.562.8981 • wacities.org

01/23/20

AWC ASSOCIATION OF WASHINGTON CITIES

Additional information

Forty-nine states and Washington, D.C. have successfully implemented various versions of TIF. One example is Oregon, where the state implemented TIF to provide revenue for local infrastructure and development projects in more than 50 communities.

Here's how three Oregon cities used TIF:

The City of Portland used TIF to help develop its Oregon Convention Center, Downtown Waterfront, and various neighborhoods.

The City of Bend used TIF for capital improvement loans for small or startup businesses, parks and plazas, and utility and infrastructure projects to support new development.

The City of Hillsboro used TIF to solidify Intel's presence and tech-sector job growth in the city.

Here's how four Washington cities used LRF:

In Washington, 18 local jurisdictions participated in the state-funded Local Revitalization Financing (LRF) program established in 2009. Projects in these communities have created thousands of new jobs and boosted private investment.

The City of Kennewick received $500,000 in LRF funds to improve streets and local infrastructure and develop and build a 52-acre sports and events complex. In 2018, the city reported $19 million in state benefit, and 52 new businesses have chosen to locate in the revitalization area, creating 409 new jobs.

The City of Bremerton received $330,000 in LRF funds to develop a multiuse parking garage and to revitalize the Park Plaza district through street, sidewalk, and streetscape improvements. In 2018, the city reported $493,335 in state benefit, and 31 new businesses have chosen to locate in the revitalization area, creating 214 new jobs.

The City of Wenatchee received $500,000 in LRF funds to improve water, sewer, and storm systems and to construct sidewalks, parking facilities, and docking facilities and carry out environmental remediation projects. To date, the city has reported $1.6 million in state benefit, and 30 new businesses have chosen to locate in the revitalization area, creating 228 new jobs.

The City of Spokane received $250,000 in LRF funds to construct and improve water and sewer systems, park and ride facilities, parks and recreational areas, and bicycle infrastructure. To date, the city has reported $1.5 million in state benefit, and three new businesses have chosen to locate in the revitalization area, creating 68 new jobs.

71%

of cities face significant challenges to local employment opportunities, due largely to low economic development investments.

94%

of cities report that creating new and enhanced state programs to help spur economic development would have a significant positive community impact.

54%

of cities report broadband infrastructure as a significant barrier to economic development in their community.

Contact:

Candice Bock
Government Relations Director
candiceb@awcnet.org

Jacob Ewing
Legislative & Policy Analyst
jacobe@awcnet.org

AWC ASSOCIATION OF WASHINGTON CITIES

Increase city transportation resources

HB 2362

Cities are investing more than ever, but need comprehensive transportation tools that provide new resources and funding options.

1 Cities own and manage a significant share of our state's transportation system.

2 Cities provide nearly 80% of the funding that flows into local transportation systems and have increased spending over the last decade.

3 Cities continue to struggle to address the $1 billion gap that exists in maintenance and preservation costs.

1 City transportation systems accommodate 26% of statewide vehicle travel on over 35,000 lane miles of streets, including 740 bridges. Cities are responsible for multimodal transportation assets that include streets, sidewalks, and bicycle infrastructure; certain aspects of state highways; and the spaces between transportation infrastructure, utilities, and the natural environment.

2 A recent study by the Joint Transportation Committee (JTC) found that cities have stepped up to invest in their local transportation systems by providing about 80% of funding at the local level. City spending has continued to outpace state and federal spending. However, nearly 86% of local spending comes from unrestricted revenue, which must also fund other critical municipal needs such as parks and public safety services.

More than 25% of daily trips happen on city streets, yet cities receive only 8% of the state transportation budget.

3 Even with increased city spending, a funding gap of $1 billion per year remains for maintenance and preservation.

For local transportation networks to thrive, strong cities need:

New local options:

1. Create a new transportation-specific utility tax.
2. Change Transportation Benefit District (TBD) sales tax authority by increasing the rate and extending the sunset date.
3. Allow cities to use the existing local gas tax authority.

Defense of state agencies that support city transportation funding, such as the Transportation Improvement Board and the Freight Mobility Strategic Investment Board.

A new transportation revenue package that increases resource for cities.

Contact:

Logan Bahr
Government Relations Advocate
loganb@awcnet.org

Maggie Douglas
Legislative & Policy Analyst
maggied@awcnet.org

Association of Washington Cities • 1076 Franklin St SE, Olympia, WA 98501 • 1.800.562.8981 • wacities.org

01/23/20

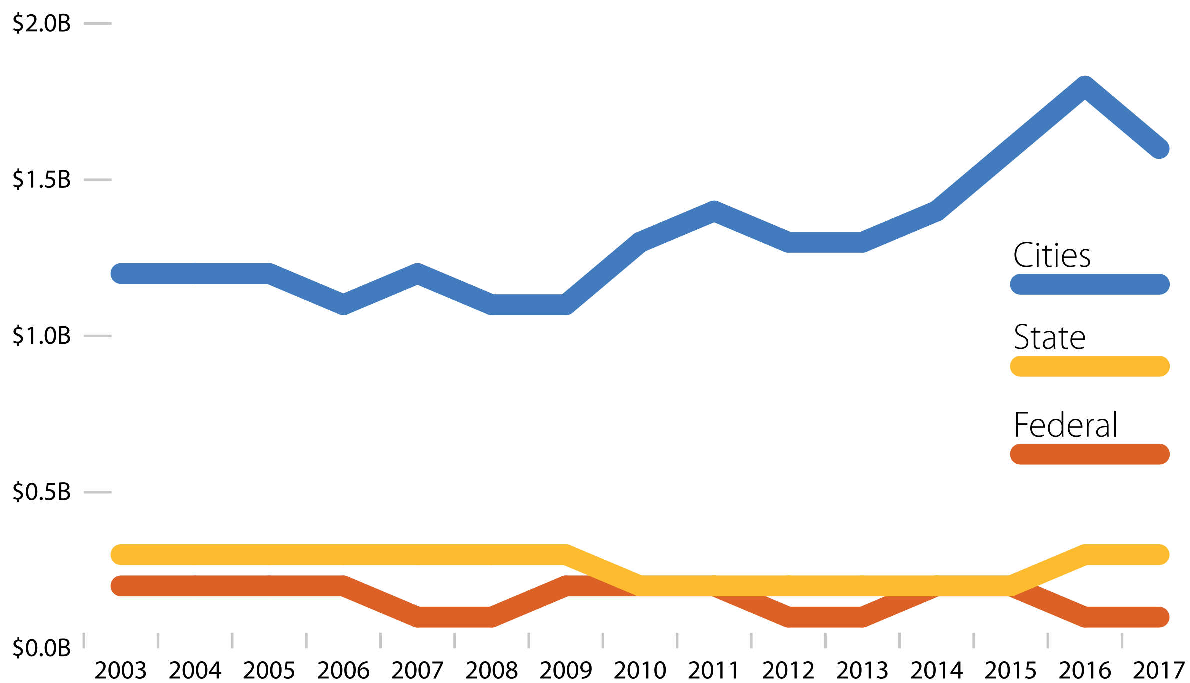
AWC ASSOCIATION OF WASHINGTON CITIES

Additional information

$1.9 billion in annual city transportation funding comes from a variety of sources:

- Nearly 80% of city transportation funding comes from locally generated revenue. However, 86% of these revenue streams are unrestricted and can be used for any municipal activity.
- 13% of city transportation funding comes from the state. Cities receive about 8% (or $736 million) of the state's transportation budget. These resources include direct distributions from:
  - The Motor Vehicle Fuel Tax and Multimodal Funds ($223 million);
  - State competitive programs such as the Transportation Improvement Board ($330 million); and
  - Local project appropriations ($183 million).
- Less than 10% of city transportation funding comes from federal sources such as the Highway Safety Improvement Program, Surface Transportation Block Grants, and the Highway Infrastructure Program.

