



MEDINA CITY COUNCIL

Wednesday, November 19, 2025

5:00 PM – REGULAR MEETING

AGENDA

VISION STATEMENT

Medina is a family-friendly, diverse and inclusive community on the shores of Lake Washington. With parks and open spaces, Medina is a quiet and safe small city, with active and highly-engaged residents. Medina honors its heritage while preserving its natural environment and resources for current and future generations.

MISSION STATEMENT

Ensure efficient delivery of quality public services, act as responsible stewards of Medina's financial and natural resources, celebrate diversity, leverage local talent, and promote the safety, health, and quality of life of those who live, work, and play in Medina.



MEDINA, WASHINGTON

MEDINA CITY COUNCIL

REGULAR MEETING

Hybrid - Virtual/In-Person
Medina City Hall – Council Chambers
501 Evergreen Point Road, Medina, WA 98039
Wednesday, November 19, 2025 – 5:00 PM

AGENDA

MAYOR | Jessica Rossman

DEPUTY MAYOR | Randy Reeves

COUNCIL MEMBERS | Joseph Brazen, Harini Gokul, Mac Johnston, Michael Luis, Heija Nunn

CITY MANAGER | Jeff Swanson

CITY ATTORNEY | Jennifer S. Robertson

ACTING CITY CLERK | Dawn Nations

Hybrid Meeting Participation

The Medina City Council has moved to hybrid meetings, offering both in-person and online meeting participation. Medina City Council welcomes and encourages in-person public comments. To participate in person, please fill out a comment card upon arrival at City Hall and turn it in to the City Clerk. To participate online, please register your request with the City Clerk at 425.233.6410 or email dnations@medina-wa.gov and leave a message before 2PM on the day of the Council meeting; please reference Public Comments for the Council meeting on your correspondence. The City Clerk will call you by name or telephone number when it is your turn to speak. You will be allotted 3 minutes for your comment and will be asked to stop when you reach the 3-minute limit. The city will also accept written comments to Council@medina-wa.gov at any time.

Join Zoom Meeting

<https://medina-wa.zoom.us/j/88643289564?pwd=m7GFVYlqhsY228I2J3PfUFCIv9K3tH.1>

Meeting ID: 886 4328 9564

Passcode: 311113

One tap mobile

+12532050468,,88643289564#,,,*311113# US

+12532158782,,88643289564#,,,*311113# US (Tacoma)

1. STUDY SESSION

1.1 Discussion re: Legislative Direction on Phasing-Out Gas-Powered Leaf Blowers

Staff Contact: Jeff Swanson, City Manager; Ryan Osada, Public Works Director; Jennifer Robertson, City Attorney's Office

2. **REGULAR MEETING - CALL TO ORDER / ROLL CALL**

Council Members Brazen, Gokul, Luis, Johnston, Nunn, Reeves, Rossman

3. **APPROVAL OF MEETING AGENDA**

4. **PUBLIC COMMENT PERIOD**

Individuals wishing to speak live during the Virtual City Council meeting may register their request with the City Clerk at 425.233.6410 or email dnations@medina-wa.gov and leave a message ***before 2PM*** on the day of the Council meeting. Please reference Public Comments for the Council Meeting on your correspondence. The City Clerk will call on you by name or telephone number when it is your turn to speak. You will be allotted 3 minutes for your comment and will be asked to stop when you reach the 3-minute limit.

5. **PRESENTATIONS**

None.

6. **CITY MANAGER'S REPORT**

None.

7. **CONSENT AGENDA**

Time Estimate: 5 minutes

Consent agenda items are considered to be routine and will be considered for adoption by one motion. There will be no separate discussion of these items unless a Councilmember or City staff requests the Council to remove an item from the consent agenda.

- [7.1](#) 2026 Property Tax Levy Resolution
Recommendation: Adopt Resolution No. 453.
Staff Contact: Ryan Wagner, Finance Director

8. **LEGISLATIVE HEARING**

None.

9. **PUBLIC HEARING**

None.

10. **CITY BUSINESS**

- [10.1](#) 2025 Budget Amendments
Recommendation: Discussion and feedback, to be brought back in December for approval.
Staff Contact: Ryan Wagner, Finance & HR Director

Time Estimate: 15 minutes

- [10.2](#) 2026 Final Budget and Salary Schedule
Recommendation: Approve and adopt Ordinance No. 1047.
Staff Contact: Ryan Wagner, Finance Director

Time Estimate: 30 minutes

- [10.3](#) 2026 Legislative Priorities
Recommendation: Adopt.
Staff Contact: Jeff Swanson, City Manager

Time Estimate: 10 minutes

- [10.4](#) Vegetation Management Reimbursement Policy
Recommendation: Discussion and direction.
Staff Contact(s): Jennifer S. Robertson, City Attorney, Randi Shaffer, Assistant City Attorney, and Ryan Osada, Public Works Director

Time Estimate: 30 minutes

11. REQUESTS FOR FUTURE AGENDA ITEMS

a) Requests for future agenda items.

12. PUBLIC COMMENT

Comment period is limited to 10 minutes. Speaker comments are limited to one minute per person.

13. EXECUTIVE SESSION

RCW 42.30.110 (1)(i)

To discuss with legal counsel representing the agency matters relating to agency enforcement actions, or to discuss with legal counsel representing the agency litigation or potential litigation to which the agency, the governing body, or a member acting in an official capacity is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency.

Council may take action following the Executive Session.

14. ADJOURNMENT

Next regular City Council Meeting: December 8, 2025, at 5 PM.

ADDITIONAL INFORMATION

Public documents related to items on the open session portion of this agenda, which are distributed to the City Council less than 72 hours prior to the meeting, shall be available for public inspection at the time the documents are distributed to the Council. Documents are available for inspection at the City Clerk's office located in Medina City Hall.

The agenda items are accessible on the City's website at www.medina-wa.gov on Thursdays or Fridays prior to the Regular City Council Meeting.

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office at (425) 233-6410 at least 48 hours prior to the meeting.

UPCOMING MEETINGS AND EVENTS

Thursday, November 27, 2025 - Thanksgiving Holiday - City Hall Closed

Friday, November 28, 2025 - Day After Thanksgiving Holiday - City Hall Closed

Monday, December 8, 2025 - City Council Meeting (5:00PM)

Thursday, December 11, 2025 - Team Appreciation Luncheon (12 PM)

Monday, December 22, 2025 - Canceled

Monday, December 22, 2025 - Annual Christmas Ships Event (5:30 PM)

Thursday, December 25, 2025 - Christmas Day - City Hall Closed

CERTIFICATION OF POSTING AGENDA

The agenda for Wednesday, November 19, 2025, Regular Meeting of the Medina City Council was posted and available for review on Thursday, November 13, 2025, at City Hall of the City of Medina, 501 Evergreen Point Road, Medina, WA 98039. The agenda is also available on the city website at www.medina-wa.gov.



MEDINA, WASHINGTON

AGENDA BILL

Wednesday, November 19, 2025

Subject: Discussion re: Legislative Direction on Phasing-Out Gas-Powered Leaf Blowers

Category: Study Session

Staff Contact: Jeff Swanson, City Manager; Ryan Osada, Public Works Director; Jennifer Robertson, City Attorney's Office

1. **Summary of Process to Date.**

The City Council has been considering changing regulations regarding Gas Powered Leaf Blowers ("GPLB") for several years. The City mostly recently conducted outreach in the spring of 2023, soliciting input from the public, including holding an open house in May of 2023. Following multiple council meetings on the topic, on September 11, 2023, the City Council adopted Resolution No. 435 which set the goal of phasing out GPLB by 2028. Resolution No. 435 also required additional community outreach and exploration and phase-in for the City's public works department.

While the City's public works department purchased an Electric Powered Leaf Blower ("EPLB") in 2025, the City did not begin the additional public outreach process as contemplated by Resolution No. 435.

Copies of prior agenda bills and the supporting documents October 27th are attached to this Agenda Bill.

2. **Summary of Direction from Council on October 27, 2025.**

After discussion on October 27th, the City Council direction included the following:

- The Council re-affirmed the goals in Resolution No. 435.
- There was no consensus on a date for a ban. Some Councilmembers expressed an interest in moving towards a complete ban of GPLB to take effect no later than January of 2028, with an effort to expedite the ban to 2027 if possible. However, some councilmembers had no timeline, rather, there was interest in doing outreach and education prior to establishing a firm date.
- The Council perspective varied on whether to allow seasonal use (October – March) of GPLB either during a phase in period or on an on-going basis.
- The Council agreed that use of GPLB should be allowed during emergencies, such as following a major storm.

- Staff should develop a positive, pro-sustainability campaign as an immediate approach. This should include asking homeowners to request EPLB use by their landscaping services vendors.
- An outreach plan for education, communication, and stakeholder engagement should be promptly developed. This should include:
 - development of City webpage,
 - emailing newsletters,
 - providing notices to landscape vendors, and
 - providing notices to large property owners, including Overlake Golf Course.

3. Direction on Drafting an Ordinance.

Based on Council discussion on October 27th, the staff prepared a draft code framework for feedback by the Council. The draft framework includes the following as a starting point for Council direction:

- Bans GPLB use after a date certain (to be determined by Council), with the option for seasonal ban either as phase-in or as part of the permanent regulations.
- Creates a seasonal ban (April 1 – September 30) for the phase-in of the effectiveness of the ordinance (or seasonal use can be part of the permanent regulations).
- Allows the use of GPLB during an emergency and for the seven calendar days following the end of the emergency.
- Creates the option for special use exceptions (i.e., roof cleaning).
- Bans blowing debris from one property to another, including prohibiting blowing debris into the street.
- Utilizes the City's Code Enforcement chapter (1.15 MMC) for enforcement and makes the user and the property owner responsible for enforcement.

4. Community Outreach Plan.

The staff proposes the following next steps for community outreach:

November 2025 – January 2026:

- City staff will develop list of landscaping contractors who operate in Medina and solicit feedback on banning the use of GPLB in Medina and the impact on their ability to continue to provide landscaping services.
- City staff will also perform outreach to large property owners, including Overlake Golf Course.
- Develop a Medina webpage on GPLB ban proposal, including providing resources and educational materials on the topic.
- Sending e-news information to residents regarding GPBL, requesting residents to begin conversion or request their vendor's use EPLB.
- Reach out to other cities in Washington that have been working on this issue to provide information on what other local cities are doing.

January 2026 – March 2026:

- Hold City Council meetings regarding the draft legislation.
- Hold an Open House on GPLB to take additional comment.
- Hold a public hearing on the draft legislation.
- Sending e-news to residents and vendors re: status of proposal and next steps.

March 2026 – June 2026:

- Prepare educational/informational materials on draft legislation.
- If legislation is passed, send e-news to residents and vendors regarding new legislation, date the ban will take effect, and any phase-in plans.

June 2026 – December 2026:

- If legislation is passed, staff will provide education/information materials to vendors working in the city as well as to our residents and businesses operating inside Medina city limits.

After legislation takes effect:

- All enforcement will be done via warning and education for the period set by Council.
- Information will be sent out periodically to vendors regarding the ban (or seasonal ban) of GPLB in Medina.

Attachment(s)

- Draft Code Framework.
- The materials provided to council in prior meetings are also attached.

Budget/Fiscal Impacts The cost of legislation prohibiting the use of GPLBs include cost of enforcement and the costs converting the Medina equipment from GPLBs to electric. The cost of an electric leaf blower is \$5,000. The City would need to purchase four (4) of the electric leaf blowers to replace the GPLBs in stock as well as additional batteries. Operational changes would be required due to inefficiencies in the equipment.

Costs associated with enforcement would be a general fund expense, and as code enforcement is complaint-driven, the expenditures would vary based on the volume of complaints/calls.

Staff Recommendation: Engage in Council discussion and provide staff with additional direction on draft legislation.

City Manager Approval:



Proposed Council Motion: No motion proposed. Provide direction to staff with next steps.

DRAFT FRAMEWORK – FOR DISCUSSION ONLY

Chapter 8.05

Prohibition **[Limitations on Use]** of Gas-Powered Leaf Blowers

8.05.010 Purpose.

The purpose of this chapter is to protect the peace, health, safety, and welfare of persons in the City of Medina and to promote the city's sustainability goals by reducing noise, pollution, and other negative effects from gas-powered leaf blowers.

8.05.020 Definitions.

For purposes of this chapter, the terms below have the following meaning:

A. “City” means the City of Medina.

B. “Leaf blower” means a machine, powered by a gasoline engine or electric motor, used to blow, displace, or vacuum leaves, dirt, and/or debris.

1. “Electrically-powered leaf blower” means any leaf blower, leaf vacuum or other leaf gathering device powered by electric means, including but not limited to battery-powered leaf blowers and cordless rechargeable leaf blowers.

2. “Gas-powered leaf blower” means any leaf blower, leaf vacuum or other leaf-gathering device directly powered by an internal combustion or rotary engine using gasoline, alcohol or other liquid or gaseous fluid. Lawn mowers, lawn edgers and electrically powered leaf blowers are not included in this definition.

C. “Person” means any person, business, corporation, or event organizer or promoter; public, nonprofit or private entity, agency or institution; or partnership, association or other organization or group, however organized.

8.05.030 Prohibition of use of portable gasoline engine powered blowers; exceptions. **(Option – Seasonal Ban as Permanent Regulation shown in red)**

A. *Prohibition.* It shall be unlawful for any person within the City limits to use or operate any gas-powered leaf blower after the date set forth in MMC 8.05.070, **except between October 1 and March 31 of each year.**

B. *Special use exception.* **Identify any special use exceptions (i.e. roof cleaning in the autumn).**

C. *Emergency exemption.* The use of gas-powered leaf blowers shall be permitted during emergencies, such as major storms. In such case, the use of gas-powered leaf blowers shall only be permitted during the emergency and for the seven calendar days that follow the end of such emergency.

8.05.040 Phase in; Seasonal Use. (Option: if seasonal ban going forward, delete subsection A of this section)

A. [If seasonal ban is temporary] *Seasonal allowance during phase-in.* During the first XX years of the effective date of this chapter, gas powered leaf blowers shall be permitted between October 1 and March 31.

B. *Warnings during phase-in.* During the first XX [months/years] of the effective date of this chapter, people found violating this chapter shall be given a written warning and provided with information about this chapter and the prohibition of using gas powered leaf blowers in Medina, including being provided educational materials about this chapter.

8.05.050 Blowing debris outside of property or into street prohibited.

It shall be a violation of this chapter for any person to use any type of leaf blower to move debris from one property to another without the express permission of the receiving property owner. This section includes prohibiting the blowing of debris from private property onto any city property or onto city right of way.

8.05.060 Penalties and enforcement.

A. The remedies provided by this chapter are cumulative and in addition to any other remedies available at law or in equity.

B. If it is determined a violation of this chapter has occurred, enforcement shall be as set forth in Chapter 1.15 MMC. Either the property owner or the leaf blower operator, or both, may be held responsible for violations of this chapter. [Option: make only the property owner or only the operator responsible. Enforceability is easier against the property owner.]

C. Causing, permitting, aiding, abetting, or concealing a violation of any provision of this chapter shall also constitute a violation of this chapter.

D. Any violation of this chapter is hereby declared to be a nuisance.

E. Except as otherwise provided, enforcement of this chapter is at the sole discretion of the City. Nothing in this chapter shall create a right of action in any person against the City or its agents to compel public enforcement of this chapter against private parties.

8.05.070 Operative date.

This chapter shall become operative as to any person on MONTH DAY, 202X.

8.05.080 No conflict with Federal or State law.

Nothing in this chapter is intended to or shall be interpreted as conflicting with any Federal or State law or regulation.



MEDINA, WASHINGTON

AGENDA BILL

Monday, October 27, 2025

Subject: Discussion re: Legislative Direction on Phasing-Out Gas-Powered Leaf Blowers

Category: City Business

Staff Contacts: Jeff Swanson, City Manager; Ryan Osada, Public Works Director; Jennifer Robertson and Randi Shaffer, City Attorney's Office

1. **Executive Summary.**

Gas-powered leaf blowers (GPLBs) have become a standard tool for landscapers in recent decades, yet they pose several significant issues related to public health and safety, including emission of toxic chemicals and noise. They are a nuisance to residents and pose a danger to operators. Many municipalities and larger regions, including Seattle, Portland, Multnomah County (Oregon), and the State of California, have begun the process to phase out or completely ban the use of GPLBs. Medina wishes to consider moving forward with legislation that will reduce or eliminate GPLB use within the city. Multiple policy options are available to accomplish this goal which the City Council will consider, discuss, and provide direction to staff.

One options that some jurisdictions have implemented is a seasonal ban on the use of GPLBs, disallowing use in warmer months when landscaping debris is dry and easily cleared by electric leaf blowers, before moving to a full ban on use. Other jurisdictions have relied on noise ordinances to curb the use of GPLBs, which are louder than their electric counterparts; while many jurisdictions use both methods to control daily and seasonal use.

The City also has options for enforcement of any legislation that curbs or eliminates the use of GPLBs ranging from notices of violations of the noise code, which is already available in the Medina Municipal Code , to operators of GPLBs to issuance of violations to property owners who hire the operators. However, enforcement could be a challenge as the nature of landscaping businesses is to move from property to property.

In 2023, the Medina City Council adopted Resolution No. 435, expressly stating the City's intent to fully phase out the use of gas-powered leaf blowers ("GPLBs") in the city limits by 2028.

This evening, the City Council is invited to discuss this topic and provide staff with further direction to staff on next steps, including:

- (1) proposed legislation; and
- (2) an associated outreach plan.

Following the direction, staff will prepare the relevant legislation and submit for Council review and approval.

2. Resolution No. 435 – Phasing out of GPLBs.

As this is a Council-driven initiative, staff has no suggested method for implementation. However, in order to facilitate the Council's discussion, staff offer the following suggested parameters as part of implementing Resolution No. 435:

- a. Conduct community outreach, including educating residents about the dangers of emissions from GPLBs and inviting public input on proposed regulations and proposed deadlines for compliance;
- b. Utilize a phased implementation approach to allow time for the City, residents, and local landscaping companies to replace equipment with a full phase-out by 2028; and
- c. Incorporate the prohibition into the City's existing complaint-driven code enforcement model, focusing enforcement efforts in response to received complaints.

3. General information about GPLBs.

a. Comparison and Use of Leaf Blowers:

Leaf blowers have been widely available since the 1950s and have gained popularity with residential and commercial users since the 1970s. Leaf blowers make up approximately 10% of the gas-powered lawn and garden equipment in use today.

i. Availability and Styles.

Leaf blowers are available to commercial and residential users in a variety of forms, including gas-powered two-stroke and four-stroke engine versions, GPLBs with noise reduction technology, and corded or cordless electric leaf blowers (ELBs). Styles for both GPLBs and ELBs primarily consist of handheld, backpack, and wheeled types. Handheld and backpack versions are more widely used as they are lighter and easier to maneuver than wheeled leaf blowers; backpack versions are seen more often in commercial use because they are more comfortable for extended use in larger areas.

ii. Typical Use of GPLBs in Residential and Commercial Settings.

GPLBs are used in both residential and commercial settings by both individual residents and landscaping companies. A study conducted in 2015 showed annual residential use of GPLBs was around 10 hours per individual per year. Commercial users, including

employees of landscaping companies, averaged approximately 280 hours per year, equivalent to over 7 weeks of full-time (40 hours/week) work spent using GPLBs.

iii. Effectiveness by type.

The overall effectiveness of leaf blowers depends on their air velocity output, which is measured in cubic feet per minute (CFM). Higher airflow equates to a better ability to move leaves and debris. Handheld and backpack GPLBs move 400-900 CFM, at speeds of 150-250 miles per hour. In comparison, ELBs 200-600 CFM, at speeds of 100-270 miles per hour. The higher airflow provided by GPLBs comes at the cost of heavier equipment and a higher price. Additionally, the health risks posed by emissions from GPLBs are not present in ELBs, which have little to no emission effects. Further, some cordless ELBs are nearly as effective as GPLBs in terms of air velocity and most models are less costly than gas-powered versions. The technology is also changing quickly for ELBs and improvements in battery life and capacity are aiding in improving air speeds, power (in CFM), and price for ELBs. However, ELBs also require additional infrastructure for battery charging, including stations.

Table 1. Comparison of Gas vs. Electric Leaf Blowers

Type	Airflow	Speed	Weight	Price	Coverage Area
Gas – Handheld	400-600 CFM	150-230 MPH	8-12 lbs.	\$100 - \$300	Small - Medium (<1/4 acre)
Gas – Backpack	500-900 CFM	180-250 MPH	15-25 lbs.	\$200-\$600	Medium – Large (>1/4 acre)
Electric – Corded Handheld	200-700 CFM	100-270 MPH	4-12 lbs.	\$75-\$200	Small - Medium (<1/4 acre)*
Electric – Cordless Handheld	250-450 CFM	120-200 MPH	5-10 lbs.	\$100-\$300	Small - Medium (<1/4 acre)
Electric – Cordless Backpack	400-600 CFM	150-200 MPH	10-15 lbs.	\$200-\$500	Medium – Large (>1/4 acre)

*limited by cord length

b. Health & Environmental Concerns:

i. Noise Pollution.

The two-stroke engines used in most GPLBs emit a sound that often exceeds the acceptable decibel (dB) levels set by the World Health Organization (WHO), CDC, EPA, and the State of Washington, with WHO and EPA cautioning that consistent environmental noise above 70 dB could lead to hearing loss. Additionally, the Washington State Legislature has established maximum sound levels that are appropriate for different localities. Residential areas have a maximum of 60 dB, while commercial dining, retail, business, and other areas have a limit of 65 dB. Industrial, manufacturing, and agricultural areas have a maximum of 70 dB. Medina has established maximum levels of 55 dB for residential areas and 60 dB for commercial areas which are reduced to 45 dB and 50 dB between 10 PM and 7 AM. *However*, the current noise code specifically permits the use of GPLBs between 7 AM and 7 PM on weekdays and between 9 AM and 7 PM on weekends, exempting them from the noise code requirements. GPLBs produce sound at an average level for the operator between 85 and 100 dBs, with higher quality machines using noise reduction closer to 85 dBs, and mid- to low-quality devices emitting sound up to 110 dBs for the operator. For comparison, a household vacuum cleaner emits levels of 60 to 80 dBs. Even at ranges of 50 feet, GPLBs emit sound at levels between 70-80 dBs.

Therefore, while these machines exceed current noise limitations, the Medina Municipal Code contains a noise exemption applicable to GPLBs and other similar powered equipment, therefore, any legislation will also need to amend the City's noise code to remove this exemption.¹ The Medina noise code provides, in pertinent part:

8.06.140. - Exemptions—Sounds exempt during daylight hours.

The following sounds are exempt from this chapter between 7:00 a.m. and 10:00 p.m. on weekdays, and between 9:00 a.m. and 10:00 p.m. on weekends, unless different hours are specified:

...

D. Sounds created by powered equipment when used by a resident or by the Overlake Golf and Country Club for the temporary or periodic maintenance or repair of their property or its appurtenances, including lawnmowers, leaf blowers, powered hand tools, and snow-removal equipment, provided such use is between 7:00 a.m. and 7:00 p.m. on weekdays and between 9:00 a.m. and 7:00 p.m. on weekends;

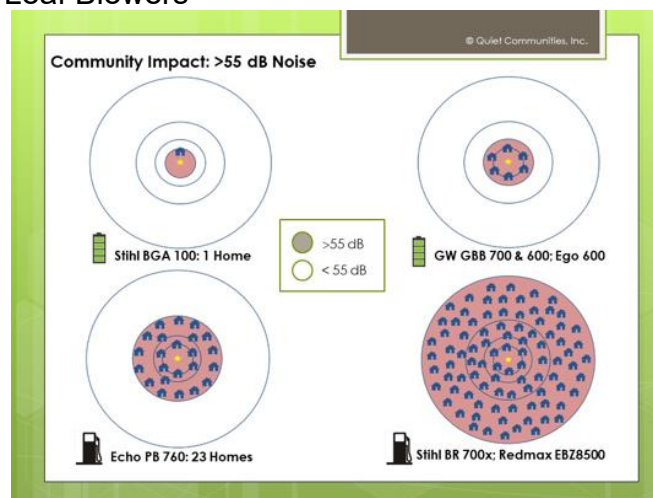
...

¹ Amending the City noise code will require SEPA processing and a 90-day review/comment period from the Department of Ecology prior to passage. RCW 70A.20.060(3).

The potential health effects from the high-decibel output of GPLBs range from mild to serious. Longer exposure to high-decibel noise increases the likelihood of hearing damage and hearing loss for operators. On average, landscapers use GPLBs for 2.1 hours per day, which equates to long exposure. Further, sound at 85dBs or higher can cause irreversible damage to the inner ear. Finally, exposure to continued high-decibel noise by operators and nearby residents can also cause stress, anxiety, depression, high blood pressure, sleep disturbances, and other behavioral changes.

In addition to the high decibel levels, GPLBs produce low-frequency sound waves that travel far and permeate barriers, walls, and many types of hearing protection, affecting both operators and residents inside neighboring homes. One study illustrated the different impact to the community from the noise of GPLBs against ELBs. The ELBs had manufacturer decibel ratings of 56 dB and 70 dB, while the GPLBs had ratings of 65 dB and 75 dB. The ELBs affected up to 6 homes, with a smaller noise radius, compared to the GPLBs which affected more than 23 homes over a much larger area.

Image 1. Community Impact of Electric and Gas Leaf Blowers



ELBs, on average, are quieter than GPLBs, emitting sounds between 40-75 dB, and have frequencies that are less penetrative, travel shorter distances, and blend in better with ambient noise. Increased use of ELBs may reduce the harmful effects of high-decibel noise for operators and residents alike.

ii. Environmental Pollutants.

In addition to noise pollution, GPLBs emit high levels of localized chemical pollutants during use. GPLB engines operate on a mixture of gasoline and oil of which only two-thirds are combusted during operation. The other third of the fuel is emitted directly into the air surrounding the operator; these emissions contain high levels of carbon monoxide (CO), nitrogen oxides (NOx), and volatile organic compounds (VOC) and other carcinogenic substances which pose health risks to the public, including cardiovascular

disease, stroke, respiratory disease, cancer, neurological conditions, premature death, and effects on prenatal development.²

These emissions also create ground-level ozone which contributes to the creation of smog in urban areas. One study conducted in 2010 equated emissions from one hour of GPLB use to the same level of smog-forming pollutants as driving from Los Angeles to Denver, approximately 1,100 miles. Another estimate was conducted by an engineer editor at Edmunds.com who compared emissions of GPLBs to vehicles, finding that idling the two-stroke GPLB engine for 10 minutes produced the same emissions as driving a Ford Raptor 235 miles.³ The localized nature of the emissions creates an increased risk not only to the operators but also to people in the area where the use occurs, which can include public schools and parks where larger backpack equipment is used.

There is also research related to increased levels of particulate matter that is ‘kicked up’ during use. This particulate matter can contain pesticides, pollen, animal dander, and other substances that settle on sidewalks and roadways. These particles are lifted off the ground and can remain suspended in the air for several days.

d. Equity considerations.

Many of the health and environmental risks associated with the use of GPLBs directly impact the operators of the equipment. Demographic surveys from 2021 indicate that 49% of landscaping services workers are between the ages of 22-44; 61% are of Hispanic, Latin, or Spanish origin, and 92% are men. Compared to the workforce at large, landscapers are slightly younger and are predominantly Hispanic and male. However, while the landscapers would likely see the health benefits from lower emissions and sound risks more directly, there has historically been pushback from this group based on concerns that removal of GPLBs will lead to even lower wages and longer hours for landscaping workers. In areas where bans have been adopted, landscapers have been the primary source of opposition against such policies, arguing that less effective tools make it more challenging to get the same amount of work done in a day, leading to lower profits and possibly closure of some businesses. Little data is available to show whether these negative effects have occurred.

4. Approaches of other jurisdictions in regulating GPLBs.

As summarized below, various agencies have utilized a myriad of approaches to address this issue. Over 170 jurisdictions in 26 states and the District of Columbia have instituted policies restricting or banning them from use. Policies vary by municipality and include different enforcement mechanisms, and a review of the policies in nearby jurisdictions is included here.

² Environmental Protection Agency, [National Emissions from Lawn and Garden Equipment](#); 2015.

³ Edmunds, [Emissions Test: Car vs. Truck vs. Leaf Blower](#), last accessed March 30, 2025.

a. City of Kirkland.

The City of Kirkland has created an “Electric Leaf Blower Initiative” that aims to have a three-year approach to eliminate GPLBs, including extensive community engagement, public town hall discussions, trade-in events and vouchers for electric leaf blowers, and targeted outreach to landscapers.⁴ The City of Kirkland is currently evaluating an implementation plan that may include (1) seasonal / time-of-day restrictions (rather than a total prohibition); and/or (2) electric-only pilot zones / geographic restrictions.

b. City of Seattle.

