



City of Lacey

2026 Federal Legislative Priorities

LACEY CITY COUNCIL

Andy Ryder, Mayor
Malcolm Miller, Deputy Mayor
Lenny Greenstein
Carolyn Cox
Nicholas Dunning
Maren Turner
Ryan Siu

CITY OF LACEY | 420 COLLEGE STREET SE | LACEY, WA 98503 | 360.491.3214 |
CityofLacey.org

Adopted by Lacey City Council on January 6, 2026

LAND ACKNOWLEDGMENT

We, the City of Lacey, are on the ancestral land of the Tribal People of the Treaty of Medicine Creek, including the Nisqually Indian Tribe and Squaxin Island Tribe. We acknowledge, and remember those Tribal People not recognized today who were absorbed or relocated into other tribes for survival. We recognize the ancestors and their descendants who are still here. We recognize and respect the Tribal People of the Treaty of Medicine Creek as the traditional stewards of this land since time immemorial and their role today in taking care of these lands in perpetuity. We recognize and have the responsibility to call attention to the histories of dispossession, forced removal, and abridged treaty rights that allowed our nation, state, and city to develop as it has today. We recommend that community members read the Medicine Creek Treaty of 1854.

1. Senior Center Expansion Project: Parking Lot and Accessibility Improvements

The Virgil S. Clarkson Senior Center serves as the cornerstone of Lacey's commitment to helping older adults stay healthy, active, and engaged in their community. Each day,

hundreds of seniors visit for meals, fitness, and education programs that foster connection and independence. Mirroring statewide trends, Lacey has seen a steady growth in demand for senior services, and the Center has now outgrown its 2012 expansion. Today, the parking lot is often at capacity during regular programming, forcing older adults to park a considerable distance away or forego attendance. To address increasing demand and ensure the Center remains accessible to those it serves, the City is moving towards expanding the building and its parking lot. **The City seeks \$500,000 in federal funding to expand the Senior Center parking lot to meet current needs and support the next phase of the facility's growth to continue serving Lacey's seniors.**

2. Huntamer Park Civic Improvement Project

For decades, the City has actively engaged in planning and public projects to transform the Midtown District into a vibrant, community-centered urban core. The "heart" of this area, Huntamer Park, a 1.5-acre civic space, desperately needs updates to reach the community's vision for the Midtown District. The last significant improvements at Huntamer Park occurred in 2005. Since then, the surrounding Midtown District has grown significantly with new mixed-use and residential (re)developments. This project would strengthen civic engagement, improve park access, increase environmental resiliency, improve public health and wellness, and expand economic growth and development. **We seek \$500,000 to improve Huntamer Park**, including adding plaza spaces, a water feature, new landscaping, pathways, and furniture designed for daily use while maintaining civic spaces for important community-wide events. The total project cost is approximately \$1.6 million, with the remaining expenses expected to be funded by a combination of local and state sources.

3. College Street Corridor Safety Improvements - BUILD support

The College Street corridor carries an estimated 32,000 vehicles each day and is the primary north-south link connecting the City and other Thurston County communities. The corridor is a vital access point to local schools, services, and multimodal transportation options for many, including several low-income communities. Improving the corridor's safety, livability, and economic development opportunities remains a top priority. While we have made considerable progress in improving the corridor, additional public investment is needed to complete it. **The City will apply for a BUILD grant again and is requesting continued support for this project.**

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4. Standardize Permitting for Emergency and Essential Designations Act

We support advancing the bipartisan Standardizing Permitting for Emergency and Essential Designations Act (SPEED). This legislation represents a critical step toward modernizing and streamlining the outdated permitting process under the National Environmental Policy Act (NEPA). By clarifying NEPA's scope as procedural rather than regulatory, and by limiting reviews to direct, proximate impacts, the bill removes unnecessary red tape that has historically delayed infrastructure, energy, and economic development projects. It promotes greater efficiency by allowing agencies to adopt state or tribal environmental reviews, expanding categorical exclusions, and setting clear timelines for judicial review. These reforms will help accelerate the deployment of clean energy, modern infrastructure, and critical economic investments while maintaining core environmental protections. The SPEED Act strikes a thoughtful balance between responsible environmental stewardship and the urgent need for economic growth, energy security, and regulatory certainty.