Cities have increased spending on transportation, while state and federal spending has lagged.



Source: JTC Assessment of City Transportation Funding Needs, 2019

Contact:
Logan Bahr
Government Relations Advocate
loganb@awcnet.org

Maggie Douglas
Legislative & Policy Analyst
maggied@awcnet.org

Association of Washington Cities • 1076 Franklin St SE, Olympia, WA 98501 • 1.800.562.8981 • wacities.org

Downtown Catalyst Incentive Application

Community Development Department

625 S College Avenue, College Place, WA 99324 (509)529-1200 planbuild@cpwa.us

PROJECT LOCATION:		DATE RECEIVED:
Site Address:		
Parcel Number:		

PROPERTY OWNER:			
Name:		Day Phone:	
Mailing Address:			
E-mail:		Cell Phone:	
APPLICANT:	☐ Owner ☐ Contractor ☐ Tenant ☐ Other		
Name:		Day Phone:	
Mailing Address:			
E-mail:		Cell Phone:	
CONTACT PERSON:	☐ Owner ☐ Contractor ☐ Tenant ☐ Other		
Name:		Day Phone:	
Mailing Address:			
E-mail:		Cell Phone:	
DESIGN PROFESSIONAL:	☐ Owner ☐ Contractor ☐ Tenant ☐ Other		
Name:		Day Phone:	
Mailing Address:			
E-mail:		Cell Phone:	
CONTRACTOR:			
Name:		Day Phone:	
Mailing Address:			
E-mail:		Cell Phone:	
Contractor License No:		Expiration Date:	
Business License No:		Expiration Date:	

TO BE COMPLETED BY STAFF:

Department	**Date Approved**	**Authorized by:**	**Department**	**Date Approved**	**Authorized by:**
Planning			Fire		
Public Works			Building		
Engineering					

Occupancy Classification(s):		Type Construction:	
Setbacks: FRONT:	SIDES:__________/ __________ REAR: __________	Critical Areas Present:	☐ Yes ☐ No
19.24.020 Minor Project Amendment Approved	☐ Yes ☐ No ______________	Site Plan Fee:	☐ Yes ☐ No
Lot Coverage:	_______Sq. Ft. / _______Lot size	=_______________Max lot coverage (not to exceed 35%)	

Property Address:			
PROJECT INFORMATION:			
Description of Work:			
Project Valuation (Based on Fair Market Value of Labor and Materials):			
Existing Use:		**Proposed Use:**	
Total Existing Area (sq./ft.)		**Total New Area (sq./ft.)**	
Lot Size:		First Floor Sq. Ft.	
Building Type:	**Type of Project:**	Second Floor Sq. Ft.	
☐ RESIDENTIAL	☐ New ☐ Repair	Third Floor Sq. Ft.	
☐ COMMERCIAL	☐ Alteration ☐ Other	Basement Sq. Ft.	
☐ MULTI-FAMILY	☐ Addition	Porches/Garages Sq. Ft.	
☐ PUBLIC	☐ Accessory	Dwelling Units:	
☐ MFH	☐ Tenant Improvement		
Fire Sprinkler	☐ Yes ☐ No		

LENDER INFORMATION:	Self-Financed ☐ Yes ☐ No		
If you checked "NO" - Information must be provided for projects valued over $5,000 per RCW 19.27.095.			
Name of Lender (or) Bonding Company:		Phone No:	
Complete Address:			

PERSON PERFORMING THE WORK:

☐ I am currently registered and properly licensed as a **CONTRACTOR** or **SPECIALTY CONTRACTOR** as defined under RCW 18.27.010 and 18.27.110 and am legally qualified to perform the work sought by this permit; or

☐ I am an **AUTHORIZED AGENT** of the property owner and all work will be done by a properly licensed contractor or a specialty contractor as defined under RCW 18.27.010 and 18.27.110 and is legally qualified to perform the work sought by this permit; or:

☐ I am **EXEMPT** from the requirements of the Contractor Registration laws, per RCW 18.27.090, and will abide by all provisions and conditions of the exemption as stated. I will do all of my own work or use all registered and licensed contractors and/or specialty contractors in connection with the work to be performed under the permit applied herein.

For information about Contractor Licensing and Registration Requirements, please contact the Washington State Department of Labor & Industries at 1-800-647-0982 (or) www.lni.wa.gov (or) www.lni.wa.gov/TradesLicensing/Contractors/HireCon/ .

APPLICANT CERTIFICATION:

* I certify that I am the **owner** of the property described above (or) the owner(s) **authorized agent** and I have been given express permission by the owner(s) of the property to submit this application for permit and that I am authorized by the owner(s) of this property to perform the work for which the application is made and I comply with the requirements of the Washington State Contractors Act, per RCW 18.27. I certify that to the best of my knowledge, the information submitted in support of this permit application is true and correct. I certify that I will comply with all applicable City of College Place state and federal regulations and laws pertaining to the work authorized by the issuance of a permit. I understand that issuance of this permit does not remove the owner's responsibility for compliance with state or federal laws regulating construction, land use or environmental laws.

Signature of Applicant: Owner (or) Authorized Agent		**Date:**	
Print Name:			

NOTICE: An application for a permit for any proposed work shall be deemed to have been abandoned (and expire) 180 days after the date of filing unless such application has been pursued in good faith or a permit has been issued.

City of College Place Community Development Department
625 S College Avenue
College Place, WA 99324 (509) 394-8524
www.cpwa.us

DOWNTOWN CATALYST INCENTIVE SUBMITTAL REQUIREMENTS

Pursuant to CPMC Chapter 3.50, the purpose of the Downton Catalyst Incentive is to establish a time-limited incentive for the purpose of promoting the development of significant mixed-use buildings within the downtown core, for the purpose of catalyzing further development and redevelopment in the area.

The following items must be addressed with the Site Plan Review Application along with the required submittals listed in http://www.cpwa.us/developers/index.php to be considered a complete application.

- ☐ Minimum of two (2) stories
- ☐ Minimum of 5 residential dwelling units
- ☐ Minimum of 3,000 square feet of first floor commercial area
- ☐ New Construction or renovation equaling at least 50% of assessed value of existing structure.
- ☐ All required on-site parking shall be placed within the footprint of the building and/or on private property behind the building, with no off-street parking credits for residential uses. In addition, on-site parking shall be screened or placed within a structure so as to obscure visibility from a public park.
- ☐ Architecture complies with College Avenue Design Standards (2018 Comprehensive Plan_Appendix_E_CP_DesignStandardsBook_FINAL)
- ☐ Project maximizes the following goals as outlined in the CPMC 3.50. Provide a narrative and/or materials to describe how each of the goals listed above are met within the application:
  - -Public benefit
  - -Architectural design
  - -Site design
  - -Catalyst effectiveness

Development must be initiated by May 31, 2020, in order to be eligible, and must demonstrate a plan to complete construction by May 1, 2022. For the purposes of this section, “initiated” shall mean the issuance of either a land disturbance permit for full civil work associated with the project, or, in the absence of a land disturbance permit, the issuance of a building permit representing all or a majority of the total square footage for the proposed development.

A maximum of one development project shall be eligible for this incentive, processed based on the timing of the submittal of complete application and the applicant’s ability to demonstrate adequate capital/funding to complete the project. Projects eligible would include all properties in the Downtown Mixed-Use Zone along College Avenue from 13th to 4th and Whitman to Blalock.