In 2022, the Seattle City Council unanimously adopted a resolution to eliminate the use of GPLBs by city departments and contractors by 2025, and for businesses and residents by 2027.⁵ A directive issued by the mayor in May 2023 also required that all new leaf blower purchases by city departments be electric, with the goal of transitioning half of the city’s leaf blowers to electric models by 2025, 75% by 2026, and achieving full electrification by 2027. The city council has not moved forward with any other legislation limiting GPLBs to seasonal use or implementing a phase-out plan for use by the city or its residents. It is also unclear how the city plans to enforce the restrictions on use of GPLBs once the phasing out plan is completed; for now, it appears the city is focusing on education and incentives to facilitate the transition to ELBs.

c. City of Portland and Multnomah County, Oregon.

In 2021 and 2022, Multnomah County and the City of Portland, respectively, passed resolutions declaring an intent to phase out the use of GPLBs.⁶ The resolutions require a transition to ELBs by county-owned facilities by 2025, call for expanded charging infrastructure throughout the county, require community outreach to educate citizens about the harms of GPLBs and the phase out process, and mandate the creation of a workgroup that includes the Oregon Landscape Contractors Association to discuss, plan, and implement the countywide phase-out. The city and county also agreed to create incentives to offset costs for small businesses through rebates or reimbursements.

In March 2024, the city and county co-authored an ordinance which limits GPLB use to October-December, beginning January 1, 2026, with a year-round ban to begin in 2028.^{7,8} The ordinance prohibits property owners from allowing the operation of GPLBs on the owner’s property from January – September, with use allowed during the wet leaf season between October and December. A full prohibition will take effect January 1, 2028. Enforcement will be complaint-based, and violations include a code enforcement warning

⁴ See Kirkland webpage: [The Electric Leaf Blower Initiative – City of Kirkland](#)

⁵ City of Seattle, Resolution No. 32064, September 6, 2022.

⁶ Portland City Council, Resolution No. 37463, December 5, 2019; Multnomah County, Resolution No. 2021-094, December 16, 2021.

⁷ Portland City Council, Ordinance No. 191653, April 12, 2024.

⁸ Portland Municipal Code (PMC) 17.101, Leaf Blowers (formerly at Chapter 8.80 PMC).

for the first violation, followed by increasing fines beginning at \$250 up to \$1,000 for subsequent violations.

Multnomah County agreed to support the transition by providing funding for education and community outreach, implementing a pilot program to reimburse or provide rebates to landscaping businesses for the cost of ELBs, and funding enforcement measures. However, last month it was announced that the county is currently facing a \$15.5 million budget shortfall, and it is not clear whether there will be adequate funding for educational outreach and rebate programs.

d. *State of California and multiple California municipalities.*

In 2021, the State of California passed legislation requiring the California Air Resources Board to phase out the sale of new gas-powered small off-road engines, requiring them to be zero-emission by 2024.⁹ Notably, the legislation does not prohibit the use of *existing* gas-powered engines in the state, and California has set aside \$30 million to support the transition to electric alternatives for landscaping businesses.

In addition to the statewide prohibition on the sale of small engines, dozens of California municipalities have adopted ordinances limiting or prohibiting the use of GPLBs.¹⁰ Some cities have extended regulations to electric leaf blowers, limiting the use of any type of blower to certain periods of the day, for specific lengths of time, or at a decibel level lower than 65 dB.¹¹

5. Enforcement Options.

Two primary mechanisms for enforcement of municipal codes are through civil infraction tickets, issued by city police officers, or through use of civil code enforcement. Civil infractions require a higher standard of proof and officers would either need to be present to witness the GPLB use and/or have a noise meter to test the decibel level of the equipment before issuing an infraction (and would need training on use and regular calibration of this equipment). The transient nature of the use of GPLBs will make enforcement by infraction difficult. In contrast, enforcement through code violations requires a less stringent standard of proof and may provide opportunities for enforcement after the use occurs. Seattle's Department of Construction and Inspections operates in this manner and the department will enforce a code violation based on evidence of use that includes a time stamp (e.g., a photo of the alleged violation from a resident, city employee, or other citizen.) Civil violations can also be set up to include a warning for a first violation, with fines levied for subsequent violations.

The City also has the option of enforcing violations against the users of GPLBs or against the property owner using or allowing the use on the property. As discussed below, considerations of equity suggest that levying a penalty against a property owner who uses

⁹ California AB 1346, October 19, 2021.

¹⁰ See, [Coronado, CA Municipal Code § 36.24.020](#); [Calistoga, CA Municipal Code § 8.21.020](#).

¹¹ See, [Pasadena, CA Municipal Code § 9.37.030](#).

or hires a company to use GPLBs may be more effective and reduce claims of bias or discrimination in enforcement.

6. Direction requested.

Council is invited to share feedback to direct staff with the requested elements for a potential ordinance to be presented to Council. If Council desires to regulate or to disallow the use of GPLBs going forward, please give direction to staff on the following:

a. *Scope of Legislation considerations.*

- i. Whether to disallow the use of GPLBs seasonally (i.e., ban during dry season, but allow during the wet and winter season when leaves are heavier and harder to move) or year-round;
- ii. The timing for when compliance with any complete or seasonal ban would take effect and whether there is a period of education or warning before enforcement begins;
- iii. Whether the enforcement is against the party using the GPLBs, the property owner, or both;
- iv. Whether you want to modify hours of operation for GPLBs or other small gas-powered equipment; and
- v. If the city operations will have a different (earlier) deadline than the rest of the city, what that deadline will be.

b. *Procedure; Community Outreach.*

Please provide direction to staff on the process you would like to use on this legislation and the timing, including:

- i. Community outreach in relation to timing of enacting legislation, including educating residents about the dangers of emissions from GPLBs and accepting public comments in support of and in opposition to the proposed regulations;
- ii. Whether the Council wants to direct additional outreach to landscaping companies, larger property owners, etc.;
- iii. Whether the Council wants to hold a public hearing on the ordinance; and
- iv. Whether an educational campaign should be undertaken prior to or after passage of legislation to make residents and landscaping companies aware of the legislation and the deadlines for compliance.

Attachment(s)

The materials cited above are attached.

Budget/Fiscal Impacts The cost of legislation prohibiting the use of GPLBs include cost of enforcement and the costs converting the Medina equipment from GPLBs to electric. The cost of an electric leaf blower with 1 hour of batteries is ~\$5,000. The City would need to purchase four of the electric leaf blowers to replace the GPLBs in stock. Operational changes will be necessary to accommodate efficiently loss.

Costs associated with enforcement would be a general fund expense, and as code enforcement is complaint-driven, the expenditures would vary based on the volume of complaints/calls.

Staff Recommendation: Engage in Council discussion and provide staff with additional direction on drafting legislation.

City Manager Approval:



Proposed Council Motion: I move to direct staff to bring forward legislation regarding gas powered leaf blowers, to include [describe legislative desired].

Time Estimate: 60 minutes

CITY OF MEDINA, WASHINGTON

RESOLUTION NO. 435

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, DECLARING THE CITY COUNCIL'S INTENT TO PHASE OUT GAS-POWERED LEAF BLOWERS; ESTABLISHING GOALS AND IDENTIFYING ACTIONS TO MEET THESE GOALS .

WHEREAS, the City of Medina ("City") has the authority to adopt policies to protect and promote public health, safety, and welfare; and

WHEREAS, data has revealed the environmental and public health impacts of gas-powered leaf blowers; and

WHEREAS, gas-powered leaf blowers most commonly have two-stroke internal combustion engines that incompletely combust their fuel, resulting in the emission of toxic and carcinogenic substances, such as carbon monoxide, nitrogen oxides, and volatile organic compounds, which contribute to the formation of ozone, smog, and acid rain; and

WHEREAS, best available data indicate that the use of gas-powered leaf blowers can cause direct harm to people within the vicinity by contributing to localized air pollution, creating excessive noise, and causing other negative health impacts to their operators; and

WHEREAS, gas-powered leaf blowers with two-stroke engines emit particularly low-frequency sound waves, including ultra-low frequency, which cause the sounds to travel longer distances and more easily penetrate walls and other barriers, magnifying the impacts of nuisance noise; and

WHEREAS, initial research shows that current electric leaf blower models produce similar noise levels to gas powered leaf blowers, but that electric motors have more potential to reduce noise pollution and electric leaf blower technology is anticipated to improve in the coming years; and

WHEREAS, electric leaf blowers are quieter than gas-powered versions and do not emit low frequency sound waves or toxic emissions, reducing harm to operators and other people nearby; and

WHEREAS, in response to the considerable negative impacts from gas-powered leaf blowers, over 100 cities across the nation have instituted policies limiting or banning them from use; and

WHEREAS, the City public works department currently uses gas-powered leaf blowers.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, RESOLVES AS FOLLOWS:

Section 1. The City Council recognizes that the use of gas-powered leaf blowers causes adverse environmental and health impacts, including noise and establishes the following goals to support the transition away from their use:

Resolution No. 435

Page 1 of 3

- A. By January 2028, or later if necessary, the City, and its contractors will phase out the use of gas-powered leaf blowers; and
- B. By January 2028, or later if necessary, institutions located in Medina, businesses operating in Medina, and Medina residents will phase out the use of gas-powered leaf blowers.

Section 2. To accomplish the goals in Section 1 of this resolution, the Council requests that City departments (as suggested below) pursue the following actions:

A. Medina Public Works is recommended to:

- 1. Evaluate their current practices related to the use of leaf blowers and explore options to reduce reliance on leaf blowers, both gas-powered and electric, either by allowing leaves to naturally decompose or clearing them using non-motorized methods; and
- 2. To replace gas-powered leaf blowers with electric or battery operated when feasible; and
- 3. Develop and implement plans to ensure that City facilities and employees are adequately equipped with infrastructure and equipment to use electric-powered leaf blowers rather than gas-powered leaf blowers.

Section 3. To further accomplish the goals in Section 1 of this resolution, Council directs staff to work with residents, institutions located in Medina and businesses operating in Medina to pursue to following actions:

- A. All residents, institutions located in Medina, and businesses operating in Medina are encouraged to:
 - 1. Evaluated their current practices related to the use of gas-powered leaf blowers and explore options to reduce reliance on leaf blowers, both gas-powered and electric, either by allowing leaves to naturally decompose or clearing them using non-motorized methods; and
 - 2. To replace gas-powered leaf blowers with electric or battery operated when feasible.

Section 4. Nothing in this resolution should be construed to preclude or impede the City's ability to phase out gas-powered leaf blowers more quickly.

Section 5. Effective Date. This Resolution shall be effective upon its adoption by the City Council.

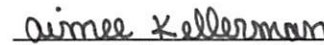
PASSED BY THE CITY COUNCIL OF THE CITY OF MEDINA ON SEPTEMBER 11, 2023
AND SIGNED IN AUTHENTICATION OF ITS PASSAGE ON SEPTEMBER 11, 2023.


Jessica Rossman, Mayor

Approved as to form:
Ogden Murphy Wallace, PLLC

Attest:


Scott M. Missall, City Attorney


Aimee Kellerman, City Clerk

FILED WITH THE CITY CLERK: 9/12/2023
PASSED BY THE CITY COUNCIL: 9/11/2023
RESOLUTION NO. 435

National Emissions from Lawn and Garden Equipment

Jamie L Banks, PhD, MS*

Quiet Communities, Inc., PO Box 533, Lincoln, MA 01773

Robert McConnell, Environmental Engineer

US Environmental Protection Agency, Region 1, 5 Post Office Square, Boston, MA 02109

Abstract

Background: The contribution of gasoline-powered lawn and garden equipment (GLGE) to air pollutant emissions in the United States has not been extensively studied. **Goal:** Our goal is to provide annual US and state-level emissions estimates of volatile organic compounds (VOC): criteria pollutants (carbon monoxide [CO], nitrogen oxides [NO_x], particulate matter [PM] <10 microns, including PM < 2.5 microns [PM₁₀, PM_{2.5}]; and carbon dioxide (CO₂) from GLGE, with a focus on 2-stroke engines. **Methods:** Pollutant emissions data were extracted from the Environmental Protection Agency's (EPA) 2011 and 2018 modeling platform (version 6), for GLGE (Source Code Classifications 2260004021–2265004071), and equipment population data were obtained from the EPA's nonroad model. Data were sorted by equipment type and characteristics. Aggregate and equipment-specific emissions were calculated and compared with emissions from all gasoline-fueled nonroad equipment. Results are presented as descriptive statistics. **Results:** In 2011, approximately 26.7 million tons of pollutants were emitted by GLGE (VOC=461,800; CO=5,793,200; NO_x=68,500, PM₁₀=20,700; CO₂=20,382,400), accounting for 24%–45% of all nonroad gasoline emissions. Gasoline-powered landscape maintenance equipment (GLME; leaf blowers/vacuums, and trimmers, edgers, brush cutters) accounted for 43% of VOCs and around 50% of fine PM. Two-stroke engines were responsible for the vast majority of fine PM from GLME. State data (California, New York, Texas, Illinois, and Florida), 2018 projections, and additional comparisons are presented. Methodological issues are discussed. **Conclusions:** GLGE accounts for a major portion of US nonroad gasoline emissions. Two-stroke engines are an important source of VOCs and criteria pollutants.

*Corresponding Author: jamie@quietcommunities.org

INTRODUCTION

Gasoline-powered lawn and garden equipment (GLGE) ranging from string trimmers to stump grinders and tractors is a source of high levels of localized emissions that includes hazardous air pollutants, criteria pollutants, and carbon dioxide (CO₂).¹⁻⁴ Workers using commercial equipment are exposed when they are close to the emitting sources several hours each day, several days a week in seasons of use. Other members of the public, including children, may also be exposed to high levels of emissions from commercial landscape maintenance equipment (GLME) such as leaf blowers, trimmers, and mowers, used routinely around residential neighborhoods, schools, parks, and other public spaces. The commercial landscape maintenance industry has experienced strong growth over the last 15 years and depends largely on gasoline-powered equipment for most tasks once performed manually. These factors are raising concerns about the health impacts of GLGE emissions on workers and the public.

Extensive evidence exists on the adverse health effects of exhaust emissions and other fine particulates which include cardiovascular disease, stroke, respiratory disease, cancer, neurological conditions, premature death, and effects on prenatal development.⁵⁻¹³ Short term and long term exposures are implicated. However, GLGE as a source of these emissions has received little attention. Understanding the characteristics of GLGE and GLME emissions can help estimate potential health impacts of these close-to-the-source emissions.

The goal of this study was to characterize annual emissions from GLGE at the national level and in selected states and to estimate the contribution of GLME to those emissions. Special attention is paid to 2-stroke GLME engines. The emissions contributions from the four of the five most populated states are derived from the NEI, and for California, from the emissions inventory of the California Air Resources Board (CARB).

METHODS

Study Design

The GLGE emissions analyzed are total volatile organic compounds (VOC) and individual VOCs (benzene, 1,3 butadiene, acetaldehyde, formaldehyde); criteria pollutants (carbon monoxide [CO], nitrogen oxides [NO_x], particulate matter [PM] <10 microns, including PM < 2.5 microns [PM₁₀, PM_{2.5}]); and carbon dioxide (CO₂). Equipment pollutant data were extracted from SCC summary reports from the EPA's 2011 and 2018 modeling platform (version 6), and equipment population data were obtained from the Nonroad model. GLGE included the equipment in **TABLE 1** and identified by Source Code Classifications 2260004021–2265004071. The GLME subset is defined as leaf blowers/vacuums; trimmers/edgers/brush cutters; and mowers. Groupings of equipment, eg, leaf blowers/vacuums, were predefined by the NEI.

“All Emissions” are defined as all emissions from stationary and mobile sources, excluding biogenic and naturally occurring emissions. “All Nonroad Emissions” are defined as all emissions from the equipment types accounted for within the Nonroad model; note that this does not include emissions from commercial marine, rail, and aircraft sources. “Gasoline Nonroad Emissions” are defined as emissions from gasoline fueled equipment accounted for within the Nonroad model. National emissions were analyzed by type of equipment and engine configuration as shown in **TABLE 1**. All results are presented as descriptive statistics.

Table 1. Categorization scheme for analysis of GLGE emissions

Type of Equipment	Engine Configuration
GLME	
Leaf Blowers/Vacuums	2 stroke, 4 stroke
Trimmers/Edgers/Cutters	2 stroke, 4 stroke
Mowers	4 stroke
Other GLGE	
Chain Saws	2 stroke, 4 stroke
Rotary Tillers	2 stroke, 4 stroke
Snowblowers	2 stroke, 4 stroke
Turf Equipment	2 stroke, 4 stroke
Chippers/stump grinders	4 stroke
Tractors	4 stroke
Shredders	4 stroke
Other	4 stroke

Analyses

All analyses except for the 2018 projections represent 2011 estimates.

Equipment Populations

The national populations of all types of GLGE were obtained from the Nonroad model. The contribution of each type to the whole population was determined.

Contributions of All Nonroad and GLGE Sources

All Nonroad Emissions were compared to All Emissions. GLGE emissions were then calculated and compared with All Nonroad Emissions and All Emissions.

Contribution of Landscape Maintenance Equipment to GLGE Emissions

GLME emissions and their contribution to GLGE and All Nonroad Emissions were analyzed. Additional analyses were conducted to examine the relative contributions of 2-stroke GLME engine emissions.

Projected Growth of GLGE Emissions: 2011–2018

GLGE emissions projected for 2018 were obtained from the EPA's 2018 modeling platform, version 6, and compared with 2011 emissions.

GLGE Emissions in the Five Largest States

State level emissions data from the five most populated states (US Census) – California, Florida, Illinois, New York, and Texas – were extracted and analyzed. Estimates of GLGE emissions for Florida, Illinois, New York, and Texas were based on 2011 data from the EPA's 2011 modeling platform, version 6. Estimates of GLGE emission for California were based on data from the CARB's OFFROAD2007 Model and estimated for 2012. No adjustments were made for potential differences in annual emissions between 2011 and 2012 California data. The program structure of the OFFROAD2007 Model provides a general overview of the methodology used to estimate emissions from off-road sources (http://www.arb.ca.gov/msei/offroad/pubs/offroad_overview.pdf).

Each state's contribution to national GLGE Emissions was calculated and compared with its contributions to the US landscape maintenance labor force and the US population. Labor force statistics were sourced from the Bureau of Labor Statistics, May 2013 reports (www.bls.oes) and population data from the 2011 US Census.

Nonroad Air Emissions Model

EPA developed a nonroad air emissions model in the 1990s to provide estimates of emissions from most types of nonroad equipment, including construction equipment, recreational marine vessels, and lawn and garden equipment (LGE). The model is referred to simply as the "Nonroad" model, and it has been updated a number of times since its creation. Documentation for the model exists as a number of technical reports available on EPA's website (<http://www.epa.gov/otaq/nonrdmdl.htm>). Total emissions are determined by summing the exhaust and evaporative emission components.^{14, 15} The preponderance of emissions from Nonroad equipment occurs as exhaust emissions due to the combustion of fuel. The methodologies for determining exhaust emissions are summarized below.

Exhaust Emissions from Nonroad Engines

The Nonroad model uses the following equation to calculate exhaust emissions from nonroad engines (ref: Median):

$$\text{Emissions} = (\text{Pop}) \times (\text{Power}) \times (\text{LF}) \times (\text{A}) \times (\text{EF})$$

Where Pop = Engine population

Power = Average Power (hp)

LF = Load factor (fraction of available power)

A = Activity (hrs/yr)

EF = Emission factor (g/hp-hr)

The derivation of the default model data for each factor from the above equation is discussed below.

a. Equipment populations and average power (horsepower)

The technical report titled "Nonroad Engine Population Estimates"¹⁶ indicates that equipment population data for most types of equipment were obtained from Power Systems Research, an independent marketing research firm, although in some instances other data source were used. Of interest for this analysis, for many LGE categories EPA used sales data obtained from equipment manufacturers during the development of its Phase 1 emission standards for small (less than 25 hp) gasoline fueled nonroad engines. This was done for the following LGE categories: lawn mowers, trimmers/edgers/brush cutters, leaf blowers/vacuums, and chainsaws. The report notes that an equipment population base year of either 1996 or 1998 was used for the LGE types.

Once estimates of equipment populations were derived, information obtained by the state of California was used to divide the equipment between the residential and commercial sectors. This step was needed because of the large difference in usage patterns between these two sectors. **TABLE 2** below contains an extract of data from Table 3 of the Nonroad Engine Population report mentioned above, and illustrates how the split between residential and commercial equipment was apportioned for a number of LGE types.

Table 2. Percentage split between residential and commercial equipment

SCC code	Application	Horsepower categories	Residential (% of equipment population)	Commercial (% of equipment population)
22xx004010 22xx004011	Lawn mowers	All	96.3	3.7
22xx004025 22xx004026	Trimmers/edgers/cutters	0-1 hp	100	0
		1-3 hp	85.3	14.7
		> 3 hp	0	100
22xx004020 22xx004021	Chainsaws	0-1 hp	100	0
		1-3 hp	97.0	3
		> 3 hp	0	100
22xx004030 22xx004031	Leaf blowers/vacuums	0-1 hp	100	0
		1-3 hp	92.5	7.5
		> 3 hp	0	100

i. Geographic allocation of residential LGE Populations (except snowblowers)

The Nonroad model uses US Census data on one and two unit housing to allocate national equipment populations to the county level. The population documentation report mentioned above notes that other variables are likely to also affect the distribution of LGE population, such as average yard size. However, no consistent, reliable data surrogates could be found to apportion the national level equipment populations based on these alternative factors, and so the model relies solely upon US Census data on one and two unit housing to allocate national LGE population data to the county level.

ii. Geographic allocation of commercial L&G Equipment Populations (except snowblowers)

The Nonroad model uses the number of employees in the landscaping services industry to disaggregate national level LGE population data to the county level. This was accomplished using data from the North American Industry Classification System (NAICS); specifically, for NAICS code 561730, landscaping services.

iii. Equipment population projections

The Nonroad model enables the user to obtain estimates of emissions for years other than the base year used for equipment populations. This is accomplished by the development of processes to handle the growth in equipment populations due to the purchase of new equipment as years pass, and adjustments made to account for the scrappage of old equipment. The reader is referred to the EPA technical reports “Nonroad Engine Growth Estimates,”¹⁷ and “Calculation of Age Distributions in the Nonroad Model – Growth and Scrappage”¹⁸ for further information on these topics. Both of these reports are available on the EPA website (<http://www.epa.gov/otaq/nonrdmdl.htm>).

b. Activity levels and load factors.

Equipment populations and horsepower levels alone are not sufficient for determining emissions from nonroad equipment; assumptions about frequency and patterns of use must also be made. The EPA report, “Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling”¹⁹ describes how the Nonroad model assigns default activity levels, in hours per year, and

load factors in performing its calculations. Load factors are needed to account for the fact that equipment is not typically used at full power 100% of the time; load factors reflect that and are presented in terms of average percent of full power for the equipment as it is used. The activity levels and load factors for small (< or = to 25 hp) spark-ignition engines for many LGE types was taken from data supplied to EPA during the comment period for the regulation of these engines. **TABLE 3** below contains an extract of the default activity data, in annual hours of equipment use, and load factor data, expressed as fraction of full power, taken from Table 6 of the above mentioned report.

Table 3. Example default activity levels and load factors for LGE

Equipment type	Use	Activity level (Annual hours)	Load factor (fraction of full power)
Lawn mowers	Residential	25	0.33
	Commercial	406	0.33
Trimmers/Edgers/Cutters	Residential	9	0.91
	Commercial	137	0.91
Leaf blowers/Vacuums	Residential	10	0.94
	Commercial	282	0.94
Chainsaws	Residential	13	0.70
	Commercial	303	0.70

c. Emission factors

EPA's documentation for the source of the emission factors used within the Nonroad model are contained in the following two reports: "Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling: Compression-Ignition"²⁰ and "Exhaust Emission Factors for Nonroad Engine Modeling: Spark-Ignition."²¹ Information pertaining to LGE contained in the latter report is discussed below.

Emission factors for spark-ignition engines rated at less than 25 hp were segregated into 5 engine classes based on primary use of the engine (handheld vs. non-handheld), and engine size according to engine displacement. Beginning in 1997, engines designed for both handheld and non-handheld applications became subject to several phases of regulation geared towards reducing fuel consumption (expressed in terms of brake-specific fuel consumption [BSFC]) and producing fewer air emissions in the combustion process. **TABLE 4** below contains an extract of information from Table 1 of the Exhaust Emissions 2010 report, and shows the impact of EPA's regulation on one such class of engines: small, hand-held, gasoline fueled two-stroke engines.

Table 4: Impact of regulation on small*, hand-held, gasoline fueled two stroke engines

Engine Tech Type	HC (g/hp-hr)	CO (g/hp-hr)	NOx (g/hp-hr)	PM (g/hp-hr)	BSFC (lb/hp-hr)
Baseline	261.00	718.87	0.97	7.7	1.365
Phase 1	219.99	480.31	0.78	7.7	1.184
Phase 2 (with catalyst)	26.87	141.69	1.49	7.7	0.822

BSFC: Brake-specific fuel consumption; CO: carbon monoxide; HC: hydrocarbon; NOx: nitrogen oxides; PM: particulate matter

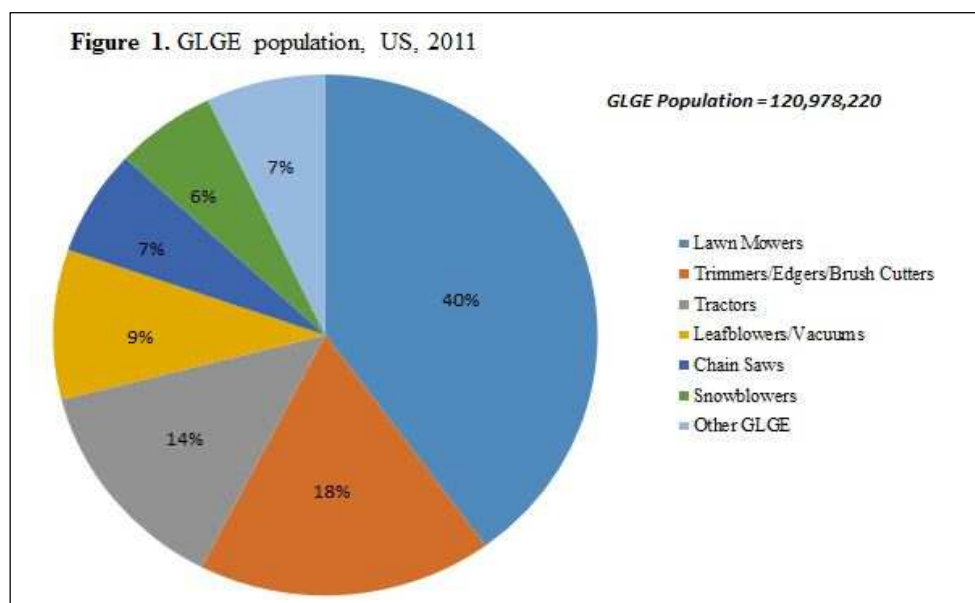
* These emission factors are for engines sized from 0 to 1 hp.

Other factors also influence the combustion related exhaust emissions from nonroad engines, such as fuel type, ambient temperature, and deterioration of equipment with age and use. The reader is referred to the EPA web-site (<http://www.epa.gov/otaq/nonrdmdl.htm>) for additional information on these topics.

RESULTS

Equipment Populations

Approximately 121 million pieces of GLGE are estimated to be in use in the United States (**FIGURE 1**). GLME accounts for two-thirds of all GLGE of which lawn mowers are the most numerous, followed by trimmers/edgers/ brush cutters, and then leaf blowers/vacuums. Projections from 2011 indicate a 13% increase across all equipment types after the combined effect of new equipment purchases and scrappage of old equipment are evaluated, resulting in an estimated 136 million pieces of GLGE in use by 2018.



