



City of Ridgefield 2024 State Legislative Agenda

Introduction – The City of Ridgefield is one of the State’s fastest growing Cities, values greatly our partnership with the State of Washington, and appreciates the important role local Legislators play in fostering and enhancing that relationship. As we have now been redistricted into the 20th Legislative District, we look forward to working to create equally successful partnerships moving forward. Our City will continue to be challenged in meeting increasing demands for municipal services and equally challenged in meeting our needs in terms of infrastructure. Our state legislative agenda is oriented towards asking our local legislators to help us meet these challenges.

Ridgefield Requests –

South Ridgefield I-5 access – The City is grateful to have received planning money for this project during the 2019 Legislative Session. That work has been substantially completed, though determination of route alternatives will be finalized through coordination currently underway with the Clark County Council (where much of the jurisdictional authority for this project lies). The next step will be designing the connection from I-5 to Hillhurst Road with western ramp access, so that it is a shovel-ready project which might attract Federal Infra Package dollars. The estimated design and pre-construction costs are \$5 million.

Ridgefield Pioneer SR 501 – The Washington State Transportation Commission recommended in October 2023 to de-designate SR-501 through Ridgefield and transfer jurisdictional control to the City. To better understand the potential costs of such a transfer, the City worked with WSDOT and retained a geotechnical firm to assess potential hazards to people and the natural environment along the corridor. Through the “curves” between 35th Ave and downtown Ridgefield, there is a slide area which has recorded four slides since 2006, the most recent in 2016. Those slides created damage to the Gee Creek watershed and blocked traffic on the only East-West roadway through Ridgefield. Costs for each slide repair ranged between \$650,000 and \$1.1 million. Geotechs noted that it is not possible to predict the timing and location of future slope instability, however, based on historic slope instability, observations during geologic reconnaissance, and the known presence of active slope movement, future slope instability is highly likely within the roadway alignment in the current condition. To prevent future slides endangering people and the natural environment, a project to stabilize the banks and do deep patches has been scoped for \$3-4 million. The City is asking the State for this investment which will clear the way for Ridgefield to safely take over the responsibility of maintaining this important access road to Ridgefield in addition to saving future state preservation dollars in the event of a future slide.

School District Elections - Support HB 1843 that will move school district levy votes to 55 percent.

General Legislative Requests

Clark County Transportation Alliance 2024 Policy Statement – The City supports the 2024 Policy Statement of the Clark County Transportation Alliance. The city has been a member of this alliance since its inception 15 years ago and joins with other local private and public sector interests in calling for legislative attention to regional transportation needs – including two projects in the City of Ridgefield (***Ridgefield South I-5 Access Project and SR-501/Pioneer Street Widening***).

Law Enforcement Training Center – Ridgefield joins every jurisdiction in Clark County in supporting a request to add a regional law enforcement training center in Clark County. Specifically, we support a regional training facility in Ridgefield, where appropriate land is available, accessible, and centrally located for SW WA. This request will have both Operating and Capital Budget assistance.

Fiscal Sustainability and Flexibility – Ridgefield, like Washington's 280 other cities, has been on the receiving end of a decade-long pattern of cost shifts, shared revenue reductions and fund "sweeps" that have significantly reduced city revenues. The imposition of unfunded and underfunded mandates along with increased costs due to state mandates has further exacerbated this problem. The recession is over and State tax revenues are growing. We call on our local legislators to oppose all cuts in state shared revenues, cost shifts, fund sweeps and imposition of unfunded and underfunded mandates, to support legislation to enhance local fiscal control and authority and reduce state-imposed mandates.

Association of Washington Cities Priorities – The City supports the 2024 AWC Legislative Priorities.

For more information contact:

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