City of College Place Community Development Department
625 S College Avenue
College Place, WA 99324 (509) 394-8524
www.cpwa.us

Following designation as a catalyst project, material changes to catalyst projects shall not be allowed without prior review by the Technical Review Committee/Economic Development, Tourism, and Events Commission. For the purposes of this section, substantive changes shall mean any of the following:

- A 10 percent change in the number of residential units or to the gross size of the commercial area;
- Disclosure of a phased development approach not identified in the original application materials;
- A substantive change, in the judgment of the Community Development Director, to elements for which the development was scored pursuant to CPMC Title 14, Downtown Design Standards, or to purpose and intent categories for which points have been awarded, regardless of whether such points would have altered the project's eligibility as a catalyst development; or
- The increase or decrease of roof height by more than 10 percent.

The completeness and accuracy of all information submitted is the sole responsibility of the applicant. The City of College Place accepts no liability for any legal consequences resulting from incomplete or inaccurate information submitted by the applicant. The City of College Place Community Development Department shall have 28 days from the date of submittal to determine if the application is complete.

Micro-Business Assistance Program

Demographics for 2018 and 2019

Walla Walla's MBA Program is a matched-savings initiative that offers aspiring entrepreneurs a chance to earn funds and deepen their business education to start or grow a small business. Every dollar participants save over 6 months is matched with $8 in grant money until they meet a match of $4,000.

The program is made possible through a partnership by the public and private sectors, driven by the community for the community.

PROGRAM HIGHLIGHTS

35
GRANT RECIPIENTS

1330
EDUCATION HOURS

$140,000
DOLLARS INTO THE HANDS OF LOCAL ENTREPRENEURS

In 2018 a total of **twelve**, $4000 grants were awarded. In 2019, we nearly doubled our impact, with **twenty-three** $4000 grants awarded in the community.

Sponsors + Community Champions

Program Applicant Demographics

70% of applicants represent female, minority-owned businesses

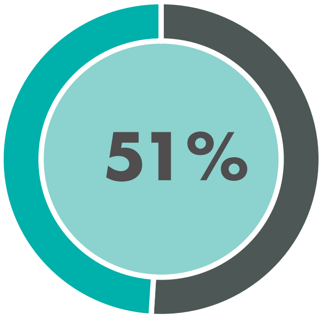
1 out of 2
Female

3 out of 4
People of Color

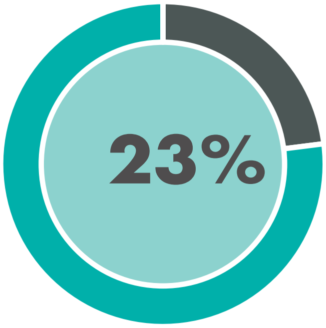
3 out of 4
Spanish Speaking

Grant Recipient Statistics

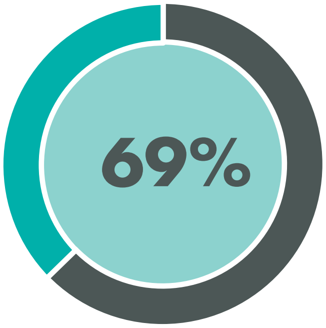
Have Children Under Age 5



Under 50% of AMI



Single Parents



Renting

Education Program Statistics

67 Total Students
1330 Total education hours
396 English speaking hours
934 Spanish speaking hours

Cinthya Montero
cmontero@mercycorps.org
mercycorpsnw.org

Jennifer Beckmeyer
jbeckmeyer@wallawallawa.gov
wallawallawa.gov

MICRO-BUSINESS ASSISTANCE PROGRAM
OVERSIGHT COMMITTEE MEETING
January 17, 2020 , 11:00 am – 12:00 pm

- Welcome and Introductions (11:00-11:05 am)
  - New committee members

- 2019 year end report
  - Cohort 2.0 graduation

- Monitoring and Evaluation
  - Cohort 1.0 & 2.0

- 2020 Cohort 3.0
  - January 2020- application portal open
  - April 2020- Enrollment into MBA program
  - April 2020- Business Foundations starts
  - May 2020- Understanding Your Credit Seminar
  - June 2020- Basic Accounting

- Strategic Visioning for 2020-2021 and beyond
  - Ongoing support of MBA Program graduates

Partner Organizations:

About Us

As part of Mercy Corps Global, Mercy Corps Northwest is committed to building more just, productive, and resilient communities in the Pacific Northwest. Across Oregon and Washington, Mercy Corps Northwest serves communities by providing business education, financing and equitable opportunities– with the vision of breaking intergenerational cycles of poverty for good.

MORE INFORMATION / PARA MÁS INFORMACIÓN

English: bit.ly/Walla_Walla_IDA

Español: bit.ly/WallaWallaEspanol

CONTACT / CONTACTO

MBA Program Manager

Cinthya Montero

cmontero@mercycorps.org

Walla Walla Office

29 E. Sumach St.

Walla Walla, WA 99362

mercycorpsnw.org

509-240-2125

@MERCYCORPSNW

2020 MBA Program Business Directory

Directorio de Negocios

Celebrating the success of our 2018 and 2019 businesses.

Celebrando los éxitos de los negocios que han participado en el Programa de Asistencia para Microempresas.

Jeffrey Fritts

Walla Walla Light-Sport Aeromotive
jeffreyfritts@yahoo.com
(509) 956-9097

Specializing in the maintenance and repair of Light-Sport aircraft at Martin Field (S95) near College Place, WA. Services include Rotax Aircraft Engine maintenance, Dynamic Propeller Balancing by DynaVibe, and ADS-B solutions.

Mecánico de aviones pequeños.

LaShell Stanberry

Shell's Got to Have It!
shellsgottohaveit@gmail.com
www.shellsgottohaveit.com
509.416.6253

When you're looking for unique accessories then Shell's Got to Have It!

¡Cuando buscas accesorios únicos, Shell's Got to Have It!

Laura Segovia

Juan Segovia Plumbing
juanangle@hotmail.com
www.juansegoviaplumbing.com
509.200.6891

Quality plumbing services at competetive prices.

Servicios de plomeria con precios competetivos.

M. Beatriz Mercado

Un Dulce Antojo
marybetty09@hotmail.com
541.861.0903

Unique and creative desserts and personalized jello molds to satisfy your sweet tooth.

Venta de postres y gelatinas personalizadas para satisfacer un dulce antojo.

Maria Escobedo

El Edén
Eden62850@gmail.com

My business offers fresh and natural desserts and fruits.

Mi negocio te ofrece la venta de frutas y postres naturales y saludables.

Maria & Alejandro Garcia

7IMPACT Salon
mariag7impact@gmail.com
www.7impactsalon.com
509.301.4171

Highlighting natural beauty with quality services in acomfortable and private environment.

Resalta la belleza natural con un servicio de calidad dentro de un ambiente relajado y confortable.

Maria Romero

Arcoíris de Papel
arcoirisdepapel64@gmail.com
509.301.1797

Decorations for children's parties such as main table backgrounds, piñatas, and original designs.

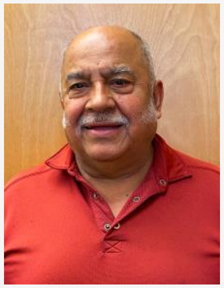
Decoraciones para las fiestas infantiles tal como fondos de la mesa principal, piñatas y diseños originales.

Martin Ayala

Leonardo's Car Wash
Ayalamartin2971@gmail.com
509.520.1148

Leonardo’s offers a full-service car wash. We clean inside and out, buff, clean carpets, leather seats, and much more.

Los servicios son lavados de autos y limpieza completa de afuera y de adentro.



Miguel Eguia

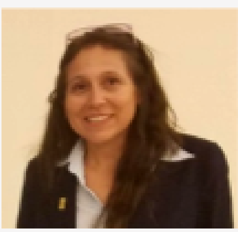
Fuente de Salud y Belleza
migueleguia1049@gmail.com
509.730.9632

My business allows people to be in good health and feel beautiful.
Mi negocio da la oportunidad para que las personas tengan buena salud y belleza.