Contribution of Nonroad Emissions to All Emissions

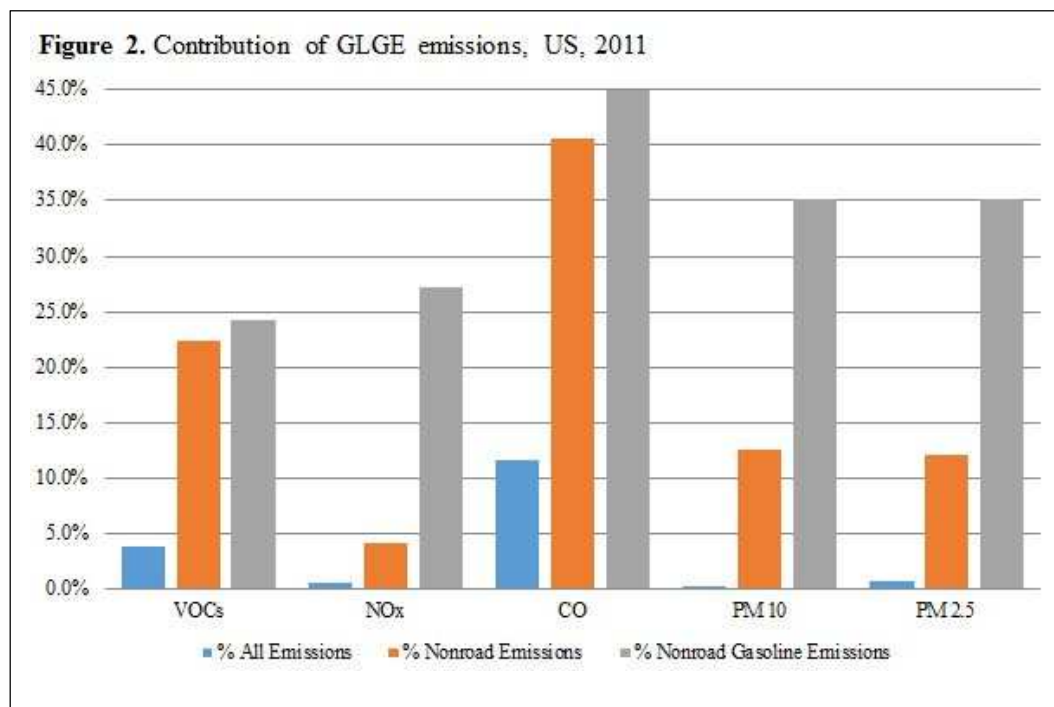
All Nonroad sources account for approximately 242 million tons of pollutants each year, accounting for 17% of all VOC emissions, 12% of NO_x emissions, 29% of CO emissions, 4% of CO₂ emissions, 2% of PM₁₀ emissions, and 5% of PM_{2.5} emissions.

All Nonroad Emissions account for a substantial percentage of All Emissions of benzene (25%), 1,3 butadiene (22%), CO (29%), PM₁₀ (2%), and PM_{2.5} (5%). Because of the relatively small contribution of GLGE CO₂ to All Emissions (0.3%), it is not further considered in this report.

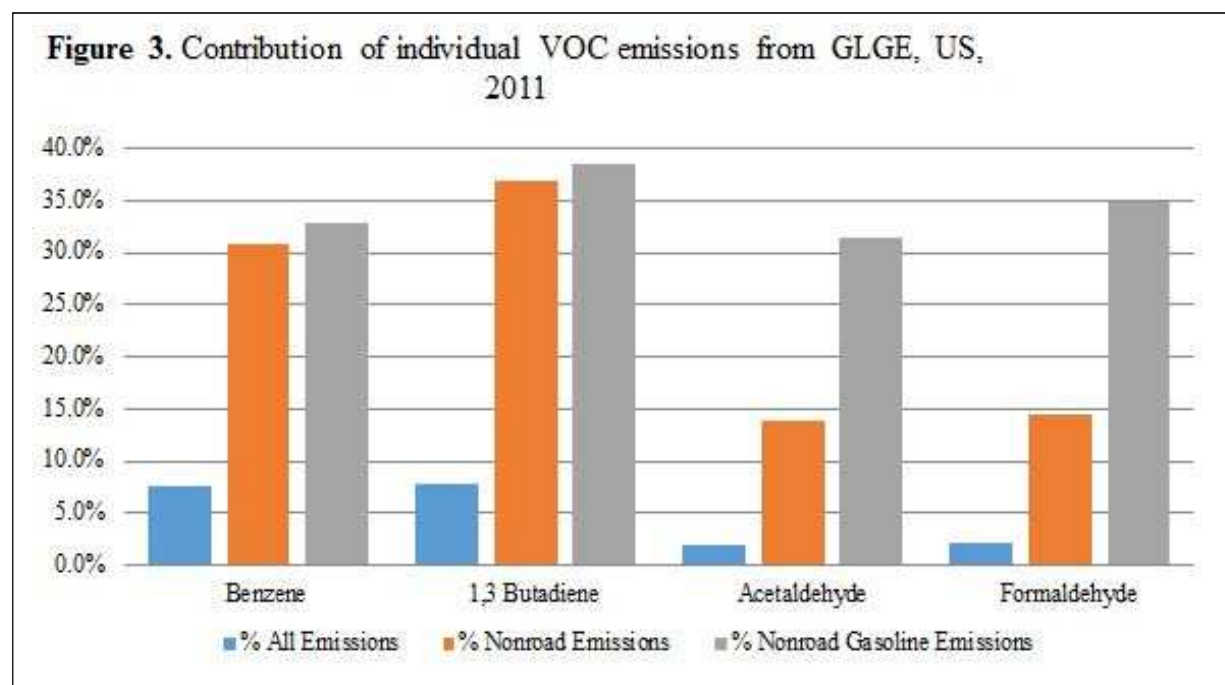
Contribution of GLGE to All Emissions and Nonroad Emissions

GLGE emitted approximately 6.3 million tons of VOCs (461,800) and criteria pollutants (CO=5,793,200; NO_x=68,500, PM₁₀=20,700 [19,000 of which is PM_{2.5}]), and 20.4 million tons of CO₂ in 2011. GLGE represented nearly 4% of All Emissions of VOCs and 12% of All Emissions of CO

(FIGURE 2). GLGE fine PM emissions constitute a fraction of a percent of All Emissions of fine PM, but is a major Nonroad source, accounting for nearly 13% of All Nonroad Emissions of fine PM and more than one-third of Gasoline Nonroad Emissions of fine PM.

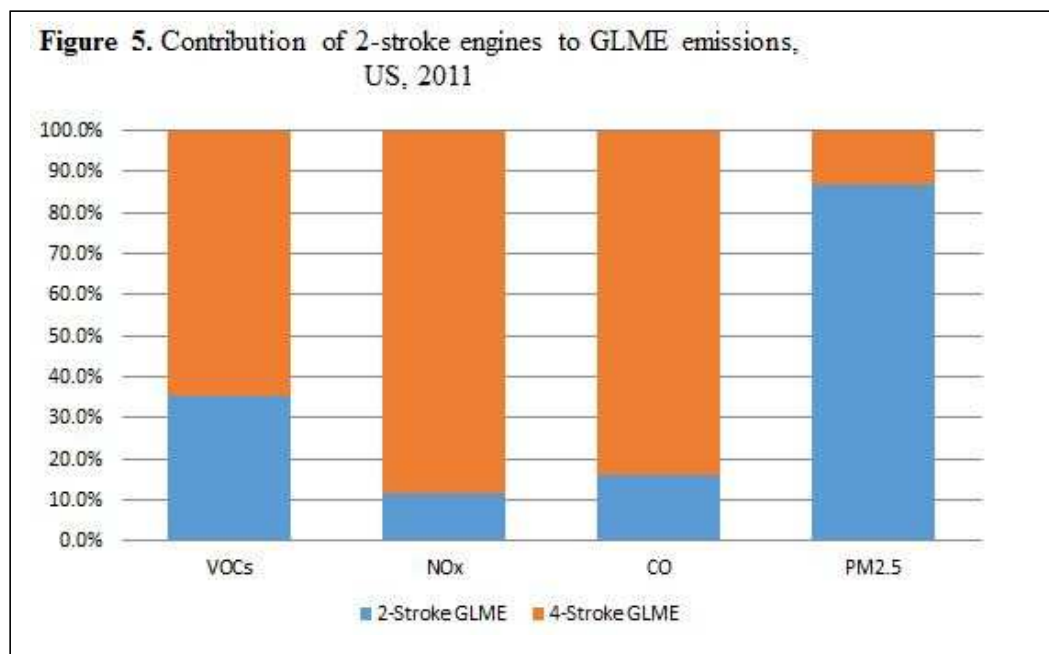
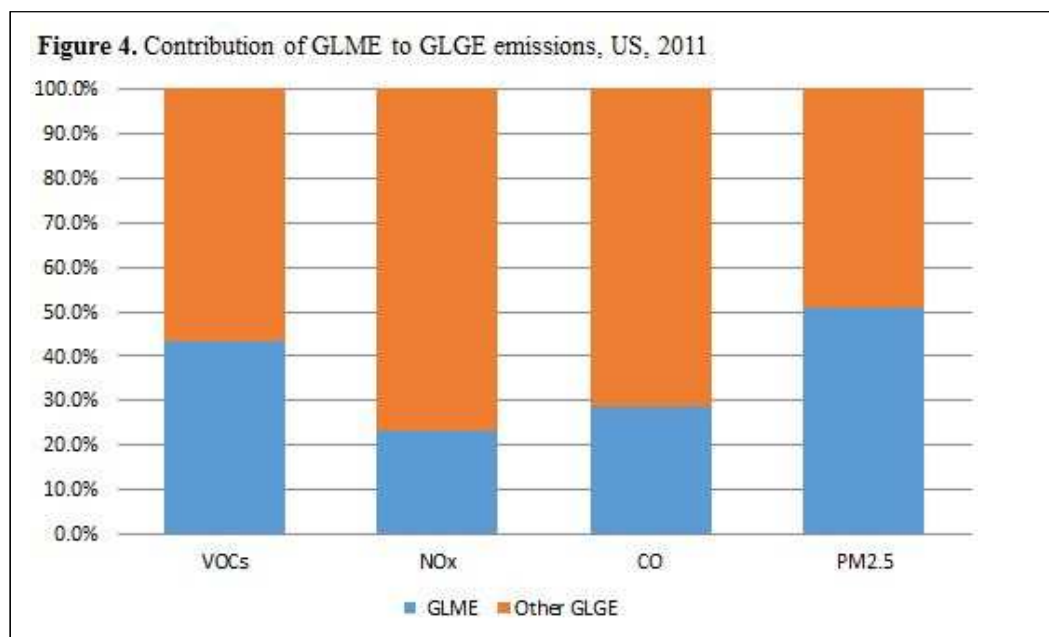


Analysis of individual VOC emissions shows that GLGE contributes nearly 8% of All Emissions of both benzene and 1,3 butadiene (**FIGURE 3**). Within All Nonroad Emissions and Gasoline Nonroad Emissions, GLGE accounts for nearly one-third or more of benzene and 1,3 butadiene emissions, and also becomes a major source of aldehyde and formaldehyde emissions from Gasoline Nonroad sources.



Contribution of GLME to GLGE Emissions

Compared with the GLGE contributions of Nonroad Gasoline Emissions shown in **FIGURE 2**, contributions of VOCs and fine PM emissions from GLME are disproportionately high, and for NO_x and CO, are disproportionately low (**FIGURE 4**). Small GLME engines account for more than 40% of VOC emissions and one-half of PM₁₀ and PM_{2.5} emissions from GLGE. Close to 90% of fine PM emissions from GLME come from 2-stroke engines (**FIGURE 5**).



Projected Growth of GLGE Emissions: 2011–2018

By 2018, the annual tonnage of ozone precursors, VOCs and NO_x, emitted by GLGE is projected to decrease substantially from 2011, as more of the in-use fleet becomes represented by equipment built to meet EPA nonroad emission standards. CO emissions remain comparable to 2011 levels, while CO₂ and fine PM emissions are projected to increase modestly.

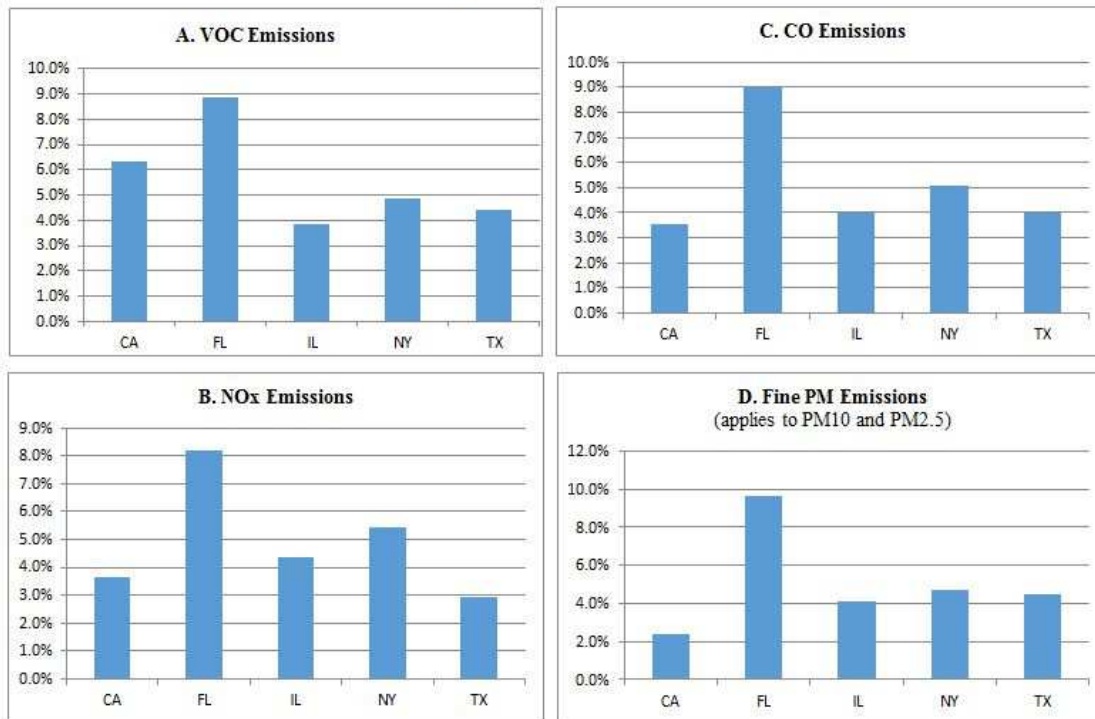
Table 5: Estimated Change in GLGE Emissions, 2018 vs 2011

Emissions	% Change
VOCs	-20.9%
NO _x	-31.1%
CO	-4.9%
CO ₂	12.3%
PM 10	8.2%
PM 2.5	8.4%

GLGE Emissions in the Five Most Populated States

When considered together, GLGE emissions from California, Florida, Illinois, New York and Texas constitute approximately one-quarter of national GLGE emissions.

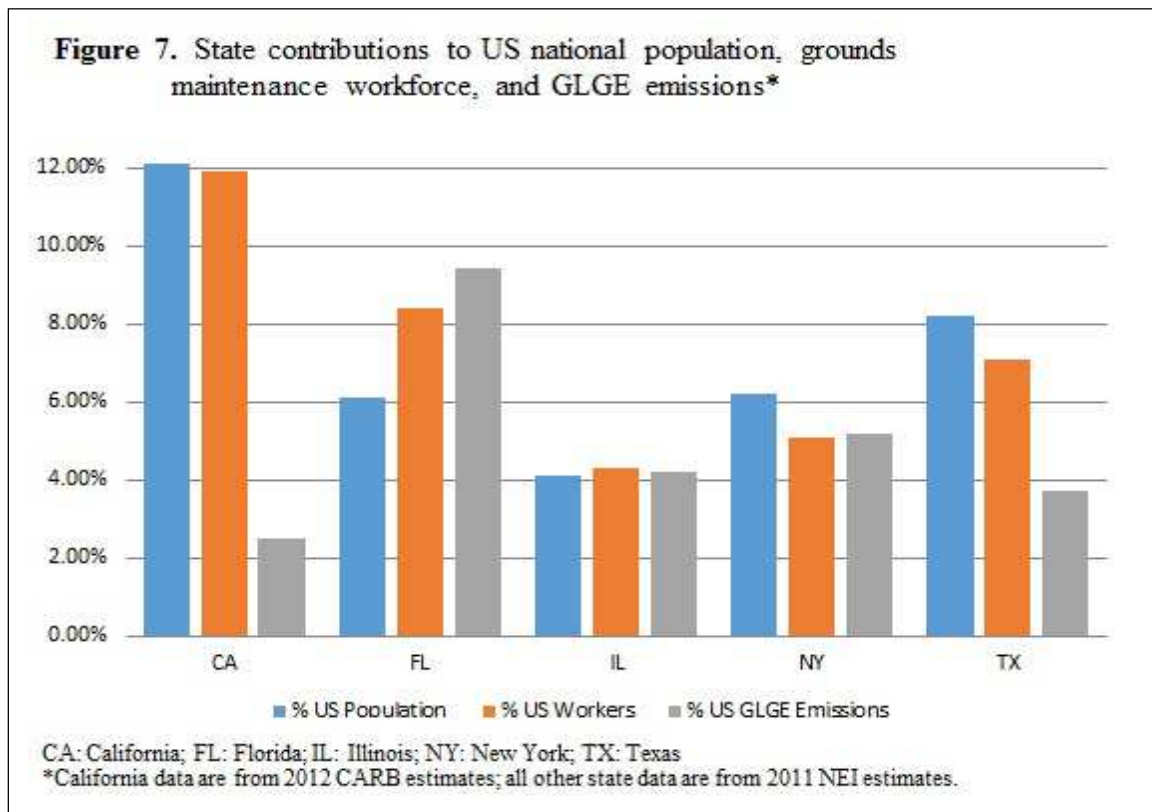
Figure 6. Emissions contributed by the 5 most populated states, US, 2011*



CA: California; FL: Florida; IL: Illinois; NY: New York; TX: Texas
 *California data are from 2012.

Florida's GLGE emissions were 1.4 to 2.1-times higher compared with emissions in states having the next highest level of emissions in each GLGE pollutant category, and 2.2 to 4.4-times higher compared with emissions in states having the lowest level of emissions in each GLGE pollutant category (**FIGURE 6**).

For Florida, Illinois, and New York, state-specific contributions of GLGE emissions compared to the national total were relatively consistent with their contributions to the national population and the national grounds maintenance workforce. For California, its GLGE emission contribution was one-fifth that of its contribution to the national population and to the national grounds maintenance workforce. For Texas, its GLGE emission contribution was 40%–50% that of its contribution to the national population and to the national grounds maintenance workforce (**FIGURE 7**).



DISCUSSION

The main findings of this study are: 1) GLGE is a prevalent source of toxic and carcinogenic emissions; 2) GLGE contributes substantially to nonroad emissions of benzene, 1,3 butadiene, formaldehyde, CO, and fine PM; 3) GLME accounts for a disproportionately large share of VOC and fine PM emissions; 4) 2-stroke engines account for most fine PM emissions from GLME; 5) VOCs and NO_x are projected to decrease substantially by 2018; CO emissions remain comparable to 2011 levels; and CO₂ and fine PM emissions are projected to increase modestly; and 6) the GLGE emissions contributions from the the largest states are not always consistent with contributions to national population and national grounds maintenance workforce.

The large volume of emissions from GLGE found in this study is consistent with findings previously reported by the EPA¹ and from other studies.²⁻⁴ The very substantial contribution of VOC, in particular benzene and 1,3 butadiene, deserves attention especially because of their localized nature.

While VOC emissions are expected decrease 21% on average by 2018, the rates of equipment replacement on which those projections are based are only approximated.

Adverse health effects from the GLGE emissions are well known. Benzene, 1,3 butadiene, and formaldehyde are listed among the four top ranking cancer-causing compounds.²² They cause lymphomas, leukemias, and other types of cancer (International Agency for Research on Cancer, World Health Organization).^{23, 24} Ground level ozone (formed by VOCs and NO_x in the presence of sunlight) and fine PM cause or contribute to early death, heart attack, stroke, congestive heart failure, asthma, chronic obstructive pulmonary disease, and cancer.⁵⁻¹¹ Growing evidence suggests these pollutants also contribute to developmental and neurological disorders, including autism.^{7-9, 12, 13} The mounting evidence on the dangers of short term exposure are especially concerning.^{7, 9, 11}

The high levels of VOCs and fine PM from GLME are health risks for workers and other members of the public close to the emitting source. Although no studies of grounds maintenance workers were found, studies of gas station workers have shown that regular exposure to gasoline vapors can produce hematological and immunological abnormalities and elevate the risk of cancer.²⁵⁻²⁷ In addition, children, seniors, and persons with chronic illnesses are especially vulnerable to the negative health impacts of GLME emissions.²⁸ Routine use of GLME in the vicinity of residential neighborhoods, schools, parks, and other public spaces may be exposing the public to unnecessary and preventable health risks. New equipment standards do not affect fine PM emissions; in fact, those emissions are expected to increase.

School buses represent another example of a close-to-emitting source in which children are subjected to increased exposure from diesel exhaust.²⁹ Tests of school buses found that diesel exhaust entering through the front door of the bus results in elevated levels of PM over time. When queuing, PM built up rapidly in the bus cabin when the front doors were open.

The variation in emissions levels observed among the five most populated states should be explored further. The reasons for the high emissions contribution from Florida and relatively low emissions contributions from Texas and California are not clear. Differences between CARB data and NEI data may account for some of the difference between California and other states. For example, the NEI baseline equipment population data are older compared with those of CARB. Other factors that may be involved include but are not limited to emissions estimation procedure, geographic and climate factors, regulations and their effectiveness, and efforts to promote cleaner alternatives.

This study has several limitations. Not all potentially harmful emissions were characterized; for example, polycyclic aromatic hydrocarbons. Other limitations concern the source data. Although the NEI is a comprehensive source of GLGE emissions data, the accuracy of the reported data is uncertain. Baseline equipment population data for the Nonroad model is 15–20 years old and does not account for growth of the commercial industry. This older population data supplies emission estimates to NEI, which in turn is used to create EPA's 2011 and 2018 modeling platforms. Although the residential and commercial CARB inventories and activity data are newer, they depend largely upon telephone survey data.^{30, 31} Methodological weaknesses with the commercial survey data are discussed in the survey report.³¹ For both data sources, the rates of replacement of older equipment by newer, cleaner equipment that meets the newer Phase 3 standards³² can only be approximated.

CONCLUSIONS

GLGE is an important source of toxic and carcinogenic exhaust and fine particulate matter. Improved reporting and monitoring of localized GLGE emissions should be implemented. Medical and scientific organizations should increase public awareness of GLGE and GLME and identify GLGE as an important local source of dangerous air pollutants. Communities and environmental, public health, and other government agencies should create policies and programs to protect the public from GLGE air pollutants and promote non-polluting alternatives.

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Assembly Bill No. 1346

CHAPTER 753

An act to add Section 43018.11 to the Health and Safety Code, relating to air pollution.

[Approved by Governor October 9, 2021. Filed with Secretary of State October 9, 2021.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1346, Berman. Air pollution: small off-road engines.

Existing law imposes various limitations on the emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law assigns the responsibility for controlling vehicular sources of air pollution to the State Air Resources Board.

This bill would require the state board, by July 1, 2022, consistent with federal law, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, as defined by the state board. The bill would require the state board to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

The people of the State of California do enact as follows:

SECTION 1. (a) The Legislature finds and declares all of the following:

(1) Small off-road engines (SORE), which are used primarily in lawn and garden equipment, emit high levels of air pollutants, including oxides of nitrogen (NO_x), reactive organic gases (ROG), and particulate matter (PM). NO_x and ROG together contribute to formation of ozone, a criteria pollutant with a national ambient air quality standard set by the United States Environmental Protection Agency (U.S. EPA) and a California ambient air quality standard and that has adverse impacts on health. Currently, California exceeds U.S. EPA and state standards for ozone in many areas, including the South Coast Air Basin, the San Francisco Bay area, and the County of Sacramento. NO_x also contributes to formation of PM, which, along with directly emitted PM, has direct negative health impacts. PM also has an air quality standard set by the U.S. EPA and the state. Many areas in California also currently fail to meet PM standards, including the South Coast Air Basin and the San Joaquin Valley Air Basin.

(2) In 2020, California daily NOx and ROG emissions from SORE were higher than emissions from light-duty passenger cars. SORE emitted an average of 16.8 tons per day of NOx and 125 tons per day of ROG. Without further regulatory action, those emission levels are expected to increase with increasing numbers of SORE in California. Regulations of emissions from SORE have not been as stringent as regulations of other engines, and one hour of operation of a commercial leaf blower can emit as much ROG plus NOx as driving 1,100 miles in a new passenger vehicle.

(3) Currently, there are zero-emission equivalents to all SORE equipment regulated by the State Air Resources Board. The battery technology required for commercial-grade zero-emission equipment is available and many users, both commercial and residential, have already begun to transition to zero-emission equipment.

(4) The Governor's Executive Order No. N-79-20 of September 23, 2020, directs the state board to implement strategies to achieve 100 percent zero emissions from off-road equipment in California by 2035, where feasible and cost-effective. The state will not achieve that goal without further regulation of SORE, including a mandate to transition all sales of new equipment to zero-emission equipment.

(b) It is the intent of the Legislature to encourage the state board to act expeditiously to protect public health from the harmful effects of emissions of small off-road engines.

SEC. 2. Section 43018.11 is added to the Health and Safety Code, to read:

43018.11. (a) (1) By July 1, 2022, the state board shall, consistent with federal law, adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, as defined by the state board. Those regulations shall apply to engines produced on or after January 1, 2024, or as soon as the state board determines is feasible, whichever is later.

(2) In determining technological feasibility pursuant to paragraph (1), the state board shall consider all of the following:

(A) Emissions from small off-road engines in the state.

(B) Expected timelines for zero-emission small off-road equipment development.

(C) Increased demand for electricity from added charging requirements for more zero-emission small off-road equipment.

(D) Use cases of both commercial and residential lawn and garden users.

(E) Expected availability of zero-emission generators and emergency response equipment.

(b) Consistent with the regulations adopted pursuant to this section and relevant state law, the state board shall identify, and, to the extent feasible, make available, funding for commercial rebates or similar incentive funding as part of any updates to existing, applicable funding program guidelines

for districts to implement to support the transition to zero-emission small off-road equipment operations.

O

[Home](#) / [Car Reviews](#) / [Emissions Test: Car vs. Truck vs. Leaf Blower](#)

Emissions Test: Car vs. Truck vs. Leaf Blower

Stinky Is Absolute, Not Relative

Even in the complex, expensive and highly political world of emissions testing and certification, rumors are a bitch. And in California — where various government agencies bring to bear the world's toughest vehicle emissions regulations on the most dense car enthusiast population anywhere — it pays to investigate rumors.

So that's what we're doing.

You've probably heard stories about the emissions of today's cars being cleaner than lawn equipment, about modern cars actually cleaning the air and about the pre-emissions-control era when birds fell from the stinking sky. So have we. We're all about busting myths, so we concocted an investigation to find the truth. Forget about the birds, but those other rumors, well, we've got them covered.

Big, Small and Handheld

Early on, we decided to go big. We'd run this emissions test at a real-deal emissions lab rather than a smog check station or asking Magrath to inhale at the tailpipes and offer commentary on their bouquets.

It would have been easy to load this test in favor of the vehicles by hand-picking the cleanest combustion-powered vehicle we could find. No, only the biggest, baddest truck will do, and they don't come much bigger or badder than the 2011 [Ford F-150 SVT Raptor](#) Crew Cab. Acting as a counterweight in perception to this pickup is our long-term [2012 Fiat 500](#).

The vehicles are absolutely poles apart. The Raptor packs a 411-horsepower 6.2-liter V8, weighs more than 6,200 pounds and has the aerodynamics of Mount Rushmore. The dollop-size Fiat weighs a mere 2,350 pounds and has a 1.4-liter four that generates less than one-fourth the amount of power as the Raptor. They couldn't be more different, and capturing extremes is the idea.

Like you, we made a trip Home Depot to buy a leaf blower. And like all trips to Home Depot, we lost 3 hours and bought more than we intended. In this case we ended up with two leaf blowers — a two-stroke backpack-style job and a handheld four-stroke unit. The two-stroke leaf blower in this test is an Echo PB-500T, a model that sits in the middle of the manufacturer's range of backpack-style offerings. It's powered by a 50.8cc two-stroke air-cooled single-cylinder engine. The Ryobi is a RY09440 model that brings a 30cc four-stroke engine. Yes, we're pitting a 6,210cc truck against a 30cc leaf blower.

Two-stroke engines have high power density, making them the engine of choice among commercial and prosumer-grade leaf blowers, but they emit more pollutants than four-strokes. The four-stroke leaf blower in this test is the Fiat to the two-stroke's Raptor. That was the idea, anyway.

Making the Sausage

It turns out that our local branch of the American Automobile Association (AAA), Auto Club of Southern California, runs exactly the kind of emissions lab we had in mind. It's called the Automotive Research Center, and it's in Diamond Bar, California. There, the fine people of AAA ran full FTP 75 emissions cycles on the Raptor and the 500.

