



210 E. 4<sup>th</sup> Street  
La Center, WA 98629  
360-263-2782  
ci.lacenter.wa.us

Contact: Mayor Thomas Strobehn

## 2024 Legislative Priorities

### Wheel Club Community Center

The historic Wheel Club building serves as a gathering spot for the community and provides groups such as Meals on Wheels with a commercial kitchen to serve residents meals. The City thanks the 2021 Washington State Legislature for funding a remodel to the City's Community Center Kitchen and parking lot. **The city is seeking \$250,000 to complete improvements to the building by renovating the restrooms and gathering hall.** These improvements will allow the facility to better serve the community and youth group users including martial arts and dance classes and the La Center Arts program.

### Pacific Highway Multi-modal Pathway

Design is underway for a multimodal trail connection between downtown and new multi-family development to the northwest along the historic Pacific Highway. This roadway is the only connection to downtown and the schools and is narrow, with no shoulders and steep ditches and no safe area for pedestrians and cyclists. This project will build a 10-foot separated pathway to fill this gap in the City's multimodal network. The City has already secured \$1.2M in funds for the \$3.5M project, and plans to begin construction in 2025. **The city will seek state funding to complete construction in the 2025 biennial budget.**

### Breeze Creek Culvert Replacement/East 4th Street Widening

This project will widen and add pedestrian and multi-modal trail connections along 4th Street between Cedar Avenue and Highland Road. At the crossing of Breeze Creek, a culvert that completely blocks fish passage will be replaced with a bridge. Just upstream a second fish barrier will also be removed, opening over 2.5 miles of creek habitat for fish.

Thanks to the \$1.5 million appropriated in the state capital budget in 2019, the design of this project is complete. Construction of the first phase will begin in 2024 with the installation of a traffic signal and pedestrian crossing improvements at 4<sup>th</sup> and Highland Road funded by a \$1M Safe Routes to Schools grant.

The city has secured \$2M of the \$14M in remaining construction costs and intends to pursue federal and state grant programs. This project represents a great partnership between federal, state, tribal and local government. **The city will seek state funding to complete the project in the 2025 biennial budget.**

### Support for Regional and State Priorities:

The City of La Center endorses the **Association of Washington Cities' 2024 Legislative Priorities.**

The City of La Center endorses the **Clark County Transportation Alliance 2024 Policy Statement.**



# 2024 City Legislative Priorities

Strong cities make a great state. Cities are home to 65% of Washington's residents, drive the state's economy, and provide the most accessible form of government. Cities' success depends on adequate resources and local decision-making authority to best meet the needs of our residents.

## Washington's 281 cities ask the Legislature to partner with us and act on the following priorities:



### Help recruit and retain police officers for public safety

Provide additional funding tools and resources for officer recruitment and retention to improve public safety. This includes updating the existing local option Public Safety Sales Tax to allow implementation by councilmanic authority and greater flexibility for using the funds to cover increased officer wages and related programs like behavioral health co-response teams.

Expand access to state-mandated training. In particular, continue increasing the number of classes for the Basic Law Enforcement Academy (BLEA) and expanding the new regional academies. Getting new officers on the street faster supports recruitment and retention, thus improving public safety outcomes in our communities.



### Revise the arbitrary property tax cap

Revise the arbitrary 1% property tax cap that has been in place for more than 20 years. Tie the tax to inflation and population growth factors with a new cap not to exceed 3%. This allows local elected officials to adjust the local property tax rate to better serve our communities and keep up with the costs of providing basic services like police, fire, streets, and valued community amenities like parks. The current 1% cap has created a structural deficit in cities' revenue and expenditure model, causing reliance on regressive revenues and artificially restricting the ability of property taxes to fund critical community needs.



### Continue investing in infrastructure

Continue strong state investments in infrastructure funding to support operations and maintenance of traditional and non-traditional infrastructure like drinking water, wastewater, and broadband. Expand funding options that support state and local transportation needs with emphasis on preservation and maintenance to prevent expensive replacement and repairs. Improve access to Climate Commitment Act funding, including direct distributions, for city priorities that support carbon reduction and climate resiliency.