Miriam Lopez

Mini Fashion Truck La Peque
Minifasholapeque@gmail.com
509.528.4869

I sell clothes for winter and summer, specializing in unique styles that are hard to find in Walla Walla.
Mi negocio proporciona ropa para invierno y el verano en el cual encontrarán estilos y modelos pocos vistos en el área de Walla Walla.



Noemí G. Reed

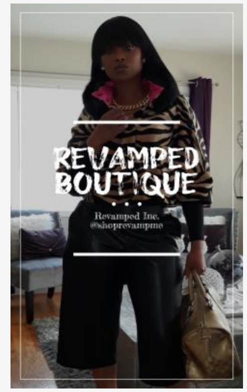
NG Quality Space
nanireed@hotmail.com
509.876.8684

General contractor and architect services with over 25 years of experience. Build your dream!
Contratista general y servicios de arquitectura con más de 25 años de experiencia. ¡Te puedo ayudar a construir tu sueño!

Piedad Belinda Brito

La Casa de la Ternura
belindabritog@gmail.com
509.730.4118

Day care for children ages 0-4 years with a focus on conserving Latin American roots.
Nuestro servicio es el cuidado de niños desde infantes hasta los cuatro años.



Clenesha Montgomery

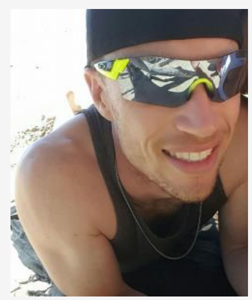
Revamped Boutique
Revampedinc356@gmail.com
@shoprevampme
562.895.8278

Revamped Boutique is an online apparel boutique for Millennials and Gen Z Girls that empowers girls to exhude confidence.
Revamped Boutique es una boutique en línea para mujeres mileniales y Gen Z que empodera.

Domenica Gachet

Bouncin' Party Rentals
bouncinpartyrentals@hotmail.com
509.301.0720

Party rentals include bouncy castles, tables and chairs to bring fun and entertainment to any party.
Renta de saltarines, mesas y sillas para la diversión y entrenamiento de los niños.



Ian Gregoire

Bellaco
ian.gregoire@gmail.com
509.386.7782

In-home and live feed instruction in fitness and wellness.
Instrucción de fitness y bienestar en casa y en línea.

Jaime Castellanos

Casther Productions
jcasther@msn.com
509.386.7061

Professional Photography and Videography services.
Servicios profesionales de fotografía y video.

Alberto Villegas

College Place Cleaning
cpcpcleaning@gmail.com
509.730.0878

Cleaning services for the Walla Walla community. Deep cleanings for bathrooms, kitchens, walls, etc.

Servicios de limpieza para la comunidad de Walla Walla. Limpiezas profundas para baños, cocinas, paredes, etc.

Alma Miranda

Alma's Creative House
almitadcmiranda7@gmail.com
509.520.5237

Professional skin care in the comfort of your own home.

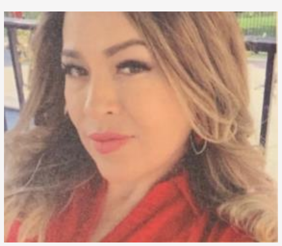
Cuidado de la piel profesional llevado hasta su casa.

Antonio García

ABZUYA
abzuyakitchen@gmail.com
509.301.2638

We specialize in most woodworking projects. From kitchen cabinets to closets, bathroom cabinets to frames, pens to business card holders.

Muebles de cocina, closet, baños, cuadros, lapiceros y la mayoría de los proyectos en madera.



Carla Negrete

VIP Beauty
carlan.negrete@gmail.com
509.676.9600

Eyelash extensions are my area of expertise. I currently offer this service in three Walla Walla salons.

Mi negocio es hacer extensiones de pestañas en tres salones en Walla Walla.

Socorro Carvajal Morales

Coco's Sweet Pastries
socorrocarvajal21@gmail.com
509.851.4127

Bunuelos and empanadas made from scratch with a delicious taste and quality presentation.

Los buñuelos y empanadas son un producto hecho en casa con un sabor único, con buena presentación y calidad.

Veronica Alvarado

Dani's Cleaner
veronica_alvarado01@icloud.com
509.876.8684

House cleaning with organic and natural products.

Limpieza de casas con productos orgánicos y naturales.

William Foster

Kroma Designs
fosta.w@gmail.com
509.240.4236

Web design solutions for your small business. We also provide computer repair services, computer backup solutions, and Windows/Linux server management.

Diseño web para pequeños negocios.

City of College Place: Development Activity - February 2020				
Project Name	**Use**	**Location**	**Status**	**Lead Generated**
Commericial/Industrial				
Project CK	Gas Station & Convienence Store	NW corner of 12th & Myra	- Jan 2019 In site negotiations. - March 2019 Working with City of Walla Walla for right turn in, right turn out. - April 2019 Preliminary plans turned in. - May 2019 Continue working with developer on plans. - June 2019 Issues with land chosen. May consider 12th and Myra as alternate site. - August 2019 Performing due diligence on 12th and Myra site. - January 2020 Still working on Myra/Whitman and Myra/12th sites.	ICSC Las Vegas
Project Corner Retail	Automotive	College Avenue Corridor	- November 2019 Property owner looking to develop a retail structure fronting College Ave to lease. - December 2019 Moving forward on plans for a mixed use structure. - February 2020 Still awaiting plans from property owner.	Local Business.

Project Dollar	Finance	College Ave Corridor	- April 2019 Working on retaining business by assisting with site selection services. - May 2019 Helping business on site selection. - June 2019 Continue site negotiations. - November 2019 In due diligence for site by Meadowbrook. - December 2019 Due diligence for Meadowbrook area location.	Local Business
Project Idaho/P1FCU Credit Union	Finance	Meadowbrook Area	- November 2019 Growing Idaho Credit Union looking at establishing location in College Place. - December 2019 Looking at adjacent sites to Hapo. - February 2020 Development lease signed for spot inside College Place Walmart. Will open by April.	SEWEDA
Project HD	Chain restaurant that has multiple Tri-Cities locations.	Across Sydnee Ln from HopThief.	- January 2020 Chain restaurant based out of Washington State looking at site across Sydnee Lane from HopThief. - February 2020 Site negotiations continue.	Outreach from City staff.
Project MD	Fast Food restaurant	Wal-Mart Area	- March 2019 Contacted by real estate department looking for sites in South College Place area. - November 2019 Looking at site next to Hapo. - December 2019 Waiting on final corporate approvals. - February 2020 No Change.	ICSC Las Vegas

Project Country	60 Room Hotel.	End of Larch Street, behind Les Schwab, next to Hop Thief.	- Jan 2019 Hotelier is going through due diligence for site - Mar 2019. Due diligence continuing. r 2019 Property agreement at Meadowbrook being developed. - December 2019 Property Agreement still being negotiated. - January 2020 Property Agreement in progress. - February 2020 Looking for additional financial development partners to make happen.	ICSC Las Vegas
Project FM	Medium sized grocery and general merchandise store.	College Avenue, across from College Place High School.	- Jan 2019 This site is shortlisted with another site at end of Myra Rd in Walla Walla. User would like to open up by 2021/2022. - Mar 2019 Talked with real estate staff about project. Contingent on our progress with SW Sewer. - - October 2019 Will commit to site once wastewater trunk is done next Summer. Gave city benchmarks to hit. Closing on lift station sewer property. - November 2019 City closed on lift station property. Achieving timelines. - Waiting for SW Sewer completion to acquire property. - February 2020 No change.	Discussion with potential client.