5. Provide BUILD AMERICA, BUY AMERICA Flexibility (BABA)

While we support the underlying goals of the Build America, Buy America Act, we continue to have significant concerns about meeting its daunting requirements. We request increasing BABA flexibility for infrastructure projects.

6. Support the Defense Community Infrastructure Program

An estimated 70% of the active-duty members serving at Joint-Base Lewis-McChord live off base and in communities across the South Sound, with approximately 10% of off-base active-duty members calling Lacey home. We urge continued support for the DCIP program and that it remain eligible for needed capital investments on and off military installations.

7. Continue Support of Community Programs – CDBG, COPS, Etc.

We advocate for continuing support to provide and enhance funding for community programs such as CDBG and COPS, critical funding streams for communities like Lacey seeking to enhance public safety and the community's quality of life.

8. Continue Support for BUILD, Safe Streets, Reconnecting Communities Programs

We support strong federal investment in the next surface transportation reauthorization bill, building on the progress made under the Infrastructure Investment and Jobs Act. Cities have relied on competitive programs such as BUILD and Safe Streets for All to deliver transformational projects that enhance safety, mobility, and economic vitality, while using formula dollars to maintain and modernize essential streets, bridges, and transit systems. Continuing both predictable formula funding and targeted competitive opportunities will ensure that communities can meet the growing demands of community members and businesses, keeping America's transportation network safe, efficient, and accessible.

9. Improve I-5 Tumwater to Mounts Road and Nisqually River Delta

The current configuration of Interstate 5 negatively impacts the Nisqually River by impeding critical ecological functions essential to salmon survival, while also increasing flood risk. **We continue to work with local partners to advocate for advancing this project as a unified voice, recognizing the need for federal investments.**

10. Support the Homes for Every Local Protector, Educator, and Responder Act

The City strongly supports the Homes for Every Local Protector, Educator, and Responder (HELPER) Act, which would create a home loan program within the Federal Housing Administration, allowing law enforcement officers, firefighters, EMTs, paramedics, and pre-K-12 teachers across the country to obtain a low-interest, fully insured home loan with no down payment and no monthly mortgage insurance costs.

FOR MORE INFORMATION

CITY OF LACEY

Shannon Kelley-Fong, Assistant City Manager

Shannon.KelleyFong@CityofLacey.org | 360.412.2890

GOVERNMENT AFFAIRS

Joel Rubin, Partner, CFM Advocates

joelr@cfmdc.com | 202.347.9171

Table A		
Summary of SPEED Act		
Defines NEPA as purely procedural	NEPA reviews must consider direct, indirect, and cumulative impacts, often leading to lengthy and complex analyses.	Reviews would be limited to project-level effects only. This could streamline the process and would narrow the scope of federal review.
Allows agencies to adopt state/tribal environmental reviews	Federal agencies must conduct their own NEPA reviews even if similar state/tribal reviews have already been completed.	Could reduce duplication given Washington's SEPA and shorten timelines by allowing reliance on state/tribal reviews.
Expands categorical exclusions (CEs)	CEs exist for certain projects, but many proposals still require Environmental Assessments (EAs) or Environmental Impact Statements (EIS).	More projects could qualify for exclusions under federal law, potentially reducing the number that undergo detailed review. The relationship to SEPA's exemptions would depend on the project type.
Sets timelines for permit reviews	NEPA reviews often take years, with no hard deadlines, subject to agency pace and litigation delays.	Would establish statutory deadlines for federal reviews, providing greater predictability for project sponsors.
Limits judicial review (shorter statute of limitations, stricter standing)	Opponents can challenge NEPA reviews in court for longer periods, often leading to protracted litigation.	Would shorten federal litigation windows and limit who can bring challenges, potentially reducing delays at the federal level.