The FTP 75 cycle is one of the primary yardsticks in the U.S. certification of light-duty vehicle emissions and fuel economy. It consists of — stay with us here — three major sub-tests called phases, each of which is defined by a specific pattern of speed versus time. Phase 1 is a 505-second cold-start cycle and is followed by Phase 2, which is a "stabilized" test that lasts 864 seconds. Phase 3 is a repeat of the Phase 1 test, the only difference being that it is performed when the engine is fully warmed.

All three phases of the FTP 75 are run with the vehicle strapped to a chassis dynamometer. But before the FTP 75 can be run, an elaborate pretest sequence is carried out for each vehicle. We'll spare you the details, but suffice it to say that it is very thorough, very tedious and very time-consuming. This pretest procedure takes the better part of a 24-hour period to carry out per vehicle.

Once the pretest is complete, the roller-turning, emissions-gathering part of the FTP 75 can be performed. Here, the vehicle is "driven" by a skilled technician on the dyno over a prescribed pattern of speed versus time while the exhaust is sampled and bagged. If the speed of the vehicle (as measured by the dynamometer) falls outside of a narrow band, the test is voided and the whole expensive process must be repeated, including that protracted pretest process. A technician that flubs with any kind of frequency has a very short career in this field.

It's worth noting that the load on the dyno rollers is adjusted to reflect the aerodynamics and drivetrain loss of the vehicle being tested. So the Raptor is indeed being asked to work harder at a given speed than the Fiat, just as they'd do in the real world.

Comparing Apples to Kumquats: Creating the Leaf Blower Test Cycle

The FTP 75 test simulates 11.04 miles driven over 31.2 minutes and includes idle periods, accelerations, decelerations and cruising. This driving cycle works great when testing things that boast driven wheels: less so for leaf blowers which, of course, don't.

Therefore we needed to come up with a test for the leaf blowers that provided a basis of comparison to the vehicles, yet still reflects the way lawn equipment is actually used in practice. Observe leaf blowers in the wild and you'll find they are very often operated at either full whack or idle. Our test would have to mimic this usage pattern.

It didn't have to be leaf blowers. We considered testing lawnmowers or string trimmers, but they introduce an element of complexity — load. To properly load

those devices we'd need the resistance provided by grass and shrubs, and there wasn't time to grow a lush enough lawn in Auto Club's dyno cell. That's why we settled on leaf blowers — they have essentially one knob, and that's blower speed.

With these factors in mind, the test we crafted for the leaf blowers followed the FTP 75's duration and speed-up/slow-down pattern with a twist — we substituted vehicle speed with leaf blower speed. We gave the blowers full speed during the cruise periods defined by the FTP 75. The idle periods remained idle periods and boom, there's our leaf blower emissions test.

The Results

During the FTP 75 test, exhaust gas from the vehicle's tailpipe is captured and analyzed by laboratory-grade equipment that's so expensive it makes the Kentucky Derby look like the Pinewood Derby. This lab equipment measures all kinds of compounds coming out of the tailpipe but the three we will focus on are those with which EPA and CARB are primarily concerned, namely, non-methane hydrocarbons (NMHC), oxides of nitrogen (NOx) and carbon monoxide (CO).

What's that? Fewer words and more numbers? Here, then, are pollutants measured during our testing expressed in weighted grams per minute:

	NMHC	NOx	CO
2011 Ford Raptor	0.005	0.005	0.276
2012 Fiat 500	0.016	0.010	0.192
Ryobi 4-stroke leaf blower	0.182	0.031	3.714
Echo 2-stroke leaf blower	1.495	0.010	6.445

Distilling the above results, the four-stroke Ryobi leaf blower kicked out 6.8 times more NOx, 13.5 times more CO and more than 36 times more NMHC than the Raptor.

The two-stroke leaf blower was worse still, generating 23 times the CO and *nearly 300 times* more NMHC than the crew cab pickup. Let's put that in perspective. To equal the hydrocarbon emissions of about a half-hour of yard work with this two-stroke leaf blower, you'd have to drive a Raptor for 3,887 miles, or the distance from Northern Texas to Anchorage, Alaska.

Clearly, engine displacement plays little part in the concentrations of these pollutants. Consider that the Fiat 500 produced more than double the NOx and more than three times the hydrocarbons of the truck. A close look at the vehicles' underhood emissions labels sheds further light — the Fiat 500 is classed as LEV-II, whereas the Raptor in California trim is ULEV-II. The Raptor's emissions control equipment is simply more capable. It's only in the production of carbon dioxide (CO₂) — not yet directly regulated by EPA or CARB — where the Raptor is the higher emitter.

Here, I'll Tie One Hand Behind My Back

Maybe you think the above test was unduly hard on the leaf blowers. To evaluate that notion, we ran a follow-up test on the leaf blowers. We simply started them up and let them idle for 505 seconds — the duration of the Phase 1 portion of the FTP 75 — while collecting their emissions. Idling, that's all,

nothing else. The only way the leaf blowers could produce fewer emissions than this is if they were shut off.

We then compared the leaf blowers' idle test results to those of the vehicles running their Phase 1 driving cycle of the FTP 75 test. Remember, this is the 505-second cold-start portion of the test, which is when the vehicles produce the majority of their total emissions since their catalytic converters are still waking up.

In other words, this is a best-case scenario for the leaf blowers and a worst-case scenario for the vehicles. The data below are expressed in grams per minute:

	NMHC	NOx	CO
Phase 1 - 2011 Ford Raptor	0.021	0.013	0.725
Phase 1 - 2012 Fiat 500	0.075	0.032	0.544
Idling - Ryobi 4-stroke leaf blower	0.077	0.002	1.822
Idling - Echo 2-stroke leaf blower	1.367	0.000	2.043

Here, the overall picture improves only slightly for the leaf blowers. Of note is that NOx is near zero for the lawn equipment. This is logical, as the formation of NOx tracks with combustion temperature, which is lowest at idle. Carbon monoxide output of the lowest-emitting Ryobi leaf blower outstrips that of both door-slamers combined, and the two-stroke Echo in particular still belches out several times more hydrocarbons than the vehicles.

You'd have to drive a Raptor 235 miles — stopping every 505 seconds and doing cold restarts — to emit the same level of hydrocarbons as simply idling the two-stroke leaf blower for less than 10 minutes.

Drive a Raptor. Clean the Air

Remember that crazy-expensive lab equipment that measures exhaust emissions? It also measures the emissions makeup of the ambient air that the vehicles draw in through their intake tracts. This is important because, well, what if your emissions lab was located next to a natural gas vent? Only by measuring what goes into and out of the vehicle and comparing the differences can the vehicle's contribution to emissions be accurately assessed.

Here's why you should care. When the Raptor (and the Fiat) was running Phase 2 of its tests on the dyno, it was cleaning the air of hydrocarbons. Yes, there were actually fewer hydrocarbons in the Raptor's exhaust than in the air it — and we — breathed. In the Raptor's case, the ambient air contained 2.821 ppm of total hydrocarbons, and the amount of total hydrocarbons coming out the Raptor's tailpipe measured 2.639 ppm.

So if you want to go green, ditch the yard equipment and blow leaves using a Raptor.

The manufacturer provided Edmunds the Raptor for the purposes of evaluation.

SEE EDMUNDS PRICING DATA

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CITY OF KIRKLAND
CITY MANAGER'S OFFICE
123 Fifth Avenue, Kirkland, WA 98033
425-587-3000

MEMORANDUM

To: Kurt Triplett, City Manager

From: Diana Hart, Government Affairs Manager
Mikayla Binns, Temporary Special Projects Coordinator

Date: May 7, 2025

Subject: Electric Leaf Blower Initiative Update

RECOMMENDATION:

Staff recommends that the City Council receives an update on the City's Electric Leaf Blower Initiative and provides staff with further direction on next steps.

EXECUTIVE SUMMARY:

- On April 18, 2023, Council adopted the Electric Leaf Blower Initiative through Resolution R-5585, which identifies the following tasks to be completed during the three-year initiative: learning, partnering with others, community education and engagement, creation of financial incentive programs, and drafting an ordinance for Council consideration.
- Staff conducted tasks in 2024 to advance the Initiative, including establishing a gas-powered leaf blower trade-in program, starting a leaf rake pledge program, holding demonstrations and roundtables with various stakeholders, and gathering data from an internal Parks and Public Works pilot program.
- Staff anticipate that converting Parks and Public Works to only electric-powered leaf blowers would require additional FTEs or reductions in levels of service, as completing tasks with electric rather than gas leaf blowers typically take staff between 50-100% as long to complete.
- Notably, with the exception of leaf blowers, the City has increased use of other landscaping equipment, such as chainsaws, to electric-powered because they are more comparable to or offer advantages to their gas-powered counterparts.
- Anticipated state legislation on electric leaf blowers has been delayed beyond 2025.
- For 2025, staff is considering how best to provide local business rebates to assist with the transitioning to electric leaf blowers, similar to the other program for community members, and is also exploring options for inclusion in a future ordinance such as restricting the use of gas blowers by City staff only between Memorial Day and Labor Day (with the exception of tree work and/or storm response) or implementing "electric-only maintenance" at certain parks or in certain multi-family areas.
- Council will have the opportunity to share feedback and request additional information related to the Initiative as staff consider various options for developing a potential ordinance to be presented to Council at the end of 2025.

BACKGROUND:

During the April 18, 2023 Council Meeting,¹ Council adopted Resolution R-5585² authorizing the creation of the Electric Leaf Blower Initiative, with the following goals:

- Sunset the use of gas-powered hand-held and backpack leaf blowers in Kirkland by a target date of December 31, 2025;
- Reduce negative health impacts caused by gas emissions;
- Ensure a responsive transition to electric leaf blowers that reduces the burden and maximizes the potential benefit to Kirkland landscaping businesses and residents;
- Be proactive in anticipation of potential State decisions to sunset gas-powered equipment; and
- Develop mechanisms to effectively improve enforcement of existing City noise regulations (KMC 11.84A.070 and KZC 115.95) on all uses of gas- and electric-powered landscaping equipment to provide relief to residents prior to conversion or technological improvements.

The Initiative takes a three-year phased approach that culminates in an ordinance recommended to be adopted by the Council in the fourth quarter of 2025. An update was provided to Council at its April 16, 2024 Council Meeting³ reporting the efforts of the Initiative's first year.

During the Initiative's first year, the City conducted a pilot program in order to collect data comparing gas blower and electric leaf blower performance throughout the year and across all typical blower uses. Parks tested five models of backpack blowers and two models of handheld blowers. Electric blowers were found to be heavier and less powerful than gas blowers and, although electric blowers operate at a slightly lower decibel level than gas, they generate a higher pitch and must be used for longer periods of time than gas equivalents.

An estimate of the cost to transition to electric blowers was completed in 2023 as well. This evaluation indicated that the cost to transition would result in a doubling to quadrupling of acquisition costs but would have lower operations and maintenance costs. This evaluation was revisited in 2024 and did not significantly change.

Stakeholder engagement in 2023 and early 2024 included two virtual Open Houses for landscaping businesses licensed in Kirkland and an equipment demonstration for Kirkland's Parks crews, supervisors, and managers and those in other local cities. Regional coordination and legislative efforts included hosting a Roundtable and Demo for regional cities, a Roundtable and Demo for regional and state government elected officials and industry representatives, and tracking of any related legislation during the State's legislative session. In December 2023, Representative Amy Walen introduced to the Washington State Legislature HB 2051⁴ related to this issue, but the bill was not adopted.

¹ April 18, 2023, Meeting Materials https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2023/april-18-2023/10b_business.pdf

² Resolution R-5585 <https://docs.cityofkirkland.net/CMWebDrawer/RecordHtml/548298>

³ City Council Meeting Materials April 16, 2024, https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2024/april-16-2024/8h4_other-items-of-business.pdf

⁴ HB 2051 from 2023: <https://app.leg.wa.gov/billsummary?BillNumber=2051&Year=2023&Initiative=false>

DISCUSSION/ANALYSIS:

In 2024, the second year of the Initiative, staff continued community and stakeholder engagement efforts, legislative involvement, and equipment testing. Efforts to engage and educate residential community members proved popular, while the barriers to businesses and City teams fully transitioning from gas to electric blowers identified in 2023 remain. Alternatives to gas blowers beyond electric blowers were explored and the efforts of the Initiative became more broadly tied into the City's wider sustainability goals and efforts.

The "Completed Actions" section of this memo explores completed Initiative actions and new learnings. The "Proposed Actions" section of this memo suggests potential actions for Council to consider as staff prepare to bring forward a draft ordinance at the end of 2025.

Completed Actions

1. Community Engagement

Recycling and Trade-In Events

The City of Kirkland held a trade-in event in May 2024 to help the Kirkland community dispose of their gas-powered leaf blowers in exchange for a voucher toward the purchase of a new electric leaf blower. In May, 44 vouchers were given out, with relinquished gas-powered leaf blowers recycled at a City recycling event the following weekend. Due to community interest, the City hosted a second trade-in event in October 2024, giving out 88 vouchers and recycling the gas-powered leaf blowers exchanged at the event. In total, 132 vouchers have been provided to community members, with 83 redeemed at one of three participating Kirkland businesses as of February 27, 2025. There is continued community interest in future trade-in events.

Leaf Rake Pledge Program

Through engagement with community members, staff identified that leaf rakes may be another alternative to gas-powered leaf blowers for some community members, especially residents with relatively small yards to maintain. Launched in September 2024, the goal of the Leaf Rake Pledge Program is to educate community members about the adverse impacts of gas-powered leaf blowers using an educational quiz. The first 100 people to complete the pledge received a leaf rake.

Completing the pledge also requires the pledge-taker to sign up for both the *This Week in Kirkland* newsletter and the *Kirkland Conserves* newsletter, ensuring that the community member has the tools to stay up to date with further Initiative programs. Staff continues to explore alignment with the City's Storm Water team's goals to educate the community about using rakes to clear storm drains. As of February 27, 2025, 217 people have taken the pledge. The pledge is housed on the City's Electric Leaf Blower Initiative webpage.⁵

City Hall 4 All

The Leaf Rake Pledge Program was launched at the 2024 City Hall 4 All event, where leaf rakes were given away to community members who took the pledge. All 100 rakes were given away

⁵ www.kirklandwa.gov/leafblowers

well before the end of the event. Additional Initiative-related community education and engagement components of City Hall 4 All included an electric leaf blower tennis ball racecourse and a guest from Quiet Clean Kirkland joining the live podcast to speak about electric leaf blowers and leaf rakes.

2. Regional Coordination and Legislative Agenda

In Resolution R-5585, Council expressed interest in pursuing a regional approach to the transition, with the acknowledgement that this collaboration may further advocacy efforts at state and federal levels.

Elected Officials Demo and Roundtable Discussion

In December 2024, the City partnered with Representative Walen to host a second electric equipment demo and roundtable discussion, this time with the goal of further information sharing and review of Representative Walen's new draft bill around leaf blowers to be introduced during the 2025 legislative session. This event provided an opportunity for elected officials, City staff, and landscape industry experts to share ideas and concerns regarding statewide implementation of a gas-powered leaf blower ban in the context of the bill.

In January 2025, Representative Walen decided to delay her bill until a future legislative session, allowing for more time to gather information and to further generate informed, thoughtful approaches to implement the potential ban.

3. Stakeholder Engagement

Landscaper Roundtable Discussion

In Spring 2024, the City held an additional virtual roundtable discussion for Kirkland landscaping businesses, who were invited to share feedback on the transition. The main topics of discussion focused on how the City can best support businesses through the cost of transition as well as the realities of the landscaping industry in our region. These insights were used to develop the draft business rebate program and to inform potential enforcement of a gas blower ban.

Businesses that currently do not utilize electric landscaping equipment identified the value of being able to demo equipment prior to committing to purchasing. As many manufacturers utilize platforms that are not interchangeable with equipment from other manufacturers, identifying a platform that best meets an individual business's needs was seen as a barrier to transitioning. Staff determined that hosting a demonstration event for businesses would be of benefit in combination with any businesses-targeted rebate program that could be developed as part of the Initiative. Staff has identified Fall 2025 as an appropriate target to host a manufacturer demo for local businesses.

4. Internal City Parks and Public Works Pilot Program

The City's Parks and Public Works teams continue to explore the use of electric leaf blowers in the field. As the daily users of the equipment, their insights are particularly valuable as staff prepare to draft an ordinance at the end of 2025. Leaf blowers are versatile tools for City crews and landscapers, used for tasks ranging from cleaning grass clippings to moving wet leaves to clearing debris from sidewalks and roadways. Parks and Public Works crews, supervisors, and

managers provided additional insight into labor and service level implications, technology advancements, environmental considerations, and equity and enforcement concerns.

Labor Implications

Parks and Public Works teams have identified that electric blowers available on the market today take longer to complete tasks than gas-powered blowers. For Parks, completing tasks with electric blowers during heavy uses in the Fall would require an additional 2.5 to 3.0 FTEs when compared to the current staffing needed to complete work using gas-powered blowers. These heavy uses typically take staff twice as long to complete tasks using electric blowers. An alternative would be not to add FTEs but incrementally reduce the service levels. For Public Works, Fall season uses of blowers take approximately 50% more time to complete the same tasks with electric equipment compared to gas-powered blowers. Public Works staff further raise concerns that taking longer to complete jobs would impact the physical wellbeing of the crews in addition to adversely affecting levels of service if they are not combined with increases in staffing.

Future Staffing

The Parks, Recreation, and Open Space plan and the 6 Year CIP both contemplate adding additional active recreation park land and open space acreage. This primarily is accomplished by purchasing new property from willing sellers. If successful, the labor hours needed to maintain new park lands would increase. The City would need to again decide between additional FTEs or lower service levels there is a transition to all electric blowers occurs.

Technology

Staff have not observed significant advances in the cost, power, longevity, or weight of the electric blower equipment since the last update to Council.

Parks staff have raised concerns with investing in new electric equipment that does not meet current needs, as it is relatively expensive and more difficult to repair than gas-powered equipment. Parks staff emphasize that there have been numerous “wins” as they have explored electric equipment as part of this Initiative. One such example is that on trees less than 10 inches in diameter, electric chainsaws reduce risk to an arborist through both the removal of the pull-start tab and the lack of noxious fumes accumulating in the arborist’s bucket, both of which are risks with gas-powered chainsaws. Other equipment where electric is often preferred over gas-powered include electric hedgers and electric weedwhackers. City crews are not inherently opposed to electric equipment but prefer equipment (whether gas or electric) that helps them complete jobs more quickly, efficiently, and safely.

Public Works highlighted that most other electric-powered equipment works well for its crews and that staff has primarily converted to using electric equipment. The blower continues to be the hangup; electric blowers just do not compare to gas blowers in terms of functionality. This demonstrates that there is room for more electrification of City landscaping equipment beyond electric leaf blowers but also shows that the electric leaf blower technology is not improving as quickly as hoped. Increasing the scale and scope of improved electric technology is not likely to be incentivized or prioritized by the new federal administration. At least for the next four years technological advancement is uncertain and will be driven by private sector decision making.

Service Level Implications

If tasks related to cleaning up leaves take twice as long for crews to complete using electric blowers, there will be resulting service level implications if not supported with additional staffing.

Leaving wet leaves on the ground may increase risks from slippery grass and sidewalks or result in grass die-off and unsightly appearance of and damage to lawns and open spaces. In a scenario with only electric leaf blowers, Parks would prioritize leaf cleanups and related tasks to decrease these concerns and instead choose to reduce service levels for other tasks. This necessary adjustment would result in reduced time spent weeding beds, picking up litter, pressure washing, restoring tables and benches, cleaning signs and buildings, and the myriad other ongoing maintenance tasks that keep Kirkland's parks well-kept and inviting. Overall, the result would be the entire park system appearing less "manicured." Parks has tried to transition certain areas from a "manicured" approach to a more "natural" approach requiring less maintenance in the past in part to reduce pesticide use, and the community expressed disappointment at the change. The community has expressed to staff that there is a certain expectation of clean, safe, manicured parks in Kirkland.

Emergency response is another important consideration as staff prepares a draft ordinance for presentation to Council. Parks and Public Works teams need to be properly equipped with backup power and generators to be able to charge electric equipment during power outages. Emergency response may be slowed if crews are relying on electric leaf blowers, as they are less powerful than gas blowers. Maintaining a backup stock of gas leaf blowers is an option but would require regular checks and maintenance to ensure they are in working order for emergencies if they are utilized only in those circumstances. Preparing City teams with the tools and infrastructure necessary to charge electric blowers and other equipment would be vital to emergency preparedness efforts.

Electric Infrastructure Implications

Another factor in a transition to electric equipment is the infrastructure needed to support more electric equipment at the Parks Maintenance Center and Public Works Maintenance Center. A comprehensive evaluation of equipment storage, power needs, installation of additional charging infrastructure, battery recycling, generators, and safety concerns (including battery fire risk) needs to be completed before a transition to electric equipment can successfully occur. Preliminary consideration by the Facilities team has indicated that electrical upgrades would be necessary at the Parks Maintenance Facility to support a full transition to electric landscaping equipment.

Environmental Implications

Crews make efforts to mulch, recycle, or relocate leaves to areas that need to build better soils or require leaf litter cover to be healthy. In the rare cases where equipment does not need to be particularly powerful, such as some of the work that the natural areas crew oversees, staff tend to choose to use electric blowers over gas. City crews demonstrate mindfulness and consideration of sustainability principles when completing work. There is room for increased use of electric leaf blowers as part of this broader effort towards greater sustainability in Kirkland, but this opportunity must be balanced with the consideration of the loss of efficiency that may be experienced with a broader transition to electric leaf blowers.

Upcoming Actions and Options

The upcoming and final year of the Initiative brings opportunities to review the scope, get creative about implementation, and continue to learn more about transitioning to electric leaf blowers. Though Resolution R-5585 states that in 2025 staff should "propose an ordinance for Council consideration sunsetting hand-held and backpack gas-powered equipment city-wide while

continuing City, business, and resident transitions,” the Resolution also states that “[t]he City Manager may propose changes to these milestones based on new information, learnings, and opportunities.” Staff seek feedback from Council as they consider different options for inclusion in the draft ordinance that will be developed later this year. Given the knowledge gathered thus far, many of the potential options considered in this memo explore extending the timeline of the Initiative or deploying an extended term ordinance. This section also presents opportunities for stakeholder and community engagement and general next steps for the Initiative.

Local Business Rebates

In response to engagement with businesses in 2024, staff developed a draft business rebate program with the goal of supporting Kirkland’s landscaping businesses in transitioning to electric leaf blowers. Through this program, businesses could apply for a rebate of up to \$1,300, set to target the up-front cost difference between a gas-powered and electric blower with necessary additional batteries, in return for the purchase of a qualifying piece of equipment.

Staff waited to see if Representative Walen’s bill would pass during the current legislative session before launching the program, as there may have been State rebate programs available for businesses through that legislation. Because the bill has instead been delayed, launching a City rebate program in 2025 using the funding identified for the Initiative to support businesses transitioning to electric equipment may be appropriate.

As the program has limited funding and there are many Kirkland landscaping businesses, staff are also exploring alternative programs to maximize the impact of the funding including partnering with one or a few small landscaping businesses in Kirkland to pilot all-electric work. This type of partnership would enable more ongoing engagement and information sharing with selected businesses to help the City to better understand how using electric equipment affects smaller landscapers.

Stakeholder Engagement – City Parks and Public Works Identified Options

Seasonal or Time of Day Restrictions

If the use of gas leaf blowers is restricted, one option staff is exploring is to initially restrict the use of gas blowers by City staff only between Memorial Day and Labor Day with the exception of tree work and/or storm response. This timeline would align with the existing Herbicide Use Policy that the Parks Teams already follow, restricting chemical pesticide use (with the exception of controlling noxious weeds and/or aggressive stinging insects) between the two holidays in order to minimize human exposure. For Parks, this policy would reduce the use of gas blowers in parks during the season when community members are outside the most frequently. Parks and Public Works shared that if gas blowers are allowed during certain parts of the year, the best times to use them are during the Fall and Spring seasons as this is when the leaves and debris are the heaviest and require the most power to manage. Electric blowers are better able to handle the relatively lighter loads during the months of June through September than they are for the heavy Spring and Fall loads or during winter storm response. A seasonal restriction would allow staff to further learn the benefits and drawbacks of requiring only use of electric leaf blowers as well as give manufacturers more time to improve the electric leaf blowers available in the market.

Parks currently uses blowers from early morning to late evening, which is the full time allowed by the City’s current noise ordinance. Restricting times that blowers are allowed during each day could result in similar impacts as a full transition from gas-powered equipment.

Electric Only Pilot Parks

Another potential path forward could be a pilot of “electric-only maintenance” at certain parks or in certain multi-family areas. Approximately 3,000 homes in Kirkland are adjacent to a City park; the locations of these neighbors could help inform the choice of pilot locations. To keep learning and expanding the use of electric equipment while also extending the timeline of the Initiative if needed, a pilot program of a few areas or parks in Kirkland to be maintained only with electric equipment over the course of a year may be an alternative opportunity to a full transition. The parks or areas chosen could include those located adjacent to homes or otherwise populous areas in order to reduce noise and air pollution for community members, or parks in less popular areas to avoid unnecessary community effects. As additional FTEs may be necessary to pilot certain electric locations in order to prevent reduced service levels elsewhere, staff would identify specific service level impacts or staffing adjustments needed to implement such policies. If a pilot program is utilized, staff will identify metrics for evaluating the pilot that will be used to measure the success and impacts of the pilot.

An important consideration for any ordinance is whether to leave room for caveats and special occasions. There will always be situations where gas equipment may be needed, such as during a power outage or if the electric equipment is being repaired. Allowing room for gas blowers when necessary is vital to maintaining service levels at this time. Maintaining gas-powered equipment for only occasional use will require an intentional program as long periods of no use will have impacts on the operations of the equipment.

Electric Truck Pilot

One option to diversify and strengthen the City’s charging infrastructure is electric trucks; they would enable crews to charge their equipment in the field and serve as large battery reserves. Anecdotal experience shows that charging electric equipment does not drastically drain an electric truck’s battery, and the option of doing so would potentially improve efficiency by increasing the amount of battery power crews can take with them to jobs. Additionally, the sight of an electric truck and a crew using electric equipment would be a strong signal to the community. An electric truck could be purchased to help pilot the use of electric equipment in the field and gather real world data. There are some limitations to electric trucks as well. An electric truck would only be a supplement to regular charging infrastructure and routine, not a replacement. The maintenance centers would need to be outfitted with auto chargers to streamline charging of the trucks and generators would need to provide power to chargers in emergency situations. In addition, current electric truck models may not be large enough to support all needs of Parks and Public Works but may be sufficient to replace lighter duty truck use.

Ergonomic Assessment

If the City transitions to fully electric equipment, Public Works highlighted that additional gear will be required to help support the weight of the equipment. This includes shoulder suspenders and equipment holsters. The best-performing electric blower is the heaviest electric blower, which is noticeably heavier than a gas-powered equivalent. Lighter electric blowers either lack the power or the battery longevity to be a reliable alternative for even lighter blower uses. While reducing exposure to fumes, this heavier equipment places a greater ergonomic burden on staff, which may increase the potential for injury when using electric blowers, while at the same time decreasing efficiency and increasing working hours.

Expand Initiative Scope

Another way of continuing the learning process would be to expand the scope of the Initiative to cover more types of electric landscaping equipment. With feedback from staff being generally positive around electric equipment aside from electric leaf blowers, this could be an opportunity

to increase the City's sustainability efforts while acknowledging that the electric leaf blower continues to lag its gas-powered alternatives.

Community Engagement Strategies

Engagement and education in the community is ongoing. Staff are currently developing a social media campaign meant to educate the public on the many reasons why switching from gas-powered to electric leaf blowers is a good idea. Staff are also developing a program in which community members could receive and display a sign in their yard, declaring it as an "electric-only zone," indicating that only electric equipment is used to maintain it. As planned, the social media campaign and the yard sign program would be released in tandem.

In addition to these new programs, continuation and expansion of the popular leaf rake pledge program and the trade-in voucher program would help continue to involve and educate our community members.

Community Gas-Powered Use Restriction Considerations

As staff evaluate potential considerations for a draft ordinance and in evaluating proposals considered in other jurisdictions, a key consideration is whether to restrict private gas-powered leaf blower use beyond the restrictions that are applied to City crews. For example, private use restrictions could be limited to any potential hour-of-use restrictions in neighborhoods, designation of pilot zones where only electric leaf blowers would be allowed, seasonal restrictions, or other related restrictions. Potential paths forward explored in this memo such as seasonal or geographical restrictions of use could apply to community members as well as City crews. Education of businesses and community members regarding any seasonal or geographic restrictions would be vital to the success of the program, and a phased or delayed implementation of fines for offending use of gas blowers may be appropriate as the community adapts to new rules, if adopted.