Human Bean	Drive-thru Coffee Shop	NW corner of Myra Rd & Whitman Dr, CP	- Jan 2019 Site is leased to Operator. - June 2019 Plans turned in and financing in place. - August 2019 Building Plans turned in. Awaiting civil plans - September 2019 Awaiting required edits to storm engineering document. - October 2019 Plans released - November 2019 Construction Started. - December 2019 Waiting for final property commitment until SW Sewer is done. - January 2020 Expecting business to open in First Quarter of 2020. - February 2020 Close to completion.	Discussion with potential client.
Project BK	Fast food burger establishment.	Either SR 125 & Commercial Dr or Tamaurson & SR 125.	- Jan 2019 Two sites are shortlisted. In due diligence/negotiation phase. - August 2019 Due diligence. - September 2019 Site agreement signed. - October 2019 Construction to take place next Spring. - December 2019 Getting plans together. - January 2020 Conceptual plans turned into City. - February 2020 Also reviewing a site on Commercial Drive.	ICSC Las Vegas

Walla Walla Rural Library District	Interim location for Library for next five years.	Meadowbrook Plaza	- December 2019 Lease formally signed for former Inland Cellular space at Meadowbrook Plaza. Will open up at the earliest by March and latest by early May. - January 2020 Former Inland Cellular site is being renovated for the Library. - February 2020 Renovations continue. Should be open by May.	City annexed into Library District in August 2019.
Project G6	Motel	Meadowbrook Area	- May 2019 Motel chain ordered site analysis. - June 2019 Site selection. - August 2019 Due diligence underway on select sites along SR 125. - November 2019 Also reviewing South College Ave frontage as well. - February 2020 Due diligence.	ICSC Las Vegas
Project W	Fast Food restaurant	Meadowbrook Area	- June 2019 Corporate looking to open up a tri-branded location of a fast food restaurant. - August 2019 Due diligence underway on Meadowbrook taxlots. - October 2019 Sites narrowed to Commercial Drive and Tamaurson - November 2019 Narrowed to Commercial Dr site. - January 2020 Site negotiations ongoing.	ICSC Las Vegas

Project CJ	Fast Food restaurant	Meadowbrook Area	- June 2019 New corporate franchisee has our area and will tour the area in July. - August 2019 Going to tour area this month. - January 2020 Due diligence - February 2020 Evaluating Meadowbrook ara.	ICSC Las Vegas
Project D	Sit Down restaurant	Sites are either SR 125/Commercial Drive or SR 125/Tamaurson.	- Jan 2019 Two sites are going through due diligence. - Mar 2019 Due diligence continues. - April 2019 Awaiting plans from State about SR 125 to determine next move. - June 2019 Waiting for the Myra and SR 125 intersection to be improved for site to be acquired. - August 2019 Awaiting permanent Myra/SR 125/Commercial Dr plans. -February 2020 No Change	ICSC Las Vegas
Project Flight	Aerospace Manufacturing	Martin Airfield	- September 2019 Interest by incoming owner of Airfield about potential siting of facility on west side of property. Improve airport. Likely this project will start between four and five years. - October 2019 Airfield now owned by Tarragon/Mike Corliss. - February 2020 No Change.	Property owner.

Project GW/Goodwill	Second hand store	C Street across from Home Depot	- September 2019 Board of company getting ready to approve purchase of 1.94 acre John Stejer site behind Banner Bank. - October 2019 Awaiting word from Board of this company. - November 2019 Property deal closed. Goodwill is moving to College Place by March 2021. - December 2019 Goodwill is working on site plans. They control site. - February 2020 Plans are in development.	Board member of Company
Project Food Cart	Food Cart Pod	Southwest corner of 8th & College Avenue.	- December 2019 Since new development regulations allow food cart pods, Christian Bell and Chris Murray are working on a concept to develop a food cart pod on the vacant land at 8th and College. - January 2020 Had conceptual development meeting with the Bell family on this concept. - February 2020 Planning to run a pilot first with a couple of food trucks.	College Place Farmer's Market vendor.
Residential				

Homestead Subdivision Phase 3C, 3D, and 3E.	Residential subdivision constructed by Hayden Homes.	Homestead and Doans Street south of Fourth Street.	- August 2019 Phase 3D is wrapping up. Plans for 3E still being revised. Still dealing with stormwater. - October 2019 Phase 3D development ongoing. Looking at development of underground stormwater storage. Community park under development for late October opening. - December 2019 Greenlighted Hayden Homes to install CTB on Doans extension and put in the perforated pipe. - Jan 2020 Cement Treated Base will be installed on Doans first full week of January. Stormwater in progress. - February 2020 Additional MOU to be signed in Feb to permit Phase 3E and Tract 1 and 2 if they deal with Stormwater, finish up punch list, and put Doans thru.	Hayden Homes has owned property for the last decade.

Villages at Fort Walla Walla	180 multi-family apartment units.	South side of Whitman Drive/Deccion intersection.	- Jan 2019 Plan submittal is being reviewed by development staff. Spring 2019 construction. - Feb 2019 Plans reviewed and approved. - October 2019 Engineering issuing approval for first group of buildings. - November 2019 Engineer will likely be starting work again. Was told to idle by developer. - December 2019 No change. - January 2020 Finally got a response from Farran Group. Planning for a second quarter 2020 groundbreaking. - February 2020 Farran requested groundbreak meeting with staff in February.	Port of Walla Walla was approached by Farran Group about property and was directed to Bob Price and the City.

Stepper Addition	Multi-family apartments.	South side of C Street near Della intersection.	- Jan 2019 Plan submittal is being reviewed by development staff. - Feb 2019 Developer about to break ground. - Mar 2019 Plans approved. Waiting for snow to melt to break ground. - April 2019 Wrapping up bonding issues and will be ready to go. - June 2019 Site has broken ground. - August 2019 Road and utilities are installed and in place. - Sept 2019 Construction of structures to begin. - November 2019 Under construction. - February 2020 Under construction.	Property owner.

Country Estates	Additional manufactured units on former Poor Form House property.	924 SE Scenic View Dr	- Jan 2019 Poor Farm House is demolished. Site ready for manufactured unit construction. - Feb 2019 Development plans for additional units turned into the Community Development Department. - March 2019 Waiting for additional information from Country Estates. - April 2019 Met with property owner to discuss plans and what was needed to move development along. - June 2019 First double wide is on site. Waiting for plans for others. - August 2019 Awaiting revised plans. - November 2019 No change - January 2020 No change. - February 2020 Planning to go to construction this Spring.	Property owner.

Sirmon Development	Multi-family apartments.	942 NE Spitzenburg St	- Jan 2019 Plan submittal is being reviewed by development staff. - Feb 2019 Development needs fire flow test. Applicant will coordinate with Green Tank Irrigation District. - March 2019 Planning approvals done. Contingent on fire flow water test with Green Tank. - April 2019 No Update. - June 2019 No Update. - August 2019 No update. - Sept 2019 Site passed flow test. It does support multifamily now. - November 2019 Planning to develop next Summer. - January 2020 No Change. - February 2020 Will break ground this Spring.	Property owner.

Mauiri Development	Single-Family	428 SW 12th Street.	- Jan 2019 Plan reviewed, awaiting resubmittal. - Feb 2019 Working with applicant on remaining items for plans. - Mar 2019 Met with applicant on plans to subdivide property and discuss needed improvements. - June 2019 Continue to work with applicant on various thoughts pertaining to short and long plats. - August 2019 Still working on platting issues. - October 2019 Earthwork is now occuring. - December 2019 Wrapping up 12th Street half road improvements. - January 2020 Issue and record final plat. - February 2020 Developer working on potential land trade with City.	Property owner.

Stone Creek Development.	Single & Multi-Family	197 Mojonnier Rd	- Feb 2019 SW Trunk Line MOU contents agreed upon with property owners. MOU needed to make this property and others developable. - March 2019 MOU approved by City Council. Plan to let engineering contract on SW Sewer at March 12th, 2019 City Council meeting. - October 2019 Closing on LIft station property. Engineering ongoing. - Nov 2019 City owns lift station property. Doing engineering plans for it. Courting residential developers. - Jan 2020 Working on easements right-of-way for wastewater trunk line. - Feb 2020 Property owner short platting development to permit more developable tracts.	Property owner.
Hanby	Multi-family apartments.	West side of College & Sunny	- June 2019 Turned in preliminary plans for additional multifamily structures. -November 2019 Planning approvals done. In Civil review. - December 2019 Ongoing - January 2020 Apartment building under construction. - February 2020 Under construction.	Property owner.