### Provide behavioral health resources

Create greater access to behavioral health services to include substance use disorder treatment and dual diagnosis treatment facilities. Support continued state funding for cities to help communities establish alternative response programs like co-responder programs, diversion programs, and others that provide options beyond law enforcement to assist individuals experiencing behavioral health challenges.

### AWC's advocacy is guided by these core principles from our Statement of Policy:

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

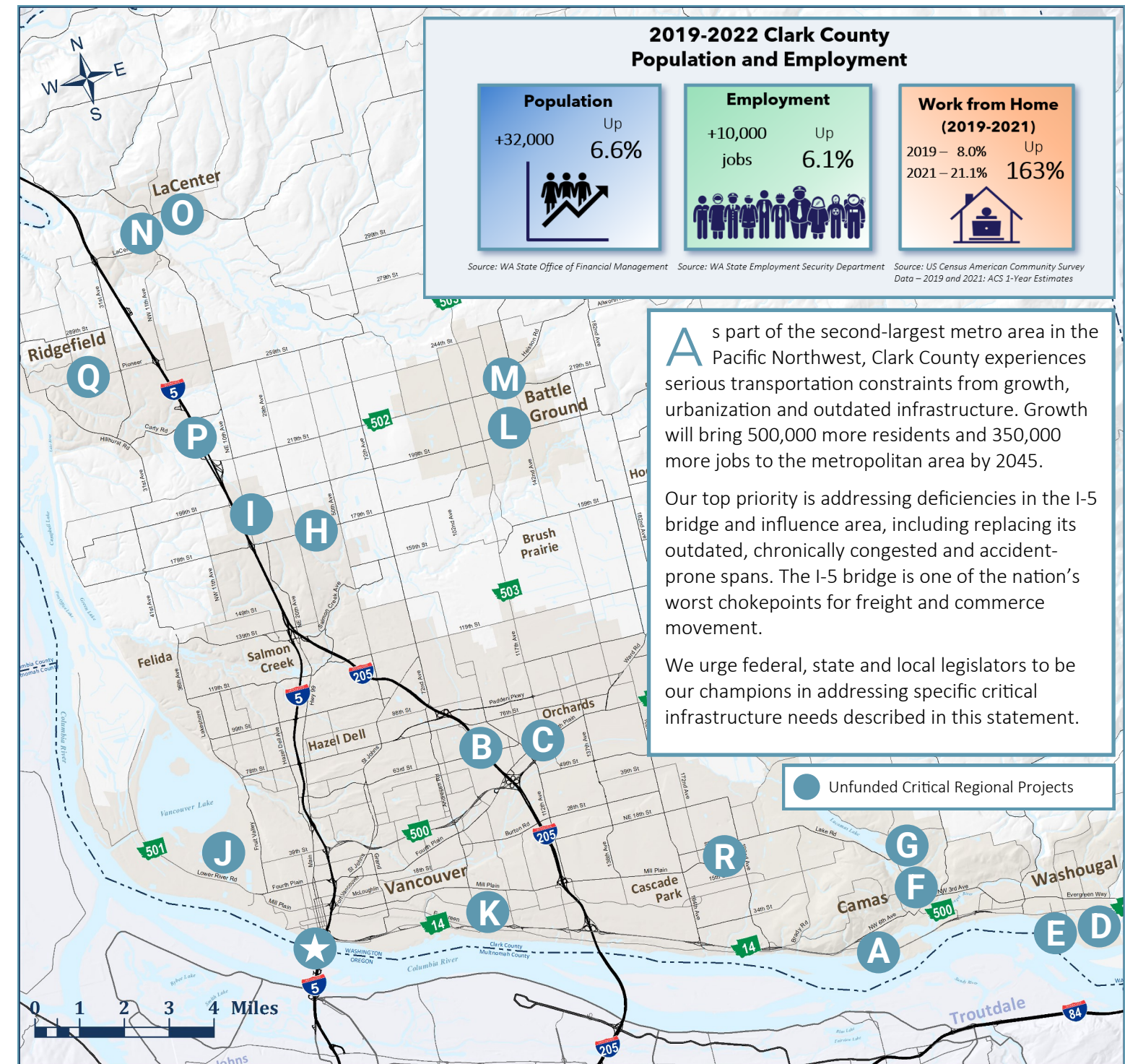
Contact: **Candice Bock**  
Government Relations Director  
[candiceb@awcnet.org](mailto:candiceb@awcnet.org)