Enforcement Proposals

Successful enforcement of any gas-blower restrictions in Kirkland will require a mindful approach. Community members may not be able to tell the difference visually or audibly between an electric or gas blower and may mistakenly report non-offenders to the City's Code Enforcement team. Restricting the use of gas-powered leaf blowers in Kirkland may drive businesses to find clients outside of Kirkland where use is not restricted rather than encouraging their transition to electric equipment.

Many landscapers in the region employ historically disadvantaged and other vulnerable populations. When looking at how to enforce a ban or restriction of gas blowers, the demographic of those affected must also be considered. There may be an outsized impact on lower-income community members, minorities, and small businesses if gas leaf blowers are banned in Kirkland. Compared to their gas-powered counterparts, electric leaf blowers are more expensive to purchase, can be more expensive to repair, and take longer to complete some jobs. These are real financial and logistical burdens for businesses who may not be prepared to transition to electric equipment at the time of a ban or restriction.

One enforcement tool that some cities in California currently use is to fine property owners, rather than offending businesses, for infractions of a gas-powered blower ban. Doing so helps reduce the impact on landscapers themselves and instead incentivizes property owners to hire

landscapers who use electric equipment. Creative ways to enforce a potential ban or restriction could help mitigate adverse impacts on businesses. Given the positive involvement thus far in community engagement efforts, educating community members about the potential ban and encouraging them to hire businesses who use electric equipment may prove more effective than punitive measures against businesses who choose to ignore, cannot afford to comply with, or are not aware of a ban.

Extending Timeline for Proposed Ordinance

Through the first and second year of the Initiative, Staff have learned that electric landscaping equipment technology is improving, but electric leaf blowers continue to lag their gas-powered counterparts which may impact the timeline of a potential ordinance in Kirkland at the end of this year. Though use of electric leaf blowers in some scenarios is appropriate and even preferred, for typical use cases, gas-powered blowers are still more efficient for City crews to use. The ergonomic impacts of the weight of electric leaf blowers negatively affect crew members, though exposure to noxious gases from gas-powered blowers is reduced. Further evaluation of charging infrastructure in City facilities is necessary to support a full transition to electric leaf blowers, and additional FTE would be necessary to avoid service level reductions in the case of a full transition to electric blowers. Staff continue to explore how to balance the needs of City crews and local businesses with the needs for cleaner air and quieter neighborhoods as they draft a potential ordinance. Reducing negative impacts on local businesses is important, particularly given that many landscapers are BIPOC and/or small business owners.

Because the efficiency and weight of electric leaf blowers have not significantly improved during the Initiative, it may be appropriate to explore an extended initiative or deferred ordinance timeline. A deferred timeline would allow more time for possible State action as well as give manufacturers more time to improve the efficiency of electric leaf blowers. An extended timeline would also give businesses more time to transition to electric equipment, thus reducing the potential burden on them. The power and efficiency of the blowers and longevity and weight of batteries could be utilized as some of the metrics to evaluate when electric equipment is sufficient to replace gas-powered equipment for year-round use.

NEXT STEPS:

Staff will present a draft ordinance to Council for consideration at the end of 2025 and are seeking feedback as staff consider different options moving forward. Feedback shared with staff will be incorporated into actions undertaken in 2025 and utilized to develop a draft ordinance for Council's consideration in the future.

ATTACHMENTS:

None.



Chapter 17.101 Leaf Blowers

City Code Chapter

17.101.010 Purpose.

The purpose of this Chapter is to reduce the health impacts of using gasoline leaf blowers.

17.101.020 Definitions.

A. Electric leaf blower means any leaf blower powered by only electric means, including but not limited to battery-powered leaf blowers, cordless rechargeable leaf blowers and corded leaf blowers.

B. Gasoline leaf blower means any leaf blower powered by an internal combustion engine using gasoline, alcohol or other liquid or gaseous fluid.

C. Inclement weather means extreme weather conditions resulting from rain, snow, ice, flood, or other storm that pose a significant risk of injury to persons or property.

D. Leaf blower means any hand-held or backpack device designed or intended to blow, vacuum, or move leaves or any other type of debris or material by generating a concentrated stream of air. Leaf blower includes any device or machine that accepts vacuum attachments.

E. Owner means any of the following:

1. One or more individuals or entities, jointly or severally, in whom is vested: all or part of the legal title to real property; or all or part of the beneficial ownership and right to present use and enjoyment of real property.
2. A mortgagee of real property who is in possession of that property.
3. In the case of a condominium, the board of the association of condominium unit owners responsible for overall management.

17.101.030 Authority.

A. The City Administrator is authorized to administer the provisions of this Chapter.

B. The City Administrator may, upon request, issue written interpretations of how this Chapter applies in general or to specific circumstances.

C. The City Administrator is authorized to adopt, amend, and repeal rules, procedures, and forms to implement the provisions of this Chapter.

17.101.040 Requirements.

- A.** Effective January 1, 2026, no owner may allow the operation of a gasoline leaf blower on the owner's property from January 1 to September 30, except in cases of inclement weather as determined by the City Administrator.
- B.** Effective January 1, 2028, no owner may allow the operation of a gasoline leaf blower on the owner's property.
- C.** No leaf blower may be operated in a manner that deposits dust and debris onto any neighboring parcel, storm drain, public property, or public street except for the purpose of scheduled debris collection by the City.

17.101.050 Extensions.

The City Administrator may grant an extension of time to comply with Section 17.101.040 to an owner who submits documentation that compliance will require the owner to upgrade electric infrastructure. The owner must provide the City Administrator any documentation requested to substantiate the extension or otherwise assist the City Administrator in the extension determination. If the City Administrator learns that an extension was granted based on materially inaccurate submissions, the City Administrator may revoke or modify the extension.

17.101.060 Penalties for Violations.

It is a violation for any owner to fail to comply with this Chapter or to misrepresent any material fact.

- A.** Violations may result in a written notice of violation. The notice will state the date, address and violation and specify any corrective action required to comply with this Chapter.
- B.** A first violation will result in a warning. A second violation may result in a civil penalty of \$250. A third violation may result in a civil penalty of \$500. A fourth or subsequent violation may result in a civil penalty of \$1,000. Each day an owner is in violation is deemed a separate violation.
- C.** Education and outreach on the requirements of Section 17.101.040 will begin in July 2024.

17.101.070 Right of Appeal.

An owner who receives a civil penalty may, within ten business days of the date of the decision or determination, either pay the penalty amount or request an appeal hearing before the Code Hearings Officer in accordance with procedures set forth in Chapter 22.10 of the Portland City Code. The filing of an appeal request will stay the effective date of the penalty until the appeal is determined by the Code Hearings Officer. If payment of the penalty is ordered, the payment must be received by the City Administrator or postmarked within 15 calendar days after the order becomes final.

[Home](#) / [Council Documents](#)

191653

Ordinance

Add Leaf Blowers Code to phase out the use of gasoline leaf blowers to reduce public health impacts (add Code Chapter 8.80)

Passed

The City of Portland ordains:

Section 1. The Council finds:

1. The City has authority to adopt policies to protect and promote public health.
2. Since 2001, the City has regulated the operational hours and noise decibels of all leaf blowers (Ordinance No. 177767).
3. In 2017, Council established a goal to meet 100 percent of community-wide energy needs, including gasoline consumption in equipment, with renewable energy by 2050 to help reduce the public health impacts of climate change, which disproportionately affect vulnerable communities already facing existing socioeconomic and health inequities (Resolution No. 37289).
4. Studies from the Environmental Protection Agency indicate gasoline leaf blowers produce toxic and carcinogenic exhaust emissions that include volatile organic compounds, carbon monoxide, nitrogen oxides, and fine particulate matter, and can pose health risks to the operators and the public, including cardiovascular disease, stroke, respiratory disease, cancer, neurological conditions, premature death, and effects on prenatal development.
5. Gasoline leaf blowers most commonly have two-stroke engines that incompletely combust their fuel, resulting in the emission of benzene and additional carcinogenic substances.
6. The use of gasoline leaf blowers can cause direct harm to people within the vicinity by contributing to localized air pollution, creating excessive noise, and causing other negative health impacts to their operators who disproportionately identify as Latinx or Hispanic.
7. Electric leaf blowers do not emit toxic emissions, reducing harm to operators and other people nearby. Electric leaf blower battery technology is improving but may present technical limitations during the wet leaf season.
8. In response to the considerable negative impacts from gas-powered leaf blowers, over 100 cities across the nation have instituted policies limiting

Introduced by

[Commissioner Carmen Rubio](#)

Bureau

[Planning and Sustainability \(BPS\)](#)

Contact

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Requested Agenda Type

Regular

Date and Time Information

Requested Council Date
March 13, 2024

Changes City Code

or banning them from use.

9. In 2019, Council directed all bureaus to transition from gasoline to electric leaf blowers and committed to convening a work group to explore an equitable community-wide phase out of gas-powered leaf blowers (Resolution No. 37463).
10. From March to October 2022, Commissioner Carmen Rubio and Multnomah County Commissioner Jessica Vega Pederson convened a Leaf Blower Policy Work Group (Work Group) including representatives of Quiet Clean PDX, Micro Enterprise Services of Oregon, Portland Clean Energy Community Benefits Fund, Oregon Landscape Contractors Association, Oregon League of Conservation Voters, plus two landscape contractors, and staff from the Portland Parks Bureau, Portland Bureau of Development Services, Portland Bureau of Planning and Sustainability and the Multnomah County Office of Sustainability.
11. The Work Group recommended a ban on the use of gasoline leaf blowers because the health impacts resulting from dangerous emissions fall disproportionately on hired landscape maintenance workers from communities of color, low-income communities, and other historically marginalized populations.

NOW, THEREFORE, the Council directs:

- A. Title 8 of the City Code is amended by adding Chapter 8.80 Leaf Blowers as shown in Exhibit A.
- B. The Bureau of Planning and Sustainability will coordinate administration and enforcement of this ordinance with the Bureau of Development Services and the Multnomah County Health Department and Office of Sustainability.
- C. The Bureau of Planning and Sustainability will evaluate the technological feasibility of replacing gasoline leaf blowers with electric leaf blowers year-round and recommend any code amendments to Council no later than September 30, 2028.

Documents and Exhibits

 [Exhibit A \(https://www.portland.gov/sites/default/files/council-documents/2024/exhibita_ch8.80_new.pdf\)](https://www.portland.gov/sites/default/files/council-documents/2024/exhibita_ch8.80_new.pdf) 90.88 KB

An ordinance when passed by the Council shall be signed by the Auditor. It shall be carefully filed and preserved in the custody of the Auditor (City Charter Chapter 2 Article 1 Section 2-122)

Passed by Council
March 13, 2024

Auditor of the City of Portland
Simone Rede

Impact Statement

Purpose of Proposed Legislation and Background Information

This project proposes an amendment to add Chapter 8.80 to Title 8 of the Portland City Code to improve public health by transitioning away from using handheld or backpack gasoline leaf blowers to electric leaf blowers on public and private property. Switching from gasoline to electric equipment will benefit our local environment and improve quality of life for workers and neighbors.

Beginning January 1, 2026, the proposed ordinance would prohibit property owners from using, or hiring contractors that use, GLBs between January 1 and September 30 each year. Although electric lawn equipment technology is rapidly advancing, the City recognizes that electric leaf blowers are not yet powerful enough to practically move wet leaves during the winter season. Therefore, from October 1 to December 31, the use of gasoline leaf blowers would still be allowed until 2028. Effective January 1, 2028, gasoline leaf blowers would be prohibited all year.

Financial and Budgetary Impacts

This proposal does not include a budget request for implementation at this time. BPS has existing staff positions to support rulemaking in 2024 and program development with Multnomah County through an Intergovernmental Agreement to cover the costs of implementation. The Parks and Recreation Bureau has a preliminary cost estimate from \$942,532 to \$1,578,352 to electrify backpack gasoline leaf blowers and upgrade electrical infrastructure in compliance with the proposal. The Portland Clean Energy and Community Benefits Fund recommended \$1.6 million to the Parks and Recreation Bureau to make the transition from gasoline backpack leaf blowers to battery powered.

Community Impacts and Community Involvement

Electrification of lawn equipment provides health benefits to leaf blower operators and residents by significantly reducing noise and air pollution. Gasoline leaf blowers produce low frequency noise that can lead to negative health outcomes such as stroke, high blood pressure, heart attack, tinnitus and hearing impairment. The exhaust from gasoline leaf blowers emits air pollutants that pose health risks including stroke, cardiovascular and respiratory disease, cancer, neurological conditions and prenatal development issues.

The negative health consequences resulting from the use of gasoline leaf blowers disproportionately impact operators and landscape maintenance workers from communities of color. With 46% of landscape workers nationally identifying as Latino, the proposal addresses the health, equity and environmental justice impacts experienced by landscape workers of color.

Electric leaf blower technology is improving but some uncertainty about potential cost impacts exists. Electric leaf blower models are cheaper to

operate over time as they require less maintenance and remove the need to purchase fuels. However, the upfront costs of electric leaf blowers are currently higher than gasoline leaf blowers. To address the potential economic impacts on small landscaping businesses, the city will work with Multnomah County to develop incentives to offset costs for small landscaping businesses that would experience a disproportionate hardship.

The proposed complaint system for enforcement can disproportionately impact members of historically marginalized communities. Communities with a history of positive government experiences may be more willing to report – and may disproportionately report members of historically marginalized communities. Outreach and education in the community will be prioritized and the City would design an enforcement system with Multnomah County that considers potential impacts to all communities.

From March to October 2022, the City and Multnomah County convened a leaf blower work group (Work Group) that presented a recommendation to phase out the use and sale of gasoline leaf blowers within Portland. Work Group members included representatives from:

- Electrify Now
- Micro Enterprise Services of Oregon
- Multnomah County Office of Sustainability
- Oregon League of Conservation Voters
- Oregon Landscape Contractors Association
- Portland Clean Energy and Community Benefits Fund
- Portland Noise Control Officer
- Portland Parks and Recreation Bureau
- Precision Landscape
- Storm Landscape
- Quiet Clean PDX

In 2023, the City and Multnomah County reengaged Work Group members, as well as additional stakeholders, including representatives from community-based organizations, businesses, golf courses, and campus institutions. These stakeholders informed key decisions to equitably phase out the use of gasoline leaf blowers.

The Bureau of Planning and Sustainability (BPS) released draft City Code for public comment in January 2024 and received 786 comments. Of the comments submitted, 86 percent were in support of the ordinance, 11 percent were opposed, and 3 percent were unclear. Comments centered around the following issues:

- Move forward the effective date for partial-year prohibition of gasoline leaf blowers (42% of comments)
- Move forward the effective date for full prohibition of gasoline leaf blowers (32%)
- Shorten or eliminate the wet leaf season exception (26%)
- Strengthen enforcement (24%)
- Concerns about cost to businesses (8%)
- Concerns that timeline is too short (4%)

- Environmental concerns related to battery mining, disposal, and added electricity use (2%)

BPS addressed concerns around gasoline leaf blower phase-out schedule, timing and duration of wet leaf season, inclement weather exceptions, and compliance enforcement. Some of the concerns raised are valid but outside of the scope of the City's Title 8 health code. This proposal is based on input from the public, private and non-profit stakeholders, and the original workgroup recommendations.

100% Renewable Goal

This action does not change the City's total energy use. It does increase the City's use of renewable energy by replacing fossil fuels with increasingly cleaner electricity. Gasoline leaf blowers contribute to our community's emission of greenhouse gases by consuming and combusting fossil fuels. Eliminating greenhouse gas emissions from gasoline-powered lawn equipment would support the City's 100 percent community-wide renewable energy by 2050 goal.

Budget Office Financial Impact Analysis

No financial impact to adopt this ordinance. After gasoline leaf blowers are phased out, the plan is that PCEF will pay to electrify backpack gasoline leaf blowers and upgrade related infrastructure in compliance with the proposal.

Agenda Items

210 Time Certain in [March 6, 2024 Council Agenda](https://www.portland.gov/council/agenda/2024/3/6)
(<https://www.portland.gov/council/agenda/2024/3/6>)

Passed to second reading

Passed to second reading March 13, 2024 at 9:30 a.m.

223 Regular Agenda in [March 13, 2024 Council Agenda](https://www.portland.gov/council/agenda/2024/3/13)
(<https://www.portland.gov/council/agenda/2024/3/13>)

Passed

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

RESOLUTION No. 37463

Direct all City bureaus to transition from gas-powered to electric and/or battery-operated leaf blowers (Resolution)

WHEREAS, we are in a climate crisis, with greenhouse gas emissions increasing global warming, droughts, severe storms and cyclones, catastrophic wildfires, rising ocean temperatures, habitat loss, and species extinction; and

WHEREAS, the City of Portland is dedicated to reducing its carbon footprint; and

WHEREAS, the City of Portland is a national leader in green energy, green infrastructure, and environmentally-conscious initiatives; and

WHEREAS, in 1993 Portland was the first city in the United States to adopt a climate action plan, and in 2017 the City of Portland and Multnomah County pledged to transition to 100% clean energy by 2050; and

WHEREAS, in 2017, gasoline accounted for 25% of carbon emissions in Multnomah County; and

WHEREAS, the City is committed to further reducing its greenhouse gas emissions, including by transitioning its fleet of vehicles to electric and hybrid models; and

WHEREAS, gas-powered leaf blowers emit harmful chemicals including carcinogens, other cancer-causing compounds, smog-forming agents, greenhouse gasses, and are known to damage soil health and wildlife ecosystems; and

WHEREAS, gas-powered leaf blowers often produce high levels of noise, and prolonged exposure can contribute to permanent hearing loss; and

WHEREAS, the City is committed to ensuring safe working conditions for its staff, and a healthy, livable community for all residents; and

WHEREAS, the City recognizes that there is alternative landscaping equipment to gas-powered leaf blowers; and

WHEREAS, City bureaus including Portland Parks & Recreation and the Portland Bureau of Transportation have begun transitioning to electric and battery-operated equipment; and

WHEREAS, the City recognizes the harmful environmental and public health effects of gas-powered leaf blowers, and is proud to join cities nationwide in regulating their use; and

NOW THEREFORE, BE IT RESOLVED, City bureaus will transition away from using gas-powered leaf blowers and increase their use of electric and battery-operated models in an effort to better protect public health and the environment; and

BE IT FURTHER RESOLVED, City bureaus will continue to comply with City code 18.10.035, which includes operating restrictions, allowable noise levels, and use in large open spaces; and

BE IT FURTHER RESOLVED, City bureaus that can fully transition to electric and/or battery-operated leaf blowers will do so by January 1, 2021 and will request any necessary new resources in their FY 20-21 requested budgets; and

BE IT FURTHER RESOLVED, City bureaus that use handheld gas-powered leaf blowers will transition that equipment to electric and/or battery-operated models by January 1, 2021; and

BE IT FURTHER RESOLVED, in accordance with the City's Sustainable Procurement Policy, City procurements with effective dates on or after Jan. 1, 2021 that involve leaf blowers shall consider use of electric and/or battery-operated models to be a Baseline Best Practice; and

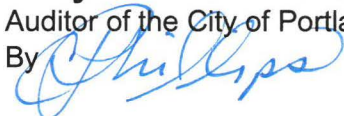
BE IT FURTHER RESOLVED, City bureaus that use backpack-model blowers, shall, as soon as the performance of electric and/or battery-powered models meet their operational needs, transition to battery-operated equipment; and

BE IT FURTHER RESOLVED, City bureaus and City contractors do not, and shall not, blow leaves and other debris onto neighboring properties, or onto sidewalks/into the street except on leaf-collection days in leaf-collection areas, and the City encourages Portland residents to do the same; and

BE IT FURTHER RESOLVED, Portland City Council supports efforts to regulate gas-powered leaf blowers in urban environments and shall convene a working group to consider an equitable city-wide transition to electric and battery-operated leaf blowers.

Adopted by the Council: DEC 05 2019

Commissioner Nick Fish
Prepared by: Asena Lawrence
Date Prepared: Nov. 25, 2019

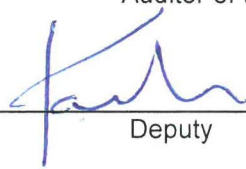
Mary Hull Caballero
Auditor of the City of Portland
By 
Deputy

RESOLUTION NO.

37463

Title

Direct all City bureaus to transition from gas-powered to electric and/or battery-operated leaf blowers (Resolution)

INTRODUCED BY Commissioner/Auditor: Fish	CLERK USE: DATE FILED <u>NOV 25 2019</u>
COMMISSIONER APPROVAL	Mary Hull Caballero Auditor of the City of Portland By:  Deputy ACTION TAKEN:
Mayor—Finance & Administration – Wheeler	
Position 1/Utilities - Fritz	
Position 2/Works - Fish	
Position 3/Affairs - Hardesty	
Position 4/Safety - Eudaly	
BUREAU APPROVAL	
Bureau: Comm Fish Bureau Head: Nick Fish	
Prepared by: Asena Lawrence Date Prepared: 11/25/2019	
Impact Statement Completed ☒ Amends Budget ☐	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes ☐ No ☐	
City Auditor Office Approval: required for Code Ordinances	
City Attorney Approval: required for contract, code, easement, franchise, charter, Comp Plan	
Council Meeting Date: December 4, 2019	

AGENDA
TIME CERTAIN ☒ Start time: 2:00pm Total amount of time needed: 30 minutes (for presentation, testimony and discussion)
CONSENT ☐
REGULAR ☐ Total amount of time needed: _____ (for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	✓	
2. Fish	2. Fish	✓	
3. Hardesty	3. Hardesty	_____	
4. Eudaly	4. Eudaly	✓	
Wheeler	Wheeler	✓	

August 17, 2022

MEMORANDUM

To: Sustainability and Renters' Rights Committee
From: Yolanda Ho, Analyst
Subject: Gas-Powered Leaf Blower Phase Out (Resolution 32064)

On August 19, the Sustainability and Renters' Rights Committee (Committee) will receive a briefing and may vote on [Resolution \(RES\) 32064](#), declaring the City Council's intent to phase out the use of all gas-powered leaf blowers in Seattle.

This memorandum provides: (1) an overview of the environmental and health impacts of leaf blowers; (2) additional background information on leaf blowers, including previous policy efforts, regulations, and an inventory of City-owned leaf blowers; (3) a brief summary of other jurisdictions that regulate the use of gas leaf blowers; (4) a description of RES 32064 and related considerations; and (5) next steps.

Environmental and health impacts

Gas-powered leaf blowers have long been recognized primarily as a noise nuisance. More recently, studies have found that this equipment may also cause adverse health impacts, primarily for landscape workers who operate leaf blowers on a regular basis. At the national level, landscape workers are disproportionately Latino or Hispanic (46 percent in landscape services versus 18 percent in the total workforce).¹

Noise

A 2018 [study](#) for Washington, D.C., compared noise levels and frequency of sound produced by two-stroke gas and electric blowers. Results showed that while gas and electric leaf blowers may be similarly loud (decibels, dB), they produce very different frequencies (hertz, Hz) of sound, with gas blowers producing higher levels of sound at lower frequencies. Lower frequency sound travels through building walls and longer distances, causing gas blowers to be perceived by the human ear as noisier and more disturbing than electric blowers. While the general public is unlikely to experience long-term health impacts caused by gas-powered leaf blower noise, landscape workers could be impacted by permanent hearing damage.

Emissions

Greenhouse gas (GHG) emissions associated with nonroad, mobile sources of emissions, which include equipment used for lawn maintenance, construction, agriculture, etc., are tracked at the county level. These emissions are a relatively minor source in King County, accounting for less than one percent of all transportation-related emissions in the most recent [Puget Sound Clear Air Agency GHG inventory](#) from 2018. As such, gas leaf blowers are not a significant source of GHG emissions in Seattle as compared to vehicles or buildings.

¹ U.S. Bureau of Labor Statistics, 2022.

Emissions from two-stroke gas leaf blowers and similar landscape maintenance equipment consist of hydrocarbons from both burned and unburned fuel that can combine with other gases in the atmosphere to form ozone; carbon monoxide; particulate matter; and other toxic air contaminants in the unburned fuel, including benzene, 1,3-butadiene, acetaldehyde, and formaldehyde. The California Air Resources Board reports that one hour of gas-powered leaf blower use produces roughly the same amount of smog-forming emissions as driving a 2017 Toyota Camry 1,100 miles.² Exposure to high levels of these emissions over time can cause a variety of health issues, including cancer, respiratory problems, and shorter-term symptoms, such as headaches, dizziness, and nausea.

Operating any type of leaf blower lifts particulate matter into the air, which can impact people's health, particularly those who are exposed to it regularly.³ Fine particulate matter (PM_{2.5}) has been found to cause negative cardiovascular and respiratory health effects that can lead to increased mortality. Long-term exposure to PM_{2.5} has also been linked to adverse birth outcomes and cancer.⁴

Previous policy efforts

In 2014, via [Statement of Legislative Intent \(SLI\) 70-1-A-1](#), the Council requested that the Department of Planning and Development (DPD, now the Seattle Department of Construction and Inspections (SDCI)) develop policy recommendations to reduce emissions and noise from gas-powered leaf blowers. DPD provided a [SLI response](#) in September 2014 that recognized the problems associated with gas leaf blowers and offered ideas to modify the City's procurement policies and improve communication between departments and the public. It did not recommend any regulatory changes because electric leaf blowers available at that time were relatively ineffective, and thus could not replace gas-powered models for commercial and institutional use. Further, DPD noted that restricting the use of gas leaf blowers would create potential enforcement and racial equity issues.

The Council followed up on the 2014 SLI response in the 2018 Adopted Budget with [Green Sheet 139-1-A-1](#), which added funding for an ongoing position in SDCI's Code Development team to support a variety of projects, including "completing one of the recommendations from the 2014 response to SLI 70-1-A-1: Leaf Blowers, to convene an inter-departmental team, which would identify and prepare materials to provide best practice information to the public, private landscape companies, manufacturers, and retailers." SDCI ultimately produced a leaf blower [best practices guide](#) to encourage more responsible, courteous use of leaf blowers in Seattle.

² California Air Resources Board, Small Off-Road Engine Fact Sheet, retrieved from

https://ww3.arb.ca.gov/msprog/offroad/sm_en_fs.pdf?_ga=2.250847430.1529378403.1617897063-1852722426.1612224140

³ There have been no studies to date on the impacts of emissions from lawn maintenance equipment on workers or the general public, though the National Institute for Occupational Safety and Health (within the Centers for Disease Control) is conducting a pilot study on workplace hazards experienced by landscapers, groundskeepers, hardscapers, and arborists that may reveal to what extent these emissions impact worker health.

⁴ U.S. Environmental Protection Agency, December 2009, Integrated Science Assessment for Particulate Matter, retrieved from <https://cfpub.epa.gov/ncea/isa/recordisplay.cfm?deid=216546>

As part of 2022 Adopted Budget, the Council included [SLI OSE-003-B-001](#), sponsored by Councilmember Pedersen, requesting that the Office of Sustainability and Environment and Seattle Parks and Recreation (SPR) develop a plan to phase out the use of all gas-powered leaf blowers within the next two years. The SLI response is due on September 2, 2022.

Current Regulations and Enforcement Practices

The City regulates the use of leaf blowers through the [Noise Code](#), which is administered by SDCI. The regulations limit the hours during which noise caused by construction, landscape maintenance, and similar activities can occur.⁵ Currently, normal use of a leaf blower during allowed hours complies with the City's regulations; someone operating a leaf blower outside of these hours is likely to be in violation. Staff may investigate complaints against commercial landscaping companies, but do not engage in complaints between neighbors.

In the 2014 SLI response, DPD reported that they had received on average fewer than four leaf blower noise complaints per year since 2005. SDCI no longer tracks complaints it receives regarding the use of leaf blowers, though they have noted an increase in all types of noise complaints over the past two years, likely due to the fact that more people are at home because of the pandemic and are hearing more noises as a result.

Inventory of City-owned Leaf Blowers

The City currently owns about 418 gas-powered leaf blowers, an increase of 207 since 2014, and 70 electric leaf blowers, an increase of 49 since 2014 (see Table 1). SPR has the most leaf blowers, both gas and electric, which are used to maintain 485 parks and over 6,423 acres of land in SPR's ownership. City departments continue to rely on gas-powered leaf blowers primarily because available electric alternatives continue to be less powerful than gas blowers and have limited battery life (for cordless models).

SPR conducted a pilot project in 2019 to test the use of battery-powered electric blowers. Through this pilot, SPR learned that due to the improvement in technology over the years, these blowers are now powerful enough to work well in dry conditions on hard surfaces. However, the heavy, wet leaf litter in the fall continues to be beyond the capabilities of this equipment, necessitating the use of the more effective gas leaf blowers. SPR has committed to transition to more electric leaf blowers, with a goal of reaching 50 percent leaf blower electrification by 2026.