Whispering Creek Subdivision	Single Family	620 SE 8th Street	- Feb 2019 Annexation hearing set for the property. - Mar 2019 Property annexed at February 26th, 2019 Council meeting. Awaiting plans. - June 2019 Property owner is prepping site for ground work. House out front is getting redone. - August 2019 Preliminary plat application submitted. - Sept 2019 Awaiting revisions from developers engineer. - Oct/Nov 2019 Meeting with developer and site engineer about revisions. - Dec 2019 Scheduled public hearing with Hearing Examiner. - Feb 2020 Hearing examiner issuing conditions for development.	Property owner.

Myra Rd Commercial Corridor

Myra Rd is a two mile long Commercial Corridor that connects US Highway 12 with State Route 125. It also acts as the boundary between City of College Place to the west and the City of Walla Walla to the east. Several commercial establishments already call the Myra Rd Corridor home ranging from Home Depot, Banner Bank, and the new Walla Walla Town Center which comprises several retailers such as Hobby Lobby, Marshalls, Ulta, Famous Footwear, and more. Fort Walla Walla Park and Museum is also located along this corridor. Several pieces of land zoned Commercial ranging from one to over thirty acres is available for lease or purchase in the City of College Place along this corridor. Ideal uses for this corridor include big box retail, restaurants, and office space.

Data Points

Statistic	10 Minute Drive Time	20 Minute Drive Time	40 Minute Drive Time
2019 Population	41,810	60,723	70,976
2024 Population	43,179	62,611	72,986
2019 Daytime Population	46,371	61,994	70,338
2019 Median Household Income	$44,379	$47,491	$49,136
2024 Median Household Income	$51,367	$53,946	$55,333
2019 Median Home Value	$242.696	$243,490	$245,818
2024 Median Home Value	$333,963	$329,524	$330,045
2019 Median Age	37.8	38.3	38.5
2024 Median Age	38.9	39.2	39.4

Retail Leakage Gap (40 Minute Drive Time)

Type	Gap	Factor
Motor Vehicles & Parts Dealers	$46,469,744	16.1
Automotive Dealers	$33,842,097	14.9
General Merchandise Stores	$21,407,708	8.2
Other General Merchandise Stores	$44,227,623	80.2
Food & Beverage Stores	$10,442,884	7.1
Grocery Stores	$3,872,695	1.8
Food Services & Drinking Place	$10,442,884	7.1
Restaurants	$10,467,386	7.5
Clothing & Clothing Accessories	$29,259,734	56.5
Building Materials & Supplies	$8,194,650	10.1
Furniture & Home Furnishings	$9,225,899	22.7

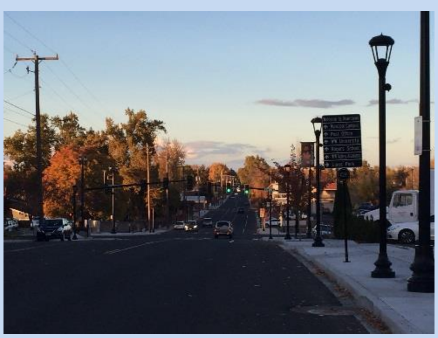
Source: ESRI Business Analyst Online, Market & Retail Marketplace Profile Reports Jan 2020.

Contact: Mike Rizzitiello – City Administrator . Em: mrizzitiello@cpwa.us Ph: (509)-394-8506 Website: cpwa.us

City of College Place

Where small-town living and learning meet

Welcome to College Place, home of Walla Walla University, and a community of over 9,700 residents located in the Heart of the Walla Walla Valley



The City of College Place is located in Walla Walla County adjacent to the City of Walla Walla. The area is the perfect place to experience all four seasons with its warm sunny summers, crisp yet moderate winters and spectacular springs and falls that fill the area with color. Walla Walla has been recognized as "America's Friendliest Small Town" by USA Today. Major employers in the region include food-processors, machinery and irrigation manufacturers, and schools and colleges, including Whitman College, Walla Walla Community College and Walla Walla University. The area is served by the Walla Walla Regional Airport, US Highway 12, and the Union Pacific Railroad. The area boasts four 18-hole golf courses, over 100 world class wineries, recreational trails, the Blue Mountains and local rivers, offering residents of all ages a variety of recreational opportunities including picnicking, recreational sports, cycling, fishing, hunting, golf, and winter sports.

College Place-At-A-Glance

Statistic	College Place, WA	Walla Walla County, WA	State of Washington
Median Family Income	$54,226	$65,854	$80,233
Population below Poverty Line	14.2%	14.4%	12.2%
Percent Bachelor's Degree or Higher	33.3%	29.1%	34.5%
Population in Labor Force	64.8%	58.4%	64.3%
Median Home Value	$177,000	$196,300	$286,800
Median Age	35.5	37.3	37.6
Average Commute	11.5	15.6	27.1

Source Data: 2013 to 2017 US Census American Community Survey

Targeted Industry Clusters

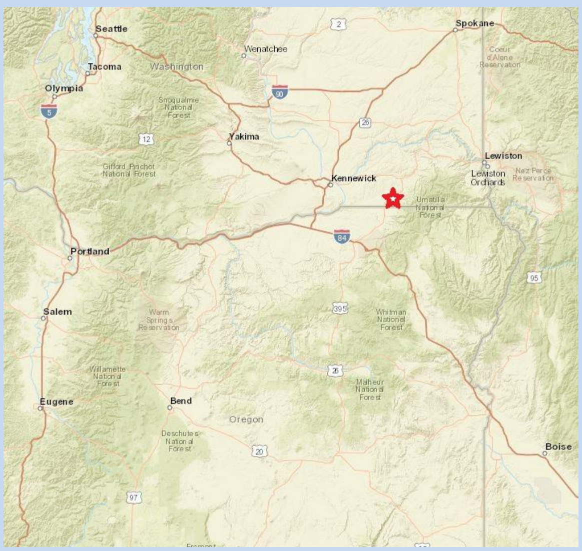
The City of College Place and Port of Walla Walla has identified multiple industry clusters for targeted attraction and recruitment efforts. The clusters are: **Retail, Education, Healthcare, Agriculture, and Advanced Technology.**

For more information: www.cpwa.us . www.portwallawalla.com

Mike Rizzitiello – City Administrator . Phone: 509-394-8506 . Email: mrizzitiello@cpwa.us