# Clark County Transportation Alliance 2024 Policy Statement

# Clark County Transportation Alliance 2024 Policy Statement

[ENDORISING ORGANIZATION LOGOS HERE]

[LIST OF ENDORISING ORGANIZATIONS HERE]



# A CALL TO FURTHER ACTION

## I-5 Bridge Replacement and Influence Area Improvements

### ★ Action #1

**Support Timely I-5 Bridge Replacement:** We fully support replacement of the I-5 bridges and related corridor improvements:

- **Supplemental EIS:** support timely completion of studies, reports and permit applications
- **Bi-state legislative consensus:** drive toward regional consensus for long-term solution responsive to economic prosperity, climate stewardship, social equity and local workforce opportunities
- **Funding commitments:** secure balanced project funding including emerging federal bridge and transit grants, commitments from both states and local contributions

The I-5 bridge spans are functionally obsolete, seismically vulnerable and require outsized maintenance investments to remain operational. A bi-state approach focused on practical solutions to improve mobility throughout this primary freight, commerce and commuter corridor is a regional imperative congruent with the 2002 I-5 Corridor Strategic Plan.



107-year old I-5 Bridge

## Regional Maintenance and Operations Needs

### Action #2

**Pursue Funding to Advance State of Good Repair and Operations:**

carefully evaluate recommendations of the Joint Transportation Committee's Statewide Transportation Needs Assessment, and consider enhanced and new funding models (e.g. road-usage charge).

**Fund Critical Area Operations:** dedicate additional maintenance, planning and traffic operations funds for critical urban areas (SR-14, SR-500, I-5, I-205) to optimize safety and mobility on our existing system.

The 2022 Move Ahead Washington package was a welcome down payment on our maintenance and preservation backlog. Additional funding is needed to support our regional economy and community with an optimized transportation network.

## Target Zero and Safety Program Enhancements

### Action #3

We fully support rapid deployment of high impact state and federal resources to stem the tide of fatal and serious injury crashes on regional and local roadways. Inaction annually costs Washingtonians \$18.1B inclusive of medical care, emergency services, market productivity and other incident-related expenses (FHWA).

**Prioritize grant and program enhancements for:**

- Safe Routes to Schools, Complete Streets and Active Transportation programs
- State and federal local road safety planning and implementation grants
- Public awareness programs deployed by local agencies and the Washington Traffic Safety Commission
- Expand resources and tools for traffic enforcement

## Facilitating Transportation Mobility, Economic Growth and Equity

We urge legislators to embrace the following priorities where possible:

- Support funding to adequately maintain the Columbia River marine highway shipping channel for the next 20-years, and for ongoing implementation of the channel maintenance plan
- Fund regionally significant freight mobility improvements for river, road and rail for Ports, as well as track improvements for the county-owned Chelatchie Prairie Railroad
- Stabilize statewide programs including the Public Works Trust Fund, CERB, FMSIB, TIB and FRAP, and protect Tax Increment Financing (TIF) which facilitates economic and infrastructure opportunities
- Support broadband infrastructure to disperse economic opportunity, foster telecommuting and better compete in the evolving digital economy
- Actively embrace smart technologies to ease pressures on the transportation grid and support conversion of public and private fleets to alternative fuels
- Support the evaluation of transportation investments to help ensure equity and climate goals
- **We place high priority on long-range land-use and strategic new transportation corridor planning to serve steadily rising population and commerce forecasts**

# CATALYTIC REGIONAL PROJECTS AND NEEDS

## Action #4

**Fund Regionally Catalytic Projects to Address Immediate Needs:** secure funding for priorities that reduce congestion hotspots, improve safety and deliver multi-modal investments. Each project has been vetted through the regional planning process.