⁵ Generally, leaf blowers and other landscape maintenance equipment may be used between 7 AM and 7 PM on weekdays, and between 9 AM and 7 PM on weekends and legal holidays. Seattle Municipal Code (SMC) Chapter 25.08 establishes limits on exterior noise levels by zoning category (i.e., residential, commercial, and industrial).

Table 1. Inventory of gas and electric leaf blowers by City department (2014⁶ & 2022⁷)

Seattle City Department	Type	2014	2022	Change
Parks and Recreation	Gas	125	270	145
	Electric	0	30	30
Transportation	Gas	29	76	47
	Electric	0	1	1
City Light	Gas	13	34	21
	Electric	9	13	4
Seattle Center	Gas	12	12	0
	Electric	0	6	6
Fire Department	Gas	9	21	12
	Electric	7	10	3
Public Utilities	Gas	19	5	(14)
	Electric	0	3	3
Finance and Administrative Services	Gas	4	0	(4)
	Electric	5	7	2
Totals	Gas	211	418	207
	Electric	21	70	49

Jurisdictions that Regulate Leaf Blowers

A 2018 committee report to the Council of the District of Columbia stated that over 170 jurisdictions in 31 states have enacted some type of restriction on the use of gas leaf blowers.⁸ The majority of these jurisdictions have imposed other restrictions on time of use during the day/week (similar to Seattle) or seasonal uses of blowers. Over 40 have banned the use of gas leaf blowers as of December 2021.⁹ Most of the jurisdictions that have completely banned the use of gas leaf blowers have relatively dry conditions during the fall when leaf litter is prevalent that allows for the more successful use of the less powerful electric blowers as compared to Seattle's wet weather during this same time.

The following are a few recent examples of jurisdictions that have taken action to prohibit the use of gas-powered leaf blowers. Washington, D.C.'s [Leaf Blower Regulation Amendment Act of 2018](#) went into effect on January 1, 2022. It bans the sale and use of gas-powered leaf blowers within the District of Columbia; violation of this law would result in a fine up to \$500 per occurrence. The Council of the District of Columbia passed the legislation in 2018 and set the later effective date to provide time for City departments, residents, and businesses to phase out use of gas leaf blowers.

⁶ Information included in 2014 Statement of Legislative Intent response.

⁷ Information provided by City Departments.

⁸ Chairman Phil Mendelson, 2018, October 16, Report on Bill 22-234, "Leaf Blower Regulation Amendment Act of 2018," retrieved from <http://chairmanmendelson.com/wp-content/uploads/2018/10/B22-234-Leaf-Blower-Regulation-Amendment-Act-of-2018-CIRCULATION-PACKET.pdf>

⁹ Multnomah County Resolution 2021-094.

The Multnomah County Commission, in partnership with the City of Portland, adopted [Resolution 2021-094](#) in December 2021 stating the County's intent to transition all County-owned leaf blowers to electric models by December 2024. It also commits the County to collaborating with the City of Portland to establish a workgroup that would develop a strategy to equitably phase out the use of all gas leaf blowers in the county. The California State Assembly passed (and the Governor signed into law) [Assembly Bill 1346](#) that will ban the sale of new gas-powered lawn and garden equipment beginning in 2024 and portable generators in 2028. However, it does not ban the use of existing gas-powered lawn and garden equipment. California has set aside \$30 million to support the transition to electric alternatives for landscaping businesses.

It should be noted that enforcement of prohibitions against the use of gas-powered leaf blowers can be difficult and resource-intensive due to the transient nature of leaf blower use. By the time enforcement staff responds to a complaint, the illegal activity may no longer be happening, making it difficult to ascertain if a violation has occurred. This could be addressed by allowing for the submittal of time-stamped photographic or video evidence, as is SDCI's current practice, but this approach would still require staff resources to verify that a violation has taken place. It is not clear to what extent jurisdictions that have leaf blower bans in place actively enforce these provisions.

Resolution 32064 and Related Considerations

RES 32064 is intended to elevate and reinforce the work requested by SLI OSE-003-B-001 by specifying actions departments should take to phase out the use of all gas-powered leaf blowers in Seattle and establishing the following goals:

- By January 2025, or later, if necessary, the City and its contractors will phase out the use of gas-powered leaf blowers; and
- By January 2027, or later, if necessary, institutions located in Seattle, businesses operating in Seattle, and Seattle residents will phase out the use of gas-powered leaf blowers.

To achieve these goals, the resolution requests that various departments take the following actions:

- Departments that use gas-powered leaf blowers are requested to:
 - Evaluate current practices related to the use of leaf blowers and explore options to reduce reliance on leaf blowers generally (e.g., allowing leaves to naturally decompose or using non-motorized methods to remove leaves); and
 - Develop and implement plans to ensure that City facilities and employees are adequately equipped to use electric leaf blowers (i.e., battery charging is available, and staff are properly trained).

- Other requested actions are for:
 - Seattle Public Utilities, SDCI, the Office of Labor Standards, and the Department of Neighborhoods to develop and implement a culturally- and linguistically-appropriate education and outreach strategy to inform City employees, businesses, and the general public about the negative health and environmental impacts of gas-powered leaf blowers and encourages residents to use less polluting and quieter alternatives; and
 - The Department of Finance and Administrative Services and SDCI to develop a proposal to phase out and eventually ban the use of gas-powered leaf blowers in Seattle, which should include consideration of a Racial Equity Toolkit analysis, financial incentives, regulatory changes, and a cost-benefit analysis.

Finally, the resolution includes a request that the Executive provide a proposed work program, timeline, and budget to the Council by December 2, 2022. The resolution also states that City departments could phase out the use of gas-powered leaf blowers at an earlier target date if desired.

Department staff have indicated that they have limited capacity to conduct the work requested by the resolution. Without additional resources, departments would either need to adjust their work plans to accommodate this additional workload, delaying progress on the development and implementation of other City priorities, or forgo working on the proposed phase out plan. The Council could consider adding funding to support this effort during its forthcoming budget deliberations. In the longer term, if the City develops a buyback program or other financial incentives to expedite the transition to electric leaf blowers, more resources will be required.

Next steps

If the Committee votes to recommend adoption of RES 32064, the City Council could consider it as early as September 6.

cc: Esther Handy, Central Staff Director
Aly Pennucci, Deputy Director



Legislation Text

File #: Res 32064, **Version:** 2

CITY OF SEATTLE

RESOLUTION _____

A RESOLUTION declaring the City Council's intent to phase out gas-powered leaf blowers; establishing goals and identifying actions to meet these goals.

WHEREAS, The City of Seattle ("City") has the authority to adopt policies to protect and promote public health, safety, and welfare; and

WHEREAS, in 2021, the City Council ("Council") adopted Statement of Legislative Intent OSE-003-B-001 requesting that City departments develop a plan to phase out the use of gas-powered leaf blowers in Seattle within two years and submit this plan to the Council by September 2, 2022; and

WHEREAS, the Council is seeking to reinforce and elevate this request through this resolution by establishing goals and articulating specific actions the City should take to gradually phase out the use of gas-powered leaf blowers; and

WHEREAS, in 2014, the City's Department of Planning and Development (now the Seattle Department of Construction and Inspections) considered strategies to reduce or eliminate the use of gas-powered leaf blowers in their response to Statement of Legislative Intent SLI 70-1-A-1 and recommended no new regulations or changes to City practices due to the lack of equivalent electric alternatives and other considerations at that time; and

WHEREAS, since then, new data have revealed more of the environmental and public health impacts of gas-powered leaf blowers; electric leaf blowers technology has improved; and other jurisdictions have moved to eliminate the use of gas-powered leaf blowers; and

WHEREAS, gas-powered leaf blowers most commonly have two-stroke internal combustion engines that

File #: Res 32064, **Version:** 2

incompletely combust their fuel, resulting in the emission of toxic and carcinogenic substances, such as carbon monoxide, nitrogen oxides, and volatile organic compounds, which contribute to the formation of ozone, smog, and acid rain; and

WHEREAS, best available data indicate that the use of gas-powered leaf blowers can cause direct harm to people within the vicinity by contributing to localized air pollution, creating excessive noise, and causing other negative health impacts to their operators, who disproportionately identify as Latinx or Hispanic (46 percent) relative to overall workplace demographics (18 percent); and

WHEREAS, operating a leaf blower results in particulate matter lifting into the air, which has been shown to degrade localized air quality by increasing coarse and fine particles by more than 60 percent relative to ambient air, and the smallest particles can remain in the air for up to a week; and

WHEREAS, studies from the United States Environmental Protection Agency (EPA) indicate that fugitive dust (i.e., particulate matter) and exhaust emissions from gas-powered leaf blowers can pose significant health risks to operators and the public, including “cardiovascular disease, stroke, respiratory disease, cancer, neurological conditions, premature death, and effects on prenatal development”; and

WHEREAS, gas-powered leaf blowers with two-stroke engines emit particularly low-frequency sound waves, including ultra-low frequency, which cause the sounds to travel longer distances and more easily penetrate walls and other barriers, magnifying the impacts of nuisance noise; and

WHEREAS, the California Air Resources Board determined that operators of gas-powered leaf blowers may be exposed to an average sound of 88-101.3 decibels (dBs), which exceeds acceptable thresholds set by the World Health Organization, the United States Department of Labor’s Occupational Safety and Health Administration, and Washington State; and

WHEREAS, regular exposure to sound levels higher than 70 dBs can cause hearing damage and loss to operators, and studies have shown that high environmental noise pollution can contribute to the incidence of arterial hypertension, myocardial infarction, tinnitus, and stroke; and

File #: Res 32064, **Version:** 2

WHEREAS, the City's Race and Social Justice Initiative (RSJI) established a Racial Equity Toolkit (2012) analysis process, wherein the City committed to racial equity and justice principles, including prioritizing stakeholder engagement throughout policy development, especially stakeholders who are directly affected by a policy's implementation; and

WHEREAS, in response to the considerable negative impacts from gas-powered leaf blowers, over 100 cities across the nation have instituted policies limiting or banning them from use, and California has passed Assembly Bill 1346, which requires the California Air Resources Board to create a plan to phase out the sale of gas-powered leaf blowers in California by 2024; and

WHEREAS, electric leaf blowers are quieter than gas-powered versions and do not emit low-frequency sound waves or toxic emissions, reducing harm to operators and other people nearby; and

WHEREAS, several City departments continue to use gas-powered leaf blowers, including Seattle Parks and Recreation, the Seattle Department of Transportation, and Seattle City Light; and

WHEREAS, transitioning away from fossil fuel-powered leaf blowers is consistent with the City's electrification plans to phase out the use of fossil fuels for transportation and buildings; and

WHEREAS, while Seattle Parks and Recreation has already committed to transition ten percent of its gas-powered leaf blowers to electric models each year to reach 50 percent leaf blower electrification by 2026, the harms to workers, residents, and the environment and the wider availability of equivalent electric alternatives warrant a faster and more thorough implementation; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE THAT:

Section 1. The City Council recognizes that the use of gas-powered leaf blowers causes significant adverse environmental and health impacts, including noise and air pollution, and establishes the following goals to support an expeditious transition away from their use:

A. By January 2025, or later if necessary, the City and its contractors will phase out the use of gas-powered leaf blowers; and

B. By January 2027, or later if necessary, institutions located in Seattle, businesses operating in Seattle, and Seattle residents will phase out the use of gas-powered leaf blowers.

Section 2. To accomplish the goals in Section 1 of this resolution, the Council requests that City departments (as suggested below) pursue the following actions:

A. Seattle Parks and Recreation, the Department of Finance and Administrative Services (FAS), Seattle City Light, the Seattle Department of Transportation, and other departments as appropriate, are requested to:

1. Evaluate their current practices related to the use of leaf blowers and explore options to reduce reliance on leaf blowers, both gas-powered and electric, either by allowing leaves to naturally decompose or clearing them using non-motorized methods; and

2. Develop and implement plans to ensure that City facilities and employees are adequately equipped with infrastructure and equipment to use electric-powered leaf blowers rather than gas-powered leaf blowers.

B. Seattle Public Utilities, the Seattle Department of Construction and Inspections (SDCI), the Office of Labor Standards, and the Department of Neighborhoods are requested to design a culturally- and linguistically-appropriate education and outreach strategy that informs City employees, businesses, and the general public of the negative health and environmental impacts of gas-powered leaf blowers, and encourages residents to adopt alternatives that are safer, quieter, and more environmentally friendly.

C. FAS, SDCI, and other departments, as appropriate, are requested to develop a proposal that would phase out and ban the use of gas-powered leaf blowers within Seattle. The proposal should include, but not be limited to, the following:

1. A Racial Equity Toolkit analysis to identify benefits or burdens of the proposal and gather feedback from key stakeholders, such as landscaping businesses that operate in Seattle;

2. Whether the City should offer incentives, such as a buyback program or rebates, to landscaping businesses that operate in Seattle and low-income Seattle residents;

File #: Res 32064, **Version:** 2

3. What regulatory mechanism (e.g., amendment to the Noise Code) is most appropriate to support enforcement of the ban; and

4. The potential benefits and reasonably quantifiable net costs (if any) to the City of implementation and enforcement of the actions requested by this resolution.

Section 3. The Council requests that the Executive provide to the City Council's Sustainability & Renters' Rights Committee or other committee as appropriate by December 2, 2022, a proposed work program, timeline, and budget to achieve the goals of this resolution.

Section 4. Nothing in this resolution should be construed to preclude or impede the City's ability to more quickly phase out gas-powered leaf blowers.

Adopted by the City Council the _____ day of _____, 2022, and signed by me in open session in authentication of its adoption this _____ day of _____, 2022.

President _____ of the City Council

Filed by me this _____ day of _____, 2022.

_____, City Clerk

(Seal)

Ryan Osada

From: Jessica Rossman
Sent: Monday, October 20, 2025 12:09 PM
To: Jeff Swanson; Jennifer Robertson; Randy Reeves; Ryan Osada; Dawn Nations
Cc: Mac Johnston
Subject: Fw: Leaf Blowers

Chronology of leaf blower directions below, for use in preparing meeting materials.

MAC — Including you for one-way FYI as the author of the most recent email on this subject. Please do not reply.

From: Jessica Rossman <jrossman@medina-wa.gov>
Sent: Tuesday, May 20, 2025 3:52 PM
To: Jeff Swanson <JSwanson@medina-wa.gov>
Cc: Jennifer Robertson <jrobertson@insleebest.com>
Subject: Leaf Blowers

Hi Jeff, Thanks for the chat yesterday.

And hi Jennifer, I'm adding you because I realized that you joined Medina after a lot of the leaf blower conversation had already taken place, and I don't know how much of this background you have.

This is my effort to figure out how to re-establish some continuity in the city's efforts to manage leaf blower impacts, and how to make sure there are no surprises in the conversation when next Council next discusses the issues. Per my conversation with Jeff, I'm trying to provide some of the relevant documents & background, especially the Resolution, to give context to my questions.

Before the Council adopted the resolution, we had a lot of discussion about the need for public education. Council directed an education and outreach plan in fall

2022: <https://mccmeetings.blob.core.usgovcloudapi.net/medinawa-pubu/MEET-Minutes-e2e231fc1037486fb16479552ef4e7d0.pdf>

MEDINA, WASHINGTON

MEDINA, WASHINGTON MEDINA CITY COUNCIL REGULAR MEETING Hybrid - Virtual/In-Person Monday, November 14, 2022 – 5:00 PM MINUTES 1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

mccmeetings.blob.core.usgovcloudapi.net

Then, we talked about what that would look like:

<https://mccmeetings.blob.core.usgovcloudapi.net/medinawa-pubu/MEET-Packet-240002469a564385b2b24e74d15c9a5a.pdf>

We got as far as staff reporting development of a webpage. Here is a summary from the 4/10/23 in the City Manager Report:

"Gas-Powered Leaf Blower Education Plan – City staff has created an education and resource page on the city's website. This page includes an introduction to what Medina is looking into, FAQ's, and links to other cities that have banned or are considering a ban on gas-powered leaf blowers. This is part of the education and outreach regarding gas-powered leaf blowers that the Council directed to staff. City staff will be holding an Open House at City Hall on May 11, 2023, from 5pm to 6:30pm. Staff is working on a survey that will go out city wide to get feedback regarding resident opinion about gas-powered leaf blower restrictions."

Source: <https://mccmeetings.blob.core.usgovcloudapi.net/medinawa-pubu/MEET-Packet-5d727abd42f94986b4708c4699a4e86e.pdf>

Then, the city also moved forward with other things: an open house, a survey, eventually Resolution 435 (which was discussed in summer 2023 and passed on consent at 9/11/2023 meeting). Here's a link to the resolution.

<https://library.municode.com/wa/medina/munidocs/munidocs?nodeId=62391af19819a>

Municode Library

MunicodeNEXT, the industry's leading search application with over 3,300 codes and growing!

library.municode.com

Which brings me to my present day concern: there's a desire to move forward with an ordinance along the lines of the phase-out specified in the Resolution. I had thought the outreach, education and info efforts were intended to be ongoing — to be of service to the community, provide objective information, help reduce issues & conflict, and keep residents up to date on any additional conversations the Council has on the subject. And also to make sure the City moved step-by-step toward the phase-out date in the Resolution in a transparent way. However, as far as I can tell, none of the City's education/outreach/update work on this issue has been ongoing. I can't find anything by searching the city website for "gas" or "lawn" or "blower". I can't find (and don't remember) any formal reporting on the City's efforts to implement Resolution 435, or anywhere that's being tracked.

There's a really long history and a lot of city work on this subject that I'm truncating here. Yet tracing just this much has taken me at least an hour — and that's despite having a pretty good memory of what happened.

In fact, the city's efforts to grapple with the health & noise impacts of leaf blowers started back when Sauerwein was Manager. He led a community forum to hear concerns on both sides that turned out to be an interesting conversation in which different viewpoints heard each other more than usual and engaged with each other's concerns (I think the recording was posted on the website for a while). If I recall correctly, the forum was online in June 2021 and he did a presentation to Council the following

Fall. Then Sauerwein left, and there was a pause, and eventually we picked back up with Burns about a year later in 2022.

I'm raising this well in advance of future discussions on potential leaf blower regulation because it's going to be important to me to be able to ask about it in those future meetings.

Happy to discuss.

Thank you,
Jessica

Jessica L. Rossman
Mayor, Medina City Council
JRossman@medina-wa.gov
(M) 206-321-0603

- 9.5 Gas-Powered Leaf Blowers Follow-Up Brief
Recommendation: Discussion and direction.
Staff Contact: Stephen R. Burns, City Manager

City Manager Steve Burns gave a presentation on research staff did on gas-powered leaf blowers. Council discussed, asked questions, and staff responded.

ACTION: By Consensus, Council directed staff to move forward with the following action items:

Plan 1 - Public awareness, education, outreach and input specific to the current noise code.

Plan 2 - Draft a plan for outreach education specific to gas-powered leaf blowers



MEDINA, WASHINGTON

AGENDA BILL

Monday, January 9, 2023

Subject: Gas-Powered Leaf Blower Education and Outreach Plan

Category: City Council Business

Staff Contact: Stephen R. Burns, City Manager

Summary

At the November 14, 2022, Medina City Council Meeting, Council directed staff to move forward with the following action items:

Item 1 - Public awareness, education, outreach and input specific to the current noise code.

Item 2 - Draft a plan for outreach education specific to gas-powered leaf blowers

City Staff is bringing forward the following proposal as a starting point to gather information and feedback from the community to determine the level of interest in restricting or banning gas-powered leaf blowers. Staff would like further recommendations or suggestions from Council prior to moving forward on this plan.

1. The “Public Awareness Plan” will use the following resources to remind our residents of the current noise ordinance:
 - a. Newsletter – recently the noise ordinance reminder was sent out in the December 2022 newsletter.
 - b. Social Media Outlets – ongoing.
 - c. Postcards – first quarter of 2023
 - d. Open House – tentatively set for Thursday, March 16, 2023, from 5:30pm to 7pm.
2. Use “**Engage Medina Platform**” to have items that include background from the last community forum, key dates, upcoming meetings, and events.
3. Outreach and Education Plan for Gas-Powered Leaf Blowers:
 - a. Survey – Anticipate sending out the first part of February 2023
 - i. Survey key stakeholders (Multiple languages – English, Chinese, Spanish and Russian):
 1. Residents
 2. Landscaping companies that serve Medina

- ii. Send postcard with QR code link to survey.
 - iii. A-frame boards with QR code.
 - iv. Flyers at City Hall, Parks, and Post Office.
- 4. Possible Survey Questions:
 - a. Should the city put a ban on all leaf blowers (gas, battery, electric)?
 - b. Should the city put a ban on only gas-powered leaf blowers?
 - c. Should the city ban the following:
 - i. Commercial use gas-powered leaf blowers.
 - ii. Residential use gas-powered leaf blowers.
 - iii. Or both a and b
 - d. Should the city further restrict hours of operation? (Currently landscaping noise is only permissible weekdays from 7am to 7pm, Saturday from 9am to 5pm, and Sundays/holidays it is not allowed.)
 - i. Yes
 - ii. No
 - iii. Other input/ideas (allow for a suggestion box).
- 5. Hold an Open House on March 16, 2023, from 5:30pm to 7pm to educate residents about current noise ordinances and gather feedback about banning or restricting hours of operation for gas-powered leaf blowers.
- 6. Presentation to Council with feedback from Survey and Open House at the April 10, 2023 City Council Meeting.
 - a. At the April 10 City Council meeting, Council should expect to provide further direction to staff based on input from the survey.
- 7. The creation of Frequently Asked Questions page on the City Webpage - FAQs with the following:
 - a. What is happening?
 - b. Why is it happening?
 - c. When is it happening?
 - d. Who does this apply to?
 - e. Are other cities banning gas-powered leaf blowers?
 - f. Is the state or county planning to ban gas-powered leaf blowers?
 - g. What is the current noise ordinance?
 - h. What are the risks of banning gas-powered leaf blowers?
 - i. What are the benefits of banning gas-powered leaf blowers?
 - j. What are the differences between gas, electric, and battery-powered leaf blowers?

Attachment(s)

Budget/Fiscal Impact: Postcard and mailings for survey and open house - \$2,000. Central Services 2023 budget can accommodate this expense.

Recommendation: Council discussion and direction.

City Manager Approval: 

Proposed Council Motion: N/A

Time Estimate: 20 minutes



Seasonal Blower Use Policy

April through September (Spring Summer Months):

- The Public Works Department will not use gas-powered blowers during this period.
- Battery-powered blowers will serve as the standard equipment for all operations.

October through March (Fall Winter Months):

- Gas-powered blowers may be used as the primary equipment due to wet conditions, heavy leaf accumulation, and reduced performance of battery-powered units.
- Battery-powered blowers may still be used for light-duty work or in noise/air-quality sensitive areas when conditions allow.

COMMERCIAL BATTERY VS GAS LEAF BLOWERS

Model:	Stihl BRA 600	\$1,069.99 ea	RedMax EBZ8500	\$669.99
Battery		\$481.99 ea		Gas
Charger		\$192.99 ea		
Sound Rating		64 dba		113 dba
Air Volume		253 mph w/nozzle		220 mph
Air Flow		883 cfm		1,000 cfm
Blowing Force		34 newtons		47 newtons
Runtime		17 min (two batteries)		80-90 min
Weight		32 lbs		25.5 lbs
Charging Time		40 min / 55 min		refuel

**Manufacturers use different testing standards and practices for their results. This makes comparisons confusing and potentially misleading. Based on Blowing Force (newtons) the data suggests a 33% efficiency loss. This could be conservative due to the power curve of battery and real-world performance.*

When deciding between gas-powered and battery-powered leaf blowers, there are several factors to consider. Noise, power, convenience, environmental impact, and the type of work required. Both types have strengths and weaknesses that make them better suited for the end users.

Gas Leaf Blowers:

Gas blowers have long been the industry standard for professionals and those with large properties. They offer superior power, longer runtime, and greater versatility for heavy-duty tasks like moving wet leaves, sticks, and debris over large areas. Their ability to run continuously, refuel quickly, and handle tough conditions makes them a favorite for commercial landscapers. However, gas blowers are loud, heavy, require regular maintenance, produce emissions, and can frustrate users with hard starts (pull cords, choke, etc.). They are increasingly facing restrictions in cities focused on noise and pollution reduction.

Battery Leaf Blowers:

Battery-powered blowers have advanced significantly in recent years. For homeowners with small to mid-sized yards, they're often the better choice. They are quieter, lighter, easier to start, produce no emissions during operation, and require almost no maintenance. Modern lithium-ion batteries deliver adequate power for most residential needs, though runtime is limited by battery capacity. Swapping batteries or waiting for recharge can interrupt work on larger properties. While not yet matching gas in brute force, high-end battery models can rival some gas blowers for typical yard cleanup.

DISCUSSION TOPICS:

Noise

Performance

Productivity / Efficiency

Emissions

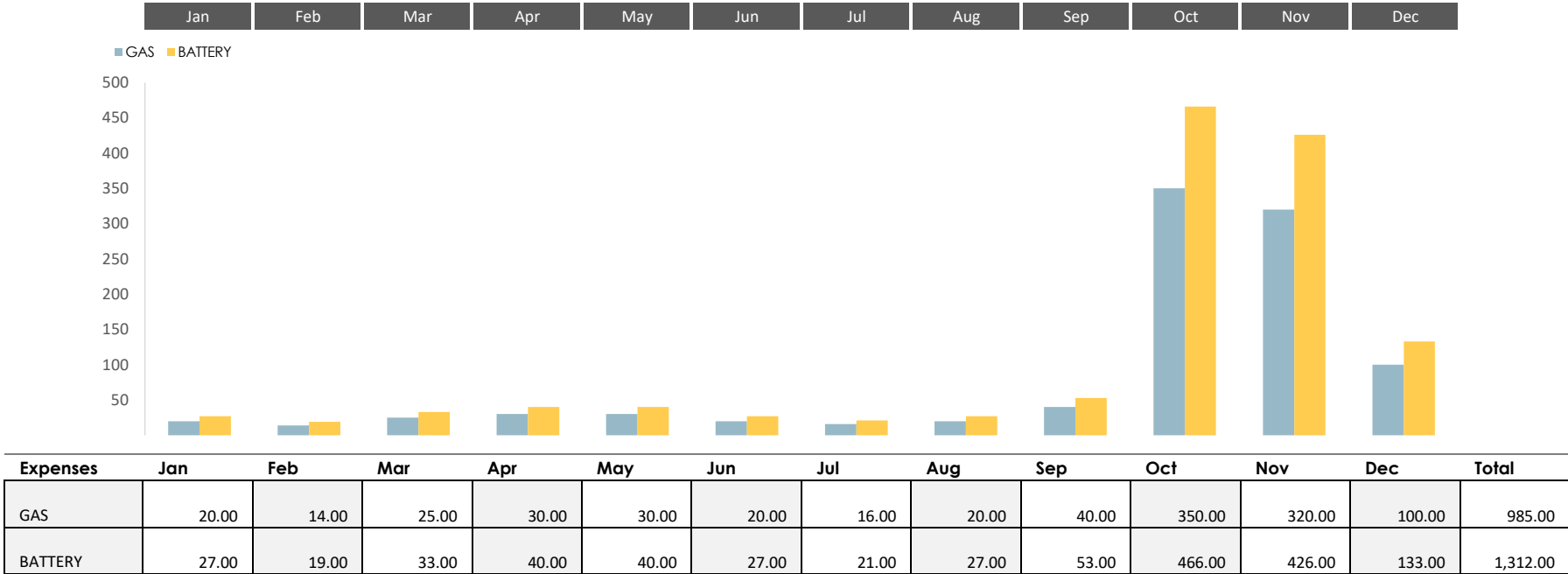
Upfront Cost

Ongoing Cost (fuel, power, maintenance)

Weight / Vibration

Enforcement

ESTIMATED GAS VS BATTERY HOURS



*based on blowing force (newtons) the assumption is a 33% efficiency loss.