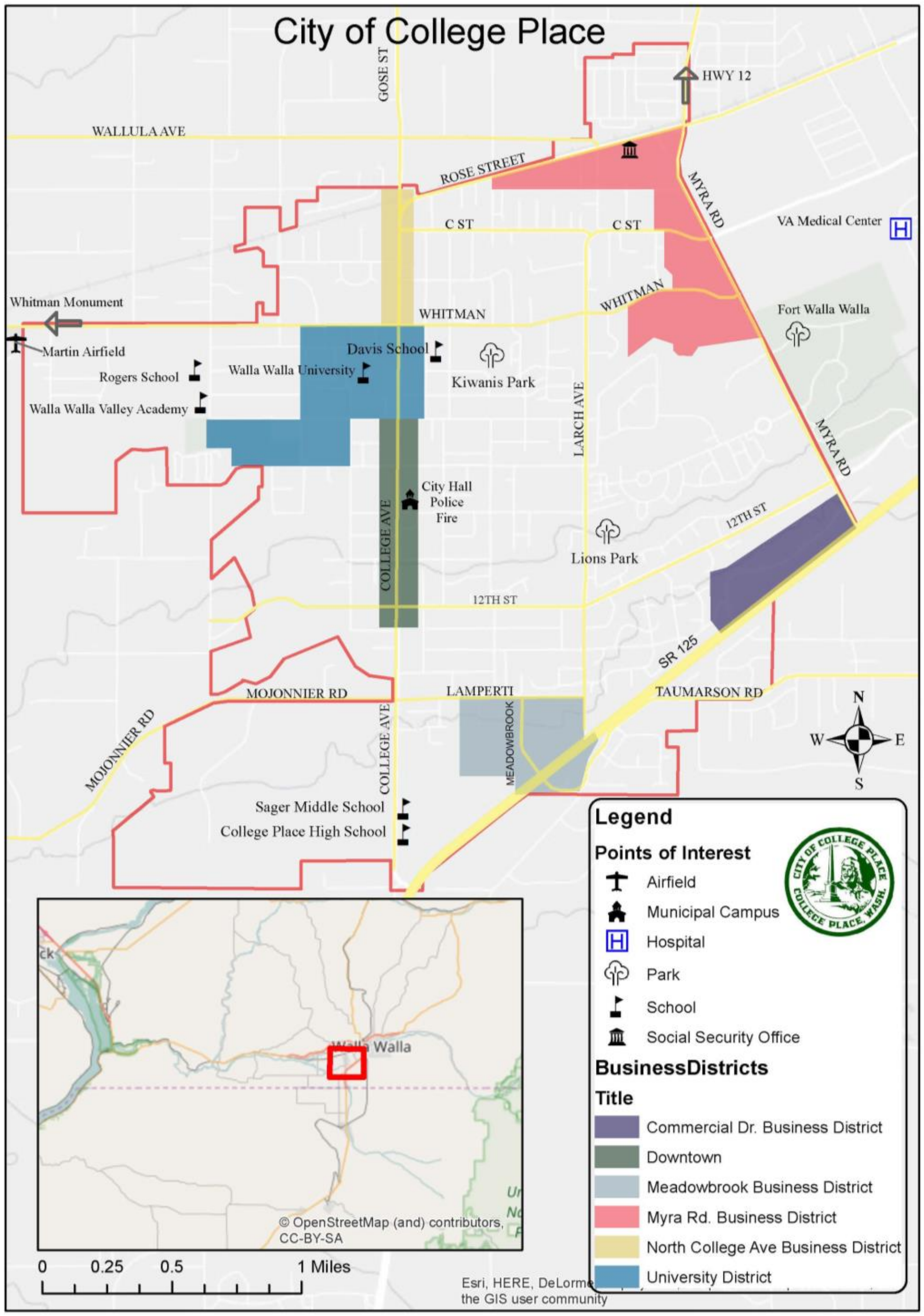
City of College Place

Where small-town living and learning meet



City	Mileage	Time
Tri-Cities (Kennewick, Pasco, Richland)	44.3	52 minutes
Spokane	155	2 hours 45 minutes
Yakima	129	2 hours 18 minutes
Seattle	270	4 hours 24 minutes
Portland	240	3 hours 57 minutes
Lewiston	105	2 hours 3 minutes
Boise	252	4 hours 2 minutes

Location Map



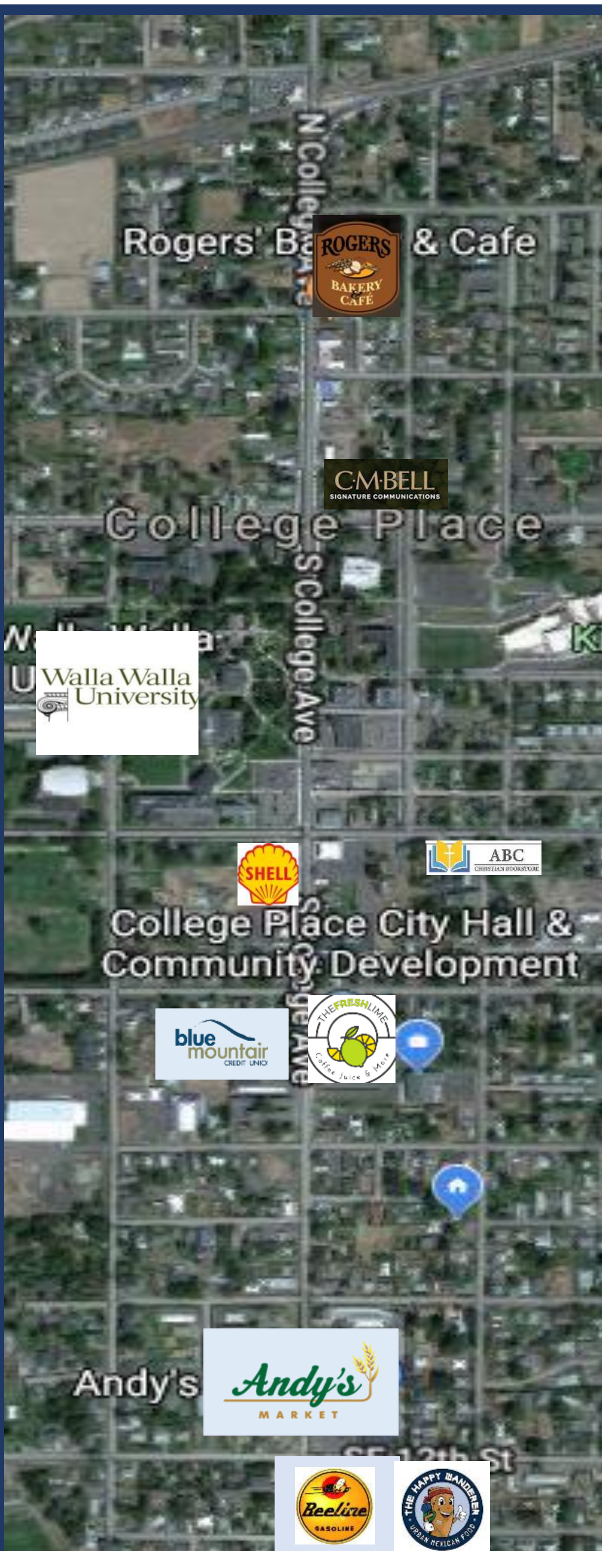
For more information: www.cpwa.us . www.portwallawalla.com

Mike Rizzitiello – City Administrator . Phone: 509-394-8506 . Email: mrizzitiello@cpwa.us

College Avenue

Downtown College Place (4th to 13th Streets)

North College Ave Business District (Whitman Drive to Rose Street)



College Avenue serves as the Main Street of the community. The corridor recently underwent a $15 million reconstruction which includes pedestrian lighting, sidewalks and traffic signals. The corridor consists of a mix of small businesses, offices, and residential. Walla Walla University is at the center of the corridor. It has Bachelor and Graduate Degree Programs and has a student population of 2,000. The long term vision of this corridor is spelled out in the recently adopted College Avenue Design Standards. Community goals for the corridor is to create "small town" atmosphere, be a setting for a "slow pace of life," and make sure that buildings and storefront are the dominant features. Various properties are available for sale or lease.