	PROJECT NAME	PROJECT DESCRIPTION	~ COST	LEAD AGENCY
A	<b>WEST CAMAS SLOUGH BRIDGE WIDENING</b>	Develop parallel bridge structure for westbound SR-14 traffic and added capacity	\$65M	WSDOT
B	<b>I-205/SR-500 TO PADDEN EXWY</b>	Following recent planning study, provide funds for initial intersection improvement to address congestion hot spot	\$50M	WSDOT
C	<b>SR-500/FOURTH PLAIN/SR-503</b>	Following recent planning study, provide funds for initial intersection improvement to address congestion hot spot	\$20M	WSDOT
D	<b>WASHOUGAL 32<sup>ND</sup> STREET RAIL UNDERPASS</b>	Have secured \$50M of total need, to eliminate at-grade rail-crossing, improving safety, community connectivity and economic opportunity	\$65M	City of Washougal
E	<b>WASHOUGAL TOWN CENTER TRANSPORTATION ACCESS IMPROVEMENT</b>	Improve corridors connecting Washougal Town Center (TC) and adjacent developable land, including TC Connectors; 27th/Index Improvements for Port and SR-14 access	\$35M	City of Washougal
F	<b>SR-500/EVERETT STREET — LACAMAS LAKE BRIDGE</b>	Install new Lacamas Lake Bridge and landings above the floodplain with multimodal capacity	\$15M	City of Camas
G	<b>SR-500/EVERETT STREET — NE 35<sup>TH</sup> AVE TO NE 43<sup>RD</sup> AVE</b>	Improve SR-500 to multi-modal urban arterial standards supporting new economic development opportunities	\$15M	City of Camas
H	<b>179<sup>TH</sup> ST FROM NE 15<sup>TH</sup> AVE TO NE 50<sup>TH</sup> AVE</b>	Improve roadway to multi-modal arterial standards supporting expanded capacity and economic development opportunities	\$65.7M	Clark County
I	<b>NE 15<sup>TH</sup> AVE FROM 179<sup>TH</sup> ST TO NE 10<sup>TH</sup> AVE</b>	Add arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade	\$21.8M	Clark County
J	<b>FRUIT VALLEY FREIGHT ACCESS AND SAFETY IMPROVEMENTS</b>	Planning, engineering, environmental review and construction for new north-south freight arterial	\$130M	City of Vancouver
K	<b>MACARTHUR BETWEEN N BLANDFORD AND S LIESER</b>	Corridor improvements including multi-modal paths, roundabouts at key intersections and traffic safety enhancements	\$40M	City of Vancouver
L	<b>EATON BLVD FROM SW 20<sup>TH</sup> AVE TO SR-503</b>	Improve roadway to urban arterial standards and improve traffic safety	\$4.0M	City of Battle Ground
M	<b>DOWNTOWN REVITALIZATION AND CIRCULATION STUDY</b>	Design for the downtown circulation and revitalization plan including focus on alternative transportation options	\$0.5M	City of Battle Ground
N	<b>4<sup>TH</sup> ST WIDENING/BREEZE CREEK CULVERT</b>	Complete street makeover with fish bearing culvert replacement for improved environmental outcomes	\$16M	City of La Center
O	<b>PACIFIC HWY SHARED USE PATH</b>	Complete pathway connection between downtown and northeast communities	\$3.35M	City of La Center
P	<b>RIDGEFIELD/I-5 SOUTH CONNECTOR/I-5 TO HILLHURST RD</b>	Add western ramp access at I-5 and arterial street extension to Hillhurst Rd	\$40M	City of Ridgefield
Q	<b>SR-501/PIONEER BETWEEN 56<sup>TH</sup> AND ROYLE ROAD</b>	Improve roadway to four-lane multimodal standard, supporting economic development and community partnership opportunities	\$30M	City of Ridgefield
R	<b>PUBLIC TRANSIT</b>	Help fund construction of C-TRAN's extension of the Fourth Plain BRT line that will interconnect with its Mill Plain BRT line	\$10M	C-TRAN