Scenario 1:

Assuming gas and battery blowers are equal in terms of performance. What is the cost difference? (based on 985 hours per year)

Gas Blower	\$699.99
Fuel 173 gallons (\$4.00g)	\$692.00
Maintenance	\$150.00
Total	\$1,541.99

Battery Blower	\$1,069.99
Batteries 8 each	\$3,855.92
Fast Chargers 6 each	\$1,157.94
Gas Generator to Charge Batteries in the field	\$4,499.00
Fuel 784 gallons (\$4.00g)	\$3,136.00
Generator Maintenance	\$150.00
Total	\$13,868.85



Ultra Quiet EU7000iS 7000-Watt Electric Start Gasoline Powered Inverter Generator

Limit 10 per order
\$4,499⁰⁰ [Top](#)

Honda ★★★★★ (6) [Heart](#)

Product Details **Specifications** Questions & Answers Customer Reviews

CO Shutoff Capable	Yes	Color Family	Red
Engine Displacement (cc)	389	Engine Make	Honda Engine
Features	Auto Idle Control, Automatic Voltage Regulation, Built-in Fuel Gauge, Built-in Hour Meter, CO Shutoff, Electric Start, Extended Handles, Fuel Gauge, Hour Meter, Low Oil Shutdown, On Indicator Light, On/Off Switch, Overload Protection, Replaceable Battery	Fuel Tank Capacity (gal.)	5.1 gal
Fuel Technology	Single Fuel	Full load fuel consumption (gallons/hour)	.8
Generator Voltage	120/240	Half-Load Run Time (Hours)	8
Horsepower (hp)	11.7 hp	Included	Battery, Wheel Kit
Number of Receptacles	6	Operational Volume (dB)	58
Outlet Type	120/240 Single Phase	Power/Fuel Type	Gasoline
Product Weight (lb.)	261 lb	Returnable	7-Day
Running Wattage	5500	Start Type	Electric Switch, Push Button, Recoil Start
Starting Wattage	7000	Suggested Uses	Bench Tools, Halogen Work Light, Large Appliances, Lights, Mobile Devices, Power

Scenario 2:

Operational change for Battery Leaf Blower use. Field blowing tasks would be limited to 1 hour intervals plus 1 hour of charging time. Charging would be performed at the Public Works Facility or where power outlets are available.

Battery Blower	\$1,069.99
Batteries 6 each (.337 kwh)	\$2,891.94
Fast Chargers 6 each	\$1,157.94
Electricity Cost (\$0.14 kwh)	\$164.01
Total	\$5,283.88

Ryan Osada

From: Steve Burns
Sent: Friday, July 7, 2023 8:41 AM
To: Council
Subject: Gas-Powered Leaf Blower Brief
Attachments: Gas-Powered Leaf Blower Brief - Open House and Survey Results.docx; Leaf Blower Written Comments.pdf; Leaf Blower Open House Comment Cards.pdf; Seattle Resolution Leaf Blowers.pdf; Kirkland Resolution Leaf Blower.pdf

Mayor and Councilmembers –

I wanted to provide you with the Gas-Powered Leaf Blower Brief that will be covered during City Business at the Monday, July 10, 2023, Medina Council Meeting.

I have included copies of the comment cards from the open house, citizen comments received by staff, and the resolutions passed by Seattle and Kirkland.

This information will be included in the Council Packet.

If you have any questions or comments, please let me know.

Steve

Stephen R. Burns
 City Manager - City of Medina
 501 Evergreen Point Road
 Medina, WA 98039
 Office (425) 233-6412
 Cell (206) 510-7942
sburns@medina-wa.gov



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CITY OF MEDINA

501 EVERGREEN POINT ROAD | PO BOX 144 | MEDINA WA 98039-0144
TELEPHONE 425-233-6400 | www.medina-wa.gov

Date: July 3, 2023

To: Honorable Mayor and City Council

From: Stephen R. Burns, City Manager

Subject: Gas-Powered Leaf Blower

The Medina City Council provided City Staff with direction to provide residents with educational material regarding the hazards of gas-powered leaf blowers while soliciting feedback from residents about possible restrictions on gas-powered leaf blowers. This brief is an update to the Council regarding this topic.

CITY STAFF ACTIONS

Education

In March 2023, City Staff created an education page on Engage Medina to provide information to residents about the hazards of gas-powered leaf blowers. The page is located at <https://engagemedina.com/gas-powered-leaf-blowers>.

Open House

The City hosted an Open House on Thursday, May 11, 2023, to solicit feedback from residents and professional landscapers about possible restrictions for gas-powered leaf blowers. Over 15 people showed up and spoke to staff about their concerns. Most filled out comment cards which are included at the end of this brief.

Written Feedback/Input

During this process, City staff received several written recommendations and comments from residents and businesses. These have been included in this report.

Survey

A citywide survey was sent out in June to solicit additional feedback from residents regarding gas-powered leaf blowers. The survey was sent out both electronically and through the United States Postal Service.

With sincere appreciation to Councilmember Gokul for her help in putting together the survey, the questions that were asked include:

1. Gas-powered leaf blowers cause both noise and air pollution. What aspect of leaf blowers most concerns you?
 - a. Noise
 - b. Pollution
 - c. Nothing
 - d. Other, please specify.
2. If you had to select a gas-powered or electric leaf blower, what would you pick?
 - a. Gas-Powered
 - b. Electric
 - c. None
3. Medina Municipal Code reads that “professional yard maintenance and landscaping may take place only between 7:00 a.m. and 7:00 p.m. on weekdays. On Saturdays, professional yard maintenance and landscaping may occur between 9:00 a.m. and 5:00 p.m. No such work is allowed on Sundays or legal holidays.”

Do you find the code to be effective?

- a. Yes
 - b. No
 - c. If no, why?
4. Would you favor further restrictions on hours of operation for leaf blowers?
 - a. Yes
 - b. No

Gas-Powered Leaf Blowers Survey Results

231 mailed in postcards received.

1. Gas-powered leaf blowers cause both noise and air pollution. What aspect of leaf blowers most concerns you?

Noise	Pollution	Nothing	Other
122	70	67	Length of time they blow. Frequency. Health hazard. What professional landscapers rely on. Blows away debris – Not picked up and removed. Hours and duration.

2. If you had to select a gas-powered or electric leaf blower, what would you pick?

Gas-Powered	Electric	None
54	142	17

3. Medina Municipal Code reads that “professional yard maintenance and landscaping may take place only between 7:00 a.m. and 7:00 p.m. on weekdays. On Saturdays, professional yard maintenance and landscaping may occur between 9:00 a.m. and 5:00 p.m. No such work is allowed on Sundays or legal holidays.”

Do you find the code to be effective?

Yes	No	If no, why?
127	81	Yard work and construction takes place 7 days a week. Should be no noise on Saturdays. Yard work on holidays. Work is done on Sundays. Could we amend to only allow quiet work before 8 AM? People don't follow the code. Code should also apply to homeowners. Too much noise. Why can't professional yard works use a brush or rake? Too much noise. Minimize hours of use. Not enforced. People don't know about it.

		No enforcement mechanism other than calling the police. 7 AM is too early. Never on Sunday. Window is too long. Commercial should be limited to weekdays. Too early for gas blowers. No Sundays is remnant on the past. Some work longer. Golf course maintenance begins at 6 AM. No enforcement. People violate it. Could shorten hours. Needs enforcement on weekends. Ignored by landscapers.
--	--	---

4. Would you favor further restrictions on hours of operation for leaf blowers?

Yes	No
104	96

Additional comments:

- Please enforce decibel code.
- Favor banning leaf blowers.
- There should be no noise on Saturdays.
- Sunday ban harms Medina residents.
- Impacts climate change.
- Ban on Saturdays too.
- Limit noise 9:00 am to 5 pm six days a week.
- Wait a couple of years for electric to improve – not yet as capable as gas.
- Add weed whacker.
- Change code from 7 AM to 8 AM.
- Any work with noisy machines should be between 9 AM and 5 PM, not on weekends.
- Sundays are noisy with homeowners using gas blowers.
- Only favor restriction on hours if against the homeowners, not the contractors.
- There should be strict enforcement 8 AM – 5 PM except Sun and holidays.
- Gas-powered for landscapers and electric for homeowners.
- Ban blowing into the street.
- Isn't it a hardship for landscapers to require them to buy new equipment?
- Yard crews keep our neighborhoods beautiful. We should not make their jobs harder.
- 7:00 am is too early. 8:00 am is more tolerable.
- Medina homeowners should have the right to work on their yards on Sunday.
- Focus attention on other matters.

- End hours during the week by 6 PM.
- Maintenance professionals need gas blowers.

NOTE: Council can review each individual survey response at City Hall, if requested.

COUNCIL OPTIONS

There are several options for Council to consider on gas-powered leaf blowers. Below are a few options to consider:

Option 1: Council could not act and wait until either King County or the State of Washington pass legislation banning gas-powered leaf blowers.

Option 2: Council could refer to the Planning Commission by providing specific guidance to review and provide recommendations regarding gas-powered leaf blowers.

Option 3: Council could direct staff to prepare a resolution like other jurisdictions which could include the following items:

- Recommend or require Medina City Public Works to replace gas-powered leaf blowers with electric or battery operated within a time period or when phasing out old equipment.
- Encourage residents and businesses to voluntarily replace gas-powered equipment with electric or battery operated.

Option 4: Council could reduce the hours of leaf blower use through updating the code.

Option 5: Council could pass an ordinance to ban gas-powered leaf blowers.

Existing Medina Code Sections

As a reference, the current MMC language regarding landscaping hours for professional and residential use.

8.06.160. - Work hours for commercial construction and development activities and professional yard maintenance and landscaping.

- A. *General.* Commercial construction and development activities and professional yard maintenance and landscaping may take place only between 7:00 a.m. and 7:00 p.m. on weekdays. On Saturdays, commercial construction and development activities may occur between 8:00 a.m. and 5:00 p.m. and professional yard maintenance and landscaping may occur between 9:00 a.m. and 5:00 p.m. No such work is allowed on Sundays or legal holidays set forth in RCW 1.16.050(1).

8.06.140. - Exemptions—Sounds exempt during daylight hours.

The following sounds are exempt from this chapter between 7:00 a.m. and 10:00 p.m. on weekdays, and between 9:00 a.m. and 10:00 p.m. on weekends, unless different hours are specified:

- A. Sounds created by bells, chimes, or carillons not operating for more than five minutes during any one-hour time frame;
- B. Sounds created by blasting, provided their operations are between 8:00 a.m. and 4:30 p.m. on weekdays, and between 9:00 a.m. and 2:00 p.m. on Saturday.
- C. Sounds originating from lawful pickets, marches, parades, rallies, and other similar public events.
- D. Sounds created by powered equipment when used by a resident or by the Overlake Golf and Country Club for the temporary or periodic maintenance or repair of their property or its appurtenances, including lawnmowers, leaf blowers, powered hand tools, and snow-removal equipment, provided such use is between 7:00 a.m. and 7:00 p.m. on weekdays and between 9:00 a.m. and 7:00 p.m. on weekends.
- E. Sounds originating from the required testing of emergency equipment such as generators.

Attachments:

- 1. Open House Comment Cards
- 2. Written feedback, input, and comments
- 3. Gas-powered Leaf Blower Resolutions from the City of Seattle and the City of Kirkland



Comment Card: Gas-Powered Leaf Blowers

NAME: Cathy Bauler DATE: 5/11/2023

Email: oakleafproductions@msn.com

Comments: _____

Buy a rake!!!!
Seriously, it's so loud all day
every week day.

Resident:

Yes ☒ No ☐

Landscaper:

Yes ☐ No ☒

Company Name: _____

Contact: _____



Comment Card: Gas-Powered Leaf Blowers

NAME: Steven Breyer DATE: 5/11/2023

Email steven_breyer@hotmail.com

Comments: First step should be for Medina Public
Works to switch to electric, including mowers.
Should have a total ban on all equipment that
phases in over 3-5 years to allow residents
and landscape companies to more easily transition.
Should provide report to Council + Residents on

Resident:

Yes ☒ No ☐

Landscape:

Yes ☐ No ☒

Company Name: _____

Contact: _____

expected incremental costs.

Perhaps provide charging facility that gardeners can use for their equipment (with sign-up to avoid extra traffic) - at Medina Parks Maintenance Facility. Ensure

that Medina Nursery, Chevron, and Overlake (and any other businesses) are included in any restrictions.



Contact: _____

Saturdays - loss of enjoyment of a weekend day outside with listening to blowers.



Comment Card: Gas-Powered Leaf Blowers

NAME: MICHAEL HIGGINS DATE: _____

Email: MHIGGINS2003@MSN.COM

Comments: I WOULD LIKE TO SEE GAS
BLOWERS EITHER ELIMINATED
OR EXTREMELY RESTRICTED

Resident:

Yes ☒ No ☐

Landscaper:

Yes ☐ No ☒

Company Name: _____

Contact: 425 450 4045



Comment Card: Gas-Powered Leaf Blowers

NAME: Ching-Pi Wang DATE: May 11, 2023

Email: chatcolet@gmail.com

Comments: Request an exemption for home-
owner use of gas-powered blowers.

Homeowner to use during reasonable
work hours. Any future resolution, code,
ordinance should allow for homeowner
use.

Resident:

Yes ☒ No ☐

Landscaper:

Yes ☐ No ☒

Company Name: _____

Contact: _____



Comment Card: Gas-Powered Leaf Blowers

NAME: Daniel Lipkie DATE: 5/11/23

Email: daniel.lipkie@outlook.com

Comments: Gas-No Electric yes- We have
landscapers that use electric- but multiple
neighbors that don't. The sound & smell are
the reasons we prefer electric

Resident:

Yes ☒ No ☐

Landscaper: ~~Britscope~~ ~~Britscope~~ ~~Britscope~~

Yes ☒ No ☒ NO

Company Name: Britscope

Contact: _____



Comment Card: Gas-Powered Leaf Blowers

NAME: Roberta Goodnow DATE: 5/11/23

Email roberta.goodnow@outlook.com

Comments: I realize homeowners need to have their
yards maintained, however, the gas-powered
blowers are so loud! I would like to be able to
walk without hearing the gas-powered ones.

Every Friday, I hear a gas-powered blower nearby
our home for a couple hours & I'm inside our house --
we move our activities to the other side of our house
indoors during that time.

Resident:

Yes ☒ No ☐

Landscaper:

Yes ☐ No ☒

Company Name: _____

Contact: _____

Steve Burns

Subject: FW: Gas Blowers

From: Alex Morcos <alexmorcos@hotmail.com>

Sent: Tuesday, May 16, 2023 10:42 AM

To: Aimee Kellerman <akellerman@medina-wa.gov>

Cc: Steve Burns <Sburns@medina-wa.gov>; Steve Wilcox <swilcox@medina-wa.gov>; Ryan Osada <rosada@medina-wa.gov>

Subject: RE: Gas Blowers

Thank you Aimee. I registered at the Engage Medina site that you suggested.

As for my comments regarding gas powered leaf-blowers, please consider this as my input on the subject (which was also discussed numerous times when I was on council).

"Medina is a Sylvan City that puts a lot of emphasis on green spaces and protecting trees. As a result, it is a collection of mostly large properties with an expansive amount of grass, shrubs, green spaces, and trees. It is of high importance to most Medina residents that their properties are well-maintained, whether through mowing grass, pruning trees and bushes, or removing landscape debris resulting from trimming or just naturally falling leaves. Raking leaves manually is impractical and close to impossible in many large properties. Thus, the use of leaf-blowers is necessary. Banning leaf-blowers, like a very small number of cities have attempted to enforce around the country, is not reasonable or realistic. A compromise can be achieved that would satisfy most residents. Some gas-powered leaf-blowers are noisy and produce noxious gases. Yet many newer models are built with environmental considerations in mind. What I would propose is a collection of ideas that can make the city a more enjoyable place while still allowing residents to manage their lawns by themselves or with the help of landscape professionals.

1. Since leaf blowing mostly occurs AFTER landscapers or homeowners have trimmed and mowed their lawns, it is acceptable to restrict any leaf blowers not to be used earlier than 9 am. Other types of construction as well as lawn mowing and pruning can still happen after 7 am weekdays based on the current MMC. Just leaf blowers to be restricted to after 9 am.
2. Consider a code revision that regulates the decibel rating on leaf blowers not to exceed 70 dBA. There are gas-powered leaf blowers like the Echo PB-255LN at a noise rating of 64 dBA. A 70 dBA maximum is reasonable and results in the noise at a neighboring property to be in the 60 dBA range, not much louder than existing AC units and generators.
3. If item 2 (restricting the dBA rating) was to be applied, allow for a couple of years' notice to permit landscapers and homeowners to plan accordingly at replacing their existing machines.
4. Recommend but do not enforce only battery-powered leaf-blowers; current technology may not have the necessary blowing power when using a battery-operated leaf blower compared to gas models, not to mention the shorter lifetime due to battery charges. Battery-powered leaf blowers may be reasonable to use on small properties such as properties in the R16 zones, but remember that Medina includes R20 and R30 zones with properties larger than 20,000 SF and 30,000 SF respectively which makes a battery-powered leaf blower quite an inconvenience."

Thank you all for your good work at the city.

Alex Morcos

Steve Burns

From: Bruce Freed <bruce.freed@me.com>
Sent: Tuesday, April 25, 2023 6:39 AM
To: Steve Burns
Subject: Re: blowers

Good morning Steve—thanks for the reply. Just in to be clear...chainsaws, weed eaters, mowers large and small, power hedgers, blowers, bobcats, small tractors, etc.... They all pollute via air and noise. The tool you choose to fit your narrative was the blower. So you convince the public that if we can eliminate the blower air and sound quality will improve. The only problem I see isthe problem..the blower....the answer is banning...so the desired result will follow. The desired result of clearer air....doesn't seem to have any documentation to support the case. You were unable to produce a single example of improved air quality to any city who has banned the gas power blower. Actually you have proved the blower is not the problem we thought it was otherwise the evidence would be obvious. I agree the electric blower is somewhat quieter but, not as effective. So really as far as banning a gas blower it is not really a game changer for any city unless the desired result was to "feel better" about the cause/narrative. Please remember I have no real opposition to electric cars and equipment but, I am also think if you are going to ask the greenest industry to make such a large change you should have solid reasons.

Speaking of offsets...can you think of an industry...gardening and landscape...which is the job of planting trees and shrubs not to mention the care of the greenery in the community. Interesting..... Thanks, Bruce Freed

Bruce Freed
bruce.freed@me.com

On Apr 24, 2023, at 3:33 PM, Steve Burns <Sburns@medina-wa.gov> wrote:

Bruce –

You asked a great question, and I cannot find any scientific studies that have compared pre-gas powered leaf blower bans versus post ban.

There are a lot of studies that identify gas-powered leaf blower hazards for noise and air pollution.

I will continue to search and if I find one, I will let you know.

Thanks, Steve

Stephen R. Burns
 City Manager - City of Medina
 501 Evergreen Point Road
 Medina, WA 98039
 Office (425) 233-6412
 Cell (206) 510-7942
sburns@medina-wa.gov

<image001.png>

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From: Bruce Freed <bruce.freed@me.com>
Sent: Monday, April 24, 2023 8:28 AM
To: Steve Burns <Sburns@medina-wa.gov>
Subject: blowers

Is there any study that shows air pollution has vastly improved due to the banning of leaf blowers in that city for which they were banned??? After all I read it is low hanging fruit....so I assume there is plenty of documentation which influences the decision making. So for example the city of Del Mar is now experiencing much better air quality because they have banned leaf blowers. Thanks, Bruce Freed

Bruce Freed
bruce.freed@me.com

Steve Burns

From: Huan Bui <cardiper@icloud.com>
Sent: Wednesday, May 10, 2023 7:16 PM
To: Steve Burns
Subject: swilcox@medina-wa.gov, rosada@medina-wa.gov

Dear Council Members,

I understand you are to discuss on banning gas-powered leaf blowers within the City of Medina to reduce air emissions and noise pollution. Base on those reasons, some may argue a ban on all ICE vehicles is more effective but is a much harder task. Also, the most effective ban of any products that deems harmful or unfriendly to the enviroment is to ban from its source.

It should have a grand father clause for those residents who had own one prior to this proposal as similar to others jurisdiction in the article attached.

Thank you for your time and attention.

Huan Bui



Gas leaf blowers and lawn mowers
are shockingly bad for the planet.
Bans are beginning to spread.
USA TODAY

Steve Burns

From: Allison Frey <awfrey@yahoo.com>
Sent: Friday, June 2, 2023 9:46 AM
To: Steve Burns
Subject: Fwd: Survey - Gas-Powered Leaf Blowers in Medina

Hi there. Just took this but am uncomfortable with the unintended consequences of asking maintenance and yard people, whose margins are already slim, to make capital investments to accommodate our community. Also, it's a bit of hypocrisy to ask external maintenance crews to give up the gas when our parks team is booping around on loud, gas powered atvs.

Is there an opportunity for a buy-back program thru the city where landscapers could trade in their gas blowers for cash or electric ones?

My two cents (that I couldn't put into the survey)

A

Begin forwarded message:

From: City of Medina <wamedina@service.govdelivery.com>
Date: May 30, 2023 at 8:02:59 AM PDT
To: awfrey@yahoo.com
Subject: Survey - Gas-Powered Leaf Blowers in Medina
Reply-To: wamedina@service.govdelivery.com



Steve Burns

From: Doug Hutson <airbear1@mac.com>
Sent: Tuesday, May 30, 2023 9:55 AM
To: Steve Burns
Subject: Gas blower survey

Good morning Steve,

I just took the gas powered blower survey and found that it was very minimal in allowing me to express my ideas on the subject. Can you explain what your role in this policy will be going forward? I intend to comm w/ the council as well, but wanted to touch base with you.

I am strongly opposed to a ban. I fully understand opposition to the blowers, I also wish I didn't have to hear them as often as I do in the forest I live in. However, by far the biggest maintenance issue I have at my residence is cleaning the CONSTANT debris that my trees drop onto my roof, gutters, and grounds. Gas powered blowers are the only thing that make it bearable. I don't believe that electric will prove adequate to the task.

Finally, I wish to point out the incongruence of the City's policy and tree code which severely restricts tree removal, but then would not allow homeowners the means to deal with their effects in a reasonable manner. It really seems to me that the City cannot have it both ways.

Much thanks,
Doug Hutson
101 Overlake Dr E

To Medina City Council Members:

A Public Comments on Leaf Blower Regulation:

The leaf blower survey was missing several critical questions. If the City really wanted resident's input on blower regulations, the survey should have asked, do you support the city's efforts to ban leaf blowers? Then list the alternatives and ask residents to show their preferences. Based on the rather random questions on the survey, it appears that the survey purpose is simply so that the City could "say" it sent out a survey that informed their regulations.

The city webpage on Leaf Blower regulation does not have information about the environmental impact of electric blowers, how much noise electric blowers make and the *cumulative* noise impacts of electric blowers since they take longer to do the job. It also lacks information on the impact of gas powered leaf blower regulation on the cost to yard service companies, the decrease of yard service company availability in cities that have banned leaf blowers and the increase in price for yard services in cities that enacted bans. The City and council members have an obligation to understand all the consequences before making a decision.

The City's webpage on leaf blowers lacks information on what their phased approach to banning is. That information should be clearly available so that residents can comment on it and it should have been included in the survey.

I would encourage the City Council members to understand all the consequences of a gas powered leaf blower ban. In order to stay in business, smaller yard service companies and family run companies will likely take their services elsewhere where they can complete enough jobs per day to stay in business and not increase their overhead by having to purchase multiple electric blowers to get them through the day (batteries don't last all day). This will increase the cost of yard service, which for some is not an issue but is a problem for the fixed income crowd living. Blower noise may end up being more extensive as it just takes longer to do a job with an electric blower. I do wonder if the City feels strong enough about banning gas powered blowers because of their noise and environmental impact, why wouldn't you also ban gas powered boats, power washers, lawn mowers, chain saws, hedge trimmers and edgers? Or does the City just want to ban gas powered leaf blowers for the optics?

Of course the city should work to encourage companies and individuals to voluntarily move to equipment that is less impactful to the environment as the technology improves and becomes available. No argument there. Through education, publications, the press's focus on climate impacts and better electric technology, the industry already is and will naturally migrate to cleaner tools. In the meantime, appropriate regulations on hours of use helps limit the noise. In addition, any individual resident could purchase an electric blower for themselves and for the landscapers that work at their home. This allows those that have the means and desire to start the migration to do so, while allowing those without the means to do it later as they naturally need to replace equipment. Forcing the issue through city regulation is not necessary.

Unfortunately because of the likelihood of being "cancelled" by a few of the more vocal residents in our community, I am not comfortable signing my name. I wonder how many others feel the same way!

Sincerely,

A Medina Resident

Steve Burns

From: Stephie Borgförd <borgfords@gmail.com>
Sent: Thursday, May 25, 2023 5:14 PM
To: Steve Burns
Subject: Gas powered leaf blowers

Dear City Manager Burns,

My name is Stephenie Borgford and I live at 7841 NE Tenth St here in Medina. I have lived here since 1975 and my parents, Richard and Sheryl lived here since the early 70s when my grandfather purchased this property at an estate auction.

In your introduction on Medina's page you write "I want to welcome you to the City of Medina – a tremendous place to live, play, and work." Unfortunately, this statement reflects the Medina I knew ten some years ago but is not reflective of today. One of the main reasons I state this is that gas powered blowers have made for an absolute miserable existence here in Medina ruining the special feel of this city.. From dawn to dusk, there is hardly a quiet moment here as there is always the LOUD noise from gas powered blowers. They make living in this beautiful area hell honestly.

For the past two years I have been mainly residing in Eastern Europe and I can safely say that even in giant dirty polluted cities like Bucharest in the center, it is quieter than Medina. In the past two years I have stayed at literally hundreds of different places, from small houses on islands in Croatia to hotels in wartime Kyiv and in some of Eastern Europe's biggest cities and I can safely say none of those places have had the absolute horribly intrusive noise of these gas powered blowers.

I have written the council quite often. I have made my view known. In fact, this is honestly one main reason I chose to live elsewhere for the majority of the year. The noise is so bad, it's not worth staying here for a long period of time. I find this sad as my property used to be peaceful.

Big cities like Vancouver BC, Washington DC and the entire state of California have all banned these. I fail to understand why medina cannot act. The time for talking and input is over!! At what point does this start to affect home values? Who wants to purchase a 4 million dollar home only to hear blowers all day???? I would be disappointed if I were a buyer.

This situation is unbearable, unacceptable and cannot continue. It will only get worse. Action is needed. Words won't make this area more peaceful.

I am looking forward to returning to Bucharest and Chişinău, Republic of Moldova where I can enjoy tranquility!!! Who would imagine a person would say Romania and moldova are more peaceful but they are.

I hope someday the city will act responsibly and put an end to this nightmare. Thank you for your attention. Sincerely,

Stephenie A. Borgford

--
 Stephenie Borgford

RESOLUTION R-5585

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO IMPLEMENT AN ELECTRIC LEAF BLOWER INITIATIVE TO TRANSITION THE CITY'S GAS-POWERED HAND-HELD AND BACKPACK LEAF BLOWERS TO ELECTRIC, ADMINISTER FINANCIAL INCENTIVES TO SUPPORT PRIVATE SECTOR AND RESIDENT EQUIPMENT CONVERSION, AND EXPLORE LEGISLATION TO PROHIBIT USE OF GAS-POWERED LEAF BLOWERS IN THE CITY OF KIRKLAND BY DECEMBER 31, 2025.