Data Points

Statistic	10 Minute Drive Time	20 Minute Drive Time	40 Minute Drive Time
2019 Population	28,893	63,095	70,872
2024 Population	30,041	64,973	72,883
2019 Daytime Population	33,599	61,471	70,056
2019 Median Household Income	$43,796	$47,430	$49,211
2024 Median Household Income	$50,887	$53,894	$55,387
2019 Median Home Value	$236,311	$243,061	$245,772
2024 Median Home Value	$327,382	$328,352	$329,721
2019 Median Age	38.8	37.8	38.4
2024 Median Age	40.1	38.7	39.4

Retail Leakage Gap (40 Minute Drive Time)

Type	Gap	Factor
Motor Vehicle & Parts Dealers	$46,250,798	16.0
Other General Merchandise Stores	$44,096,265	80.2
Automotive Dealers	$33,655,864	14.8
Clothing & Clothing Accessories Stores	$29,175,935	56.5
Gasoline Stations	$23,364,256	21.5
Clothing Stores	$20,476,114	60.9
General Merchandise Stores	$21,140,889	8.1
Health & Personal Care Stores	$12,909,306	13.9
Electronics & Appliance Stores	$11,316,491	27.2
Food Services & Drinking Places	$10,658,382	7.3
Restaurants	$10,684,129	7.7

Source: ESRI Business Analyst Online, Market & Retail Marketplace Profile Reports Jan 2020.

Contact: Mike Rizzitiello – City Administrator . Em: mrizzitiello@cpwa.us Ph: (509)-394-8506 Website: cpwa.us

Meadowbrook Business District

The Meadowbrook Business District comprises land zoned General Commercial near the intersection of State Route 125 & Meadowbrook Drive. Commercial businesses in the area include Super Walmart, Maurice's, Del Taco, Panda Express, GameStop, Subway, Papa Murphy's Pizza, and more. College Place High School and John Sager Middle School are nearby. Commercially-zoned land is available for sale behind Meadowbrook Plaza and across the street from College Place High School on College Avenue.

Data Points

Statistic	10 Minute Drive Time	20 Minute Drive Time	40 Minute Drive Time
2019 Population	34,281	60,722	70,787
2024 Population	35,515	62,588	72,796
2019 Daytime Population	39,541	61,678	69,983
2019 Median Household Income	$45,433	$47,350	$49,219
2024 Median Household Income	$52,209	$53,791	$55,388
2019 Median Home Value	$242,278	$241,711	$245,597
2024 Median Home Value	$332,110	$325,281	$329,364
2019 Median Age	39.3	38.2	38.4
2024 Median Age	40.5	39.2	39.4

Retail Leakage Gap (40 Minute Drive Time)

Type	Gap	Factor
Motor Vehicles & Parts Dealers	$45,693,257	15.8
Other General Merchandise Stores	$44,012,414	80.1
Automobile Dealers	$33,140,191	14.6
Clothing & Clothing Accessories Stores	$29,113,302	56.4
Gasoline Stations	$23,601,341	21.8
Clothing Stores	$20,432,588	60.9
General Merchandise Stores	$20,939,393	8.1
Electronics & Appliance Stores	$11,277,489	27.2
Furniture & Home Furnishings Stores	$9,186,954	22.7
Food Services & Drinking Places	$10,629,952	7.2
Restaurants	$10,659,297	7.7

Source: ESRI Business Analyst Online, Market & Retail Marketplace Profile Reports – January 2020.

Contact: Mike Rizzitiello – City Administrator . Em: mrizzitiello@cpwa.us Ph: (509)-394-8506 Website: cpwa.us

We are OPEN for business!!!!!

And ready for yours.

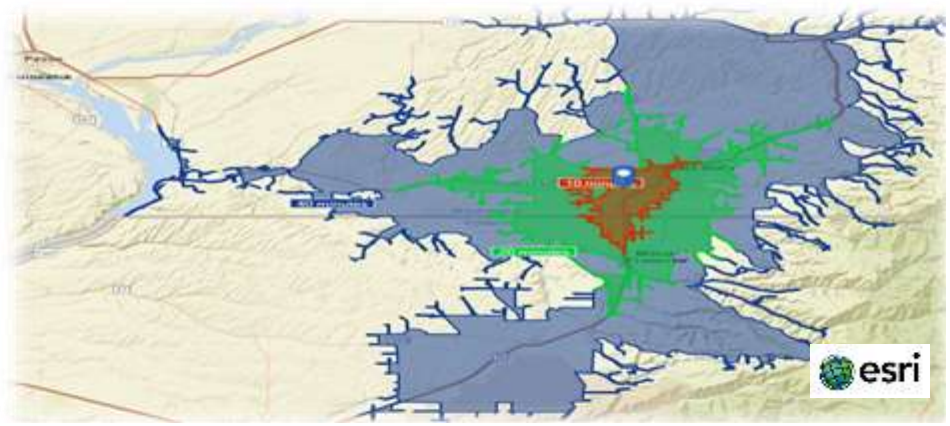
Nestled in the picturesque Walla Walla Valley, our stunning blue skies offer more than an ideal climate; they represent the boundless investment opportunities of College Place. College Place offers residents and business direct access to three superb higher education institutions, a quality public and private secondary education system, reliable infrastructure, extensive labor market, efficient transportation systems, and a forward-thinking government that thrives on innovation. College Place offers investors, businesses, and employees the perfect place to live, work, and play. We build upon the foundation of small town character to enhance the quality of life, while providing reliable, innovative, efficient, and courteous service that is second to none.

- ✓ Pro-business attitude
- ✓ Prime location
- ✓ Inexpensive business license and permitting costs
- ✓ Efficient development review process
- ✓ Access to highway, rail, and airports
- ✓ Great quality of life
- ✓ Outstanding public and private K thru 12th grade school systems
- ✓ Three superb higher education institutions
- ✓ Over 85 acres of Infill and greenfield development sites
- ✓ Competitively priced utilities

Demographic Overview

	10 Minute Drive		20 Minute Drive		40 Minute Drive	
	2019	2024	2019	2024	2019	2024
Population	41,810	43,179	60,723	62,611	70,976	72,986
Households	16,732	17,271	23,641	24,366	26,644	27,411
Median Income	$44,379	$51,367	$47,491	$53,946	$49,136	$55,333
Per Capita Income	$24,476	$28,835	$25,280	$29,649	$24,955	$29,345
Median Age	37.8	38.9	38.3	39.2	38.5	39.4

Drive Time Trade Area Map



City of College Place Economic Development

Mike Rizzitiello, City Administrator
625 S. College Ave, College Place, WA, 99324
Phone: (509)-394-8506
Email: mrizzitiello@cpwa.us

Website: www.cpwa.us
www.portwallawalla.com/

COLLEGE PLACE
WALLA WALLA VALLEY

We are OPEN for business!!!!!

These retailers are

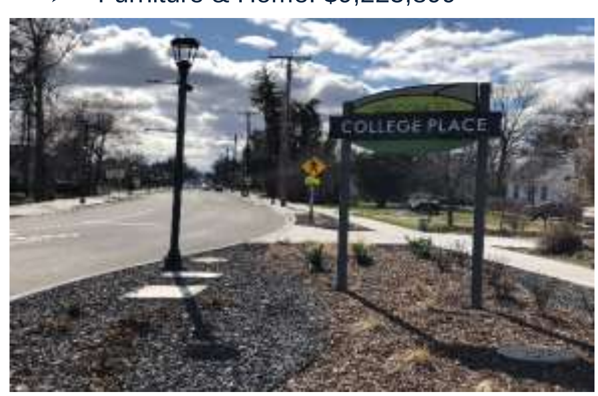
Beautifully positioned

in College Place, Washington!

Based on an analysis of lifestyle characteristics of our households, College Place's consumers match the core customers of concepts such as:

Potential Retail Leakage 40 Minute Drive Time

- Restaurants: $10,467,386
- Automotive Dealers: $33,842,097
- Electronic and Appliances: $11,385,509
- Health & Personal Care: $12,632,228
- Gasoline Stations: $22,178,426
- Clothing Stores: $20,536,762
- Grocery Stores: $3,872,695
- Furniture & Home: $9,225,899



City of College Place Economic Development

Mike Rizzitiello, City Administrator
625 S. College Ave, College Place, WA, 99324
Phone: (509)-394-8506
Email: mrizzitiello@cpwa.us

Website: www.cpwa.us
www.portwallawalla.com/