1 WHEREAS, the Kirkland City Council has prioritized preserving
2 the environment by adopting the 2023-2024 Council Sustainable
3 Environment goal to "Protect our natural environment through
4 sustainable goals and practices to meet the needs of community
5 members for a healthy environment and clean energy without
6 compromising the needs of future generations"; and
7

8 WHEREAS, on December 8, 2020 the Council adopted Resolution
9 R-5457 approving Kirkland's Sustainability Master Plan which establishes
10 environmental goals for the City and 200 actions including SG-1.10, "the
11 City will explore [the] reduction of or elimination of gas-powered
12 landscaping equipment in City operations"; and
13

14 WHEREAS, on February 21, 2023 the Council adopted Resolution
15 R-5578, adopting the 2023-2024 City Work Program, including a work
16 plan item to "prioritize and continue to fund Sustainability Master Plan
17 actions to further equity, energy efficiency, public health, and a clean
18 energy economy that promotes a sustainable and resilient environment
19 to further the Sustainable Environment goal"; and
20

21 WHEREAS, since the beginning of the COVID-19 pandemic in
22 2020, the City has received a high volume of noise complaints about
23 leaf blowers, and responding to these complaints was a key factor
24 prompting exploration of this initiative; and
25

26 WHEREAS, the Council included \$500,000 in American Rescue
27 Plan Act Funds in the adopted 2023-2024 budget to support
28 transitioning the City's equipment to all electric leaf blowers and
29 incentives for private sector and resident conversion; and
30

31 WHEREAS, initial research shows that current electric leaf blower
32 models produce similar noise levels to gas powered leaf blowers, but
33 that electric motors have more potential to reduce noise pollution and
34 electric leaf blower technology is anticipated to improve in the coming
35 years; and
36

37 WHEREAS, research also shows gas-powered equipment has
38 negative health impacts on operators and negative environmental
39 impacts from extracting natural resources and burning fossil fuels that
40 contribute to climate change; and

R-5585

41 WHEREAS, this initiative would impact landscaping businesses
42 who are often small operations owned by culturally diverse members of
43 the community and who are also disproportionately exposed to
44 emissions at a higher rate than other community members; and
45

46 WHEREAS, providing financial incentives to support Kirkland
47 businesses through the transition will be important to maximizing the
48 benefit of offering an electric landscaping service to Kirkland clients and
49 reduce any associated burdens, especially on small businesses; and
50

51 WHEREAS, similar financial incentives may be strategic to
52 encourage adoption of electric equipment among Kirkland residents and
53 support community members that may be experiencing economic
54 constraints in making the transition; and
55

56 WHEREAS, research also shows an environmental trade-off by
57 converting to electric equipment, where the mining, extraction,
58 production, and recycling processes for batteries also causes significant
59 environmental harm; and
60

61 WHEREAS, acknowledging this complexity, policymakers around
62 the country are still choosing to act to reduce emissions, and potentially
63 noise pollution, in their communities and protect health and safety of
64 users by sunseting gas-powered equipment including in Washington
65 D.C., California, Multnomah County, Seattle, and other cities in the
66 Puget Sound region; and
67

68 WHEREAS, the Washington State Legislature has considered
69 legislation in the past to incentivize purchase of electric equipment
70 through financial incentives and although the bills presented did not
71 pass out of the legislature, Kirkland's legislative delegation has
72 expressed that future action is likely; and
73

74 WHEREAS, the Electric Leaf Blower Initiative positions Kirkland
75 to be proactive and effective in anticipation of potential future State
76 decisions to sunset gas-powered equipment, in addition to reducing
77 emissions in Kirkland and protecting health of users; and
78

79 WHEREAS, the City's Parks and Community Services and Public
80 Works Departments have already purchased and use a combined total
81 of 18 electric leaf blowers and actively consider electric options when
82 the nearly 70 gas-powered leaf blowers in the fleet reach the end of
83 their useful life; and
84

85 WHEREAS, in early 2023 the City Manager met with staff from
86 the City's Parks and Community Services and Public Works Departments
87 and hosted a focus group with Kirkland landscaping businesses to learn
88 what impacts a transition to all electric equipment would have and how
89 to work together to make this initiative a success; and
90

91 WHEREAS, City staff met with staff from the Kirkland
92 Congressional delegation to discuss opportunities for funding and
93 partnerships and there was expressed support for the initiative and
94 interest in identifying collaboration opportunities in the future; and

R-5585

95 WHEREAS, staff gathered key insights from the stakeholder
 96 engagement and incorporated the opportunities and key challenges into
 97 the proposed Electric Leaf Blower Initiative three-phased approach,
 98 including key milestones set forth in this Resolution.
 99

100 NOW, THEREFORE, be it resolved by the City Council of the City
 101 of Kirkland as follows:
 102

103 Section 1. The City Manager is hereby authorized and directed
 104 to implement an electric leaf blower initiative that would achieve the
 105 following goals:

- 106 a. Sunset the use of gas-powered hand-held and backpack leaf
 107 blowers in Kirkland by a target date of December 31, 2025
- 108 b. Reduce negative health impacts caused by emissions from gas-
 109 powered leaf blowers
- 110 c. Ensure a responsive transition to electric leaf blowers that
 111 reduces the burden and maximizes the potential benefit to
 112 Kirkland landscaping businesses and residents
- 113 d. Be proactive in anticipation of potential State decisions to sunset
 114 gas-powered equipment
- 115 e. Develop mechanisms to effectively improve enforcement of
 116 existing city noise regulations (KMC 11.84A.070 and KZC 115.95)
 117 on all uses of gas- and electric-powered landscaping equipment
 118 to provide relief to residents prior to conversion or technological
 119 improvements

120
 121 Section 2. The initiative shall develop strategies to address
 122 challenges identified throughout initial stakeholder engagement,
 123 including, but not limited to, the following:

- 124 a. Electric equipment is heavier than gas-powered equipment and
 125 with extended use, may create an ergonomics concern for users
- 126 b. Limited availability of powerful, commercial-grade electric
 127 equipment currently available on the market.
- 128 c. The potential impact of less powerful equipment on length of
 129 operations and service levels and the potential increase in costs
 130 to businesses and customers.
- 131 d. Ethical disposal process for functioning gas-powered equipment.
- 132 e. Ensuring sufficient charging infrastructure and exploration of
 133 alternative energy sources to charge equipment.
- 134 f. Noise pollution produced by electric leaf blowers.
- 135 g. Batter related challenges such as high acquisition cost for the
 136 quantity needed per day, concerns around the disposal/recycling
 137 process, less reliability in cold temperatures, and need for mobile
 138 recharging options that do not rely on gas-powered generators.
- 139 h. Consideration of expanding the scope of the initiative or identify
 140 opportunities for future initiatives to address other gas-powered
 141 landscaping equipment or gas-powered equipment more
 142 broadly, should stakeholder and regional engagement and other
 143 learnings suggest opportunity for pragmatic scope expansion.
- 144 i. Effectiveness and equity concerns with enforcement of a
 145 potential ordinance sunsetting gas-powered equipment,
 146 including enforcement plan options for future Council
 147 consideration.
- 148 j. Minimize potential disruption to equipment replacement cycles
 149 for businesses and the City.

R-5585

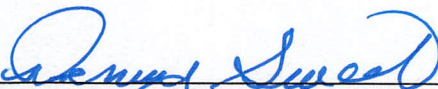
- k. Providing financial incentives to support of the transition of landscaping operations.
- l. Providing financial incentives, especially for low- and moderate-income residents, to support the transition of household equipment.
- m. Explore potential regional collaboration for the transition.
- n. Consider supporting County or State-wide action to transition to electric leaf blowers as part of the City of Kirkland legislative agenda.
- o. Evaluate any potential City budget implications that may result from changing service levels by using electric equipment.

Section 3. The City Manager is further authorized and directed to deploy a three-phased approach with key target milestones to accomplish the Initiative's goals. The City Manager may propose changes to these milestones based on new information, learnings, and opportunities:

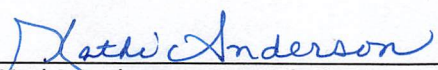
- a. 2023: City pilots, evaluates, develops, and begins implementing a transition plan for the City's equipment; engages federal and state officials in support of the initiative; and initiates outreach to regional partners and key stakeholders in the community including, but not limited to, the Lake Washington Institute for Technology Horticulture Program, Quiet Clean Kirkland, the Washington State Nursery and Landscaping Association, and the Lake Washington School District; and deploys any Council approved improved enforcement of noise regulations to provide immediate relief to residents.
- b. 2024: City implements financial incentive programs to support private sector and resident transition to electric equipment; continues City transition and stakeholder engagement; and deploys an educational and information campaign for Kirkland residential households and businesses.
- c. 2025: Propose an ordinance for Council consideration sunsetting hand-held and backpack gas-powered equipment city-wide while continuing City, business, and resident transitions.

Passed by majority vote of the Kirkland City Council in open meeting this 18th day of April, 2023.

Signed in authentication thereof this 18th day of April, 2023.


Penny Sweet, Mayor

Attest:


Kathi Anderson, City Clerk

CITY OF SEATTLE

RESOLUTION _____ 32064

A RESOLUTION declaring the City Council’s intent to phase out gas-powered leaf blowers; establishing goals and identifying actions to meet these goals.

WHEREAS, The City of Seattle (“City”) has the authority to adopt policies to protect and promote public health, safety, and welfare; and

WHEREAS, in 2021, the City Council (“Council”) adopted Statement of Legislative Intent OSE-003-B-001 requesting that City departments develop a plan to phase out the use of gas-powered leaf blowers in Seattle within two years and submit this plan to the Council by September 2, 2022; and

WHEREAS, the Council is seeking to reinforce and elevate this request through this resolution by establishing goals and articulating specific actions the City should take to gradually phase out the use of gas-powered leaf blowers; and

WHEREAS, in 2014, the City’s Department of Planning and Development (now the Seattle Department of Construction and Inspections) considered strategies to reduce or eliminate the use of gas-powered leaf blowers in their response to Statement of Legislative Intent SLI 70-1-A-1 and recommended no new regulations or changes to City practices due to the lack of equivalent electric alternatives and other considerations at that time; and

WHEREAS, since then, new data have revealed more of the environmental and public health impacts of gas-powered leaf blowers; electric leaf blowers technology has improved; and other jurisdictions have moved to eliminate the use of gas-powered leaf blowers; and

WHEREAS, gas-powered leaf blowers most commonly have two-stroke internal combustion engines that incompletely combust their fuel, resulting in the emission of toxic and

1 carcinogenic substances, such as carbon monoxide, nitrogen oxides, and volatile organic
2 compounds, which contribute to the formation of ozone, smog, and acid rain; and
3 WHEREAS, best available data indicate that the use of gas-powered leaf blowers can cause
4 direct harm to people within the vicinity by contributing to localized air pollution,
5 creating excessive noise, and causing other negative health impacts to their operators,
6 who disproportionately identify as Latinx or Hispanic (46 percent) relative to overall
7 workplace demographics (18 percent); and
8 WHEREAS, operating a leaf blower results in particulate matter lifting into the air, which has
9 been shown to degrade localized air quality by increasing coarse and fine particles by
10 more than 60 percent relative to ambient air, and the smallest particles can remain in the
11 air for up to a week; and
12 WHEREAS, studies from the United States Environmental Protection Agency (EPA) indicate
13 that fugitive dust (i.e., particulate matter) and exhaust emissions from gas-powered leaf
14 blowers can pose significant health risks to operators and the public, including
15 “cardiovascular disease, stroke, respiratory disease, cancer, neurological conditions,
16 premature death, and effects on prenatal development”; and
17 WHEREAS, gas-powered leaf blowers with two-stroke engines emit particularly low-frequency
18 sound waves, including ultra-low frequency, which cause the sounds to travel longer
19 distances and more easily penetrate walls and other barriers, magnifying the impacts of
20 nuisance noise; and
21 WHEREAS, the California Air Resources Board determined that operators of gas-powered leaf
22 blowers may be exposed to an average sound of 88–101.3 decibels (dBs), which exceeds
23 acceptable thresholds set by the World Health Organization, the United States

1 Department of Labor’s Occupational Safety and Health Administration, and Washington
2 State; and

3 WHEREAS, regular exposure to sound levels higher than 70 dBS can cause hearing damage and
4 loss to operators, and studies have shown that high environmental noise pollution can
5 contribute to the incidence of arterial hypertension, myocardial infarction, tinnitus, and
6 stroke; and

7 WHEREAS, the City’s Race and Social Justice Initiative (RSJI) established a Racial Equity
8 Toolkit (2012) analysis process, wherein the City committed to racial equity and justice
9 principles, including prioritizing stakeholder engagement throughout policy development,
10 especially stakeholders who are directly affected by a policy’s implementation; and

11 WHEREAS, in response to the considerable negative impacts from gas-powered leaf blowers,
12 over 100 cities across the nation have instituted policies limiting or banning them from
13 use, and California has passed Assembly Bill 1346, which requires the California Air
14 Resources Board to create a plan to phase out the sale of gas-powered leaf blowers in
15 California by 2024; and

16 WHEREAS, electric leaf blowers are quieter than gas-powered versions and do not emit low-
17 frequency sound waves or toxic emissions, reducing harm to operators and other people
18 nearby; and

19 WHEREAS, several City departments continue to use gas-powered leaf blowers, including
20 Seattle Parks and Recreation, the Seattle Department of Transportation, and Seattle City
21 Light; and

Yolanda Ho / Toby Thaler
LEG Leaf Blower Phase Out RES
D2

WHEREAS, transitioning away from fossil fuel-powered leaf blowers is consistent with the City's electrification plans to phase out the use of fossil fuels for transportation and buildings; and

WHEREAS, while Seattle Parks and Recreation has already committed to transition ten percent of its gas-powered leaf blowers to electric models each year to reach 50 percent leaf blower electrification by 2026, the harms to workers, residents, and the environment and the wider availability of equivalent electric alternatives warrant a faster and more thorough implementation; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE THAT:

Section 1. The City Council recognizes that the use of gas-powered leaf blowers causes significant adverse environmental and health impacts, including noise and air pollution, and establishes the following goals to support an expeditious transition away from their use:

A. By January 2025, or later if necessary, the City and its contractors will phase out the use of gas-powered leaf blowers; and

B. By January 2027, or later if necessary, institutions located in Seattle, businesses operating in Seattle, and Seattle residents will phase out the use of gas-powered leaf blowers.

Section 2. To accomplish the goals in Section 1 of this resolution, the Council requests that City departments (as suggested below) pursue the following actions:

A. Seattle Parks and Recreation, the Department of Finance and Administrative Services (FAS), Seattle City Light, the Seattle Department of Transportation, and other departments as appropriate, are requested to:

1. Evaluate their current practices related to the use of leaf blowers and explore options to reduce reliance on leaf blowers, both gas-powered and electric, either by allowing leaves to naturally decompose or clearing them using non-motorized methods; and

2. Develop and implement plans to ensure that City facilities and employees are adequately equipped with infrastructure and equipment to use electric-powered leaf blowers rather than gas-powered leaf blowers.

B. Seattle Public Utilities, the Seattle Department of Construction and Inspections (SDCI), the Office of Labor Standards, and the Department of Neighborhoods are requested to design a culturally- and linguistically-appropriate education and outreach strategy that informs City employees, businesses, and the general public of the negative health and environmental impacts of gas-powered leaf blowers, and encourages residents to adopt alternatives that are safer, quieter, and more environmentally friendly.

C. FAS, SDCI, and other departments, as appropriate, are requested to develop a proposal that would phase out and ban the use of gas-powered leaf blowers within Seattle. The proposal should include, but not be limited to, the following:

1. A Racial Equity Toolkit analysis to identify benefits or burdens of the proposal and gather feedback from key stakeholders, such as landscaping businesses that operate in Seattle;

2. Whether the City should offer incentives, such as a buyback program or rebates, to landscaping businesses that operate in Seattle and low-income Seattle residents;

3. What regulatory mechanism (e.g., amendment to the Noise Code) is most appropriate to support enforcement of the ban; and

Yolanda Ho / Toby Thaler
LEG Leaf Blower Phase Out RES
D2

1 4. The potential benefits and reasonably quantifiable net costs (if any) to the City
2 of implementation and enforcement of the actions requested by this resolution.

3 Section 3. The Council requests that the Executive provide to the City Council's
4 Sustainability & Renters' Rights Committee or other committee as appropriate by December 2,
5 2022, a proposed work program, timeline, and budget to achieve the goals of this resolution.

6 Section 4. Nothing in this resolution should be construed to preclude or impede the City's
7 ability to more quickly phase out gas-powered leaf blowers.

Debara Suarez
President _____ of the City Council

Ann Adk

Elizabeth M. Adkisson, Interim City Clerk

Template last revised December 2, 2021



MEDINA, WASHINGTON

AGENDA BILL

Wednesday November 19th, 2025

Subject: 2026 Property Tax Levy Resolution

Category: Consent & Resolution

Staff Contact: Ryan Wagner, Finance Director

Summary

Pursuant to RCW 84.55, the City is required to certify the estimated City of Medina property tax to be levied and collected by the King County Assessor's Office. The City Council draft 2026 budget includes an overall 2.65% increase against allowable levy due to remaining capacity from the 2019 voter-approved measure, new construction, estimated increase in utility value and allowable refunds. The 2025 levy amount-- \$4,741,397 -- conforms to the 2019 ballot measure materials and is calculated as follows:

\$3,287,438 - 2025 Levy basis for calculation, portion to increase by 1%
 \$54,286 - New construction
 \$32,874 --1% Increase
 \$4,261 -- Refunds
 \$1,340,761 - Levy Carryover (Senior Exemption)
 \$21,777 - New construction (Senior Exemption)
\$4,741,397 - Total recommended Medina City tax levy for 2026

Attachment(s)

- 1 2026 Property Tax Levy Resolution 453
- 2 King County's Preliminary Levy Limit Worksheet, 2026 Tax Roll
- 3 King County Ordinance 2152 property tax levy form
- 4 2026 King County Levy Letter

Budget/Fiscal Impact: \$4,741,397 estimated property tax revenues in 2026

Recommendation: Adopt Resolution No. 435.

City Manager Approval: 

Proposed Council Motion: "I move to adopt Resolution **453**, adopting the 2026 property tax levy for the City of Medina and setting forth the estimated levy amount."

CITY OF MEDINA, WASHINGTON

RESOLUTION NO. 453

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON,
CERTIFYING TO THE GOVERNING AUTHORITY OF KING COUNTY THE ESTIMATES OF
THE TAX AMOUNT TO BE LEVIED ON THE ASSESSED VALUATION OF THE PROPERTY
WITHIN THE CITY FOR THE YEAR 2026**

WHEREAS, the City Council of the City of Medina attests that the population of the City is less than ten thousand; and

WHEREAS, the City Council has properly given advance notice of the public hearing duly held November 19, 2025 to consider the revenue sources for the City's current expense budget for the 2026 calendar year, all pursuant to RCW 84.55.120; and

WHEREAS, the voters approved City of Medina Proposition 1 on November 5, 2019, to increase Medina's regular property tax levy above the limit factor by \$0.20/\$1000 assessed value to a maximum rate of \$0.83712/\$1000 assessed valuation for collection in 2020, to set a 5% limit factor for each year 2021-2025, to use the 2025 levy amount as the base to compute subsequent levy limits, and to exempt low income seniors and disabled persons; all as set forth in Medina Ordinance No. 970; and

WHEREAS, the City Council, after hearing, and after duly considering all relevant evidence and testimony presented at the hearing, has determined that the City of Medina requires a regular levy in the amount of \$4,741,397, for an increase of \$122,254, representing a 2.65% increase from the previous year, including the levy limit of 1%, as well as amounts resulting from the addition of new construction and improvements to property, and any possible increase in the value of state-assessed property, and amounts authorized by law as a result of any annexations that have occurred and refunds made, in order to discharge the expected expenses and obligations of the City and in its best interest.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, RESOLVES AS FOLLOWS:

Section 1. An increase in the regular property tax levy is hereby authorized for the levy to the maximum allowable rate be collected in the 2026 tax year.

Section 2. The dollar amount of the increase over the actual levy amount from the previous year shall be \$122,254, which is a percentage increase of 2.65 percent over the previous year. This increase is exclusive of additional revenue resulting from new construction, improvements to property, newly constructed wind turbines, any increase in the value of the state assessed property, any annexations that have occurred, and refunds made.

Section 3. Filing Required. The City Clerk is directed to transmit a certified copy of this resolution to the Office of the State Auditor, Division of Municipal Corporations. The City Clerk is further directed to transmit a certified copy of this resolution to the King County Assessor and King County Council immediately following passage by the City Council but no later than November 30, 2025.

Section 4. Recertification Authorized. The City Clerk is further directed to timely file any recertification needed after receipt of the final adjusted year-end values in December from the King County Assessor. Such recertification, if needed, shall be filed no later than the date established by the County Assessor's Office.

Section 5. Approval and Effective Date. This Resolution is hereby adopted and shall be effective as of the date of adoption by the City Council set forth below.

**PASSED BY THE CITY COUNCIL OF THE CITY OF MEDINA ON NOVEMBER 19, 2025
AND SIGNED IN AUTHENTICATION OF ITS PASSAGE ON NOVEMBER 19, 2025.**

Jessica Rossman, Mayor

Approved as to form:
Inslee, Best, Doezie & Ryder, PS

Attest:

Jennifer S. Robertson, City Attorney
Inslee, Best, Doezie & Ryder, PS

Dawn Nations, Acting City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO. **453**

TAXING DISTRICT

City of Medina

2025 Levy for 2026 Taxes

A.	Highest regular tax which could have been lawfully levied beginning with the 1985 levy (refund levy not included).				
Year	2025	3,287,438	x	1.01000	= 3,320,312
		Highest Lawful Levy Since 1985		Limit Factor/Max Increase 101%	
B.	Current year's assessed value of new construction, improvements, and wind turbines, solar, biomass, and geothermal facilities in original districts before annexation occurred times last year's levy rate (if an error occurred or an error correction was made in the previous year, use the rate that would have been levied had no error occurred).				
	118,078,781	*	0.45974	÷ 1,000	= 54,286
	A.V.		Last Year's Levy Rate		
C.	Tax Increment finance area increment AV increase (RCW 84.55.010(1)€) (value included in B & D cannot be included in C)				
	0	*	0.45974	÷ 1,000	= 0
	A.V.		Last Year's Levy Rate		
D.	Current year's state assessed property value less last year's state assessed property value. The remainder is to be multiplied by last year's regular levy rate (or the rate that should have been levied).				
	10,951,411	-	10,951,411	=	0
	Current Year's A.V.		Previous Year's A.V.		
	0	*	0.45974	÷ 1,000	= 0
	Remainder from Line D		Last Year's Levy Rate		
E.	1 st Year Lid Lift & Limit Factor>1%				
F.	Regular property tax limit: A+B+C+D+E				= 3,374,598
Parts G through I are used in calculating the additional levy limit due to annexation.					
G.	To find the rate to be used in H, take the levy limit as shown in Line F above and divide it by the current assessed value of the district, excluding the annexed area.				
	3,374,598	÷	7,975,355,894	*	1,000 = 0.42312
	Total in Line F		Assessed Value Less Annexed AV		
H.	Annexed area's current assessed value including new construction and improvements, times the rate in Line G.				
	0	*	0.42312	÷ 1,000	= 0
	Annexed Area's A.V.		Annexation Rate		
I.	Regular property tax limit including annexation F+H				= 3,374,598
J.	Statutory maximum calculation				
Only enter fire/RFA rate, library rate, & firefighter pension fund rate for cities annexed to a fire/RFA or library or has a firefighter pension fund.					
	3.60000	-	0.23799	+	0.00000 = 3.36201
	District base levy rate		«FDLabel» Rate		Library Rate
	7,975,355,894	*	3.36201	÷ 1,000	= 26,813,226
	Regular Levy AV		Reg Statutory Rate Limit		Statutory Amount
K.	Highest Lawful Levy For This Tax Year (Lesser of I and J)				= 3,374,598
L.	New highest lawful levy since 1985 (Lesser of I minus C and J, unless A (before limit factor increase) is greater, then A)				3,374,598
M.	Lesser of J and K				3,374,598
N.	Refunds				4,261
O.	Total: M+N (unless stat max)				3,378,859
P.	Levy Corrections Year of Error: _____ Did the district cause the error?				
	1. Minus amount over levied (if applicable)				0
	2. Plus amount under levied (if applicable)				0
Q.	Total Allowable Levy				3,378,859
R.	Tax Base For Regular Levy				
	1. Total district taxable value (including state-assessed property, and excluding boats, timber assessed value, and the senior citizen exemption for the regular levy)				7,975,355,894
S.	Tax Base for Excess, Voted Bond Levies and Sr Exempt Lid Lifts				
	2. Excess AV				7,961,233,134
	3. Plus Timber Assessed Value (TAV)				0
	4. Tax base for excess and voted bond levies (2+3)				7,961,233,134
T.	Increase Information				
	1. Levy rate based on allowable levy				0.42366
	2. Last year's ACTUAL regular levy				3,298,222
	3. Dollar Increase over last year other than New Construction (-) Annexation				22,091
	4. Percent Increase over last year other than New Construction (-) Annexation				0.66977%

TAXING DISTRICT

City of Medina

2025 Levy for 2026 Taxes

A. Highest regular tax which could have been lawfully levied beginning with the 1985 levy (refund levy not included).				
Year	2025	5,394,755	x	1.01000 = 5,448,703
		Highest Lawful Levy Since 1985		Limit Factor/Max Increase 101%
B. Current year's assessed value of new construction, improvements, and wind turbines, solar, biomass, and geothermal facilities in original districts before annexation occurred times last year's levy rate (if an error occurred or an error correction was made in the previous year, use the rate that would have been levied had no error occurred).				
	118,078,781	* 0.64417	÷ 1,000	= 76,063
	A.V.	Last Year's Levy Rate		
C. Tax Increment finance area increment AV increase (RCW 84.55.010(1)€) (value included in B & D cannot be included in C)				
	0	* 0.64417	÷ 1,000	= 0
	A.V.	Last Year's Levy Rate		
D. Current year's state assessed property value less last year's state assessed property value. The remainder is to be multiplied by last year's regular levy rate (or the rate that should have been levied).				
	10,951,411	- 10,951,411	= 0	
	Current Year's A.V.	Previous Year's A.V.		
	0	* 0.64417	÷ 1,000	= 0
	Remainder from Line D	Last Year's Levy Rate		
E. 1 st Year Lid Lift & Limit Factor>1%				
F. Regular property tax limit:			A+B+C+D+E	= 5,524,765
Parts G through I are used in calculating the additional levy limit due to annexation.				
G. To find the rate to be used in H, take the levy limit as shown in Line F above and divide it by the current assessed value of the district, excluding the annexed area.				
	5,524,765	÷ 7,975,355,894	* 1,000	= 0.69272
	Total in Line F	Assessed Value Less Annexed AV		
H. Annexed area's current assessed value including new construction and improvements, times the rate in Line G.				
	0	* 0.69272	÷ 1,000	= 0
	Annexed Area's A.V.	Annexation Rate		
I. Regular property tax limit including annexation			F+H	= 5,524,765
J. Statutory maximum calculation				
Only enter fire/RFA rate, library rate, & firefighter pension fund rate for cities annexed to a fire/RFA or library or has a firefighter pension fund.				
	3.60000	-	0.23799	+ 0.00000 = 3.36201
	District base levy rate	Fire Rate	Library Rate	Firefighter Pension Fund
	7,975,355,894	* 3.36201	÷ 1,000	= 26,813,226
	Regular Levy AV	Reg Statutory Rate Limit		Statutory Amount
K. Highest Lawful Levy For This Tax Year (Lesser of I and J)				= 5,524,765
L. New highest lawful levy since 1985 (Lesser of I minus C and J, unless A (before limit factor increase) is greater, then A)				= 5,524,765
M. Lesser of J and K				= 5,524,765
N. Refunds				= 4,261
O. Total: M+N (unless stat max)				= 5,529,026
P. Levy Corrections Year of Error: _____ Did the district cause the error?				
1. Minus amount over levied (if applicable)				= 0
2. Plus amount under levied (if applicable)				= 0
Q. Total Allowable Levy				= 5,529,026
R. Tax Base For Regular Levy				
1. Total district taxable value (including state-assessed property, and excluding boats, timber assessed value, and the senior citizen exemption for the regular levy)				= 7,975,355,894
S. Tax Base for Excess, Voted Bond Levies and Sr Exempt Lid Lifts				
2. Excess AV				= 7,961,233,134
3. Plus Timber Assessed Value (TAV)				= 0
4. Tax base for excess and voted bond levies (2+3)				= 7,961,233,134
T. Increase Information				
1. Levy rate based on allowable levy				= 0.69326
2. Last year's ACTUAL regular levy				= 4,619,143
3. Dollar Increase over last year other than New Construction (-) Annexation				= 829,560
4. Percent Increase over last year other than New Construction (-) Annexation				= 17.95918%

By Ordinance 2152 of the Metropolitan King County Council, Taxing Districts are required annually to submit the following information regarding their tax levies for the ensuing year as part of a formal resolution of the District's governing body.

THE KING COUNTY ASSESSOR HAS NOTIFIED THE GOVERNING BODY OF
Medina, Washington THAT THE ASSESSED VALUATION OF PROPERTY
 LYING WITHIN THE BOUNDARIES OF SAID DISTRICT FOR THE ASSESSMENT YEAR 2026 IS:

		\$	<u>7,975,355,894</u>
REGULAR (STATUTORY) LEVY (AS APPLICABLE):			
EXPENSE FUND		\$	<u>3,374,598</u>
- LID LIFT NAME	Voter Approved Levy	\$	<u>1,362,538</u>
- LID LIFT NAME	11/8/2019	\$	
- LID LIFT NAME			
- LID LIFT NAME			
- LTIF			
RESERVE FUND		\$	
NON-VOTED G.O. BOND (Limited)		\$	
REFUNDS (Noted on worksheet)		\$	<u>4,261</u>
TOTAL REGULAR LEVY		\$	<u>4,741,397</u>
EXCESS (VOTER APPROVED) LEVY: (Please list authorized bond levies separately.)			
G.O. BONDS FUND LEVY		\$	
G.O. BONDS FUND LEVY		\$	
G.O. BONDS FUND LEVY		\$	
SPECIAL LEVIES (INDICATE PURPOSE AND DATE OF ELECTION AT WHICH APPROVED, EXCEPT LID LIFTS):			
		\$	
		\$	
TOTAL TAXES REQUESTED:		\$	<u>4,741,397</u>

THE ABOVE IS A TRUE AND COMPLETE LISTING OF LEVIES FOR SAID DISTRICT FOR TAX YEAR 2026 AND THEY ARE WITHIN THE MAXIMUMS ESTABLISHED BY LAW.


 (AUTHORIZED SIGNATURE)

November 13, 2025
 (DATE)

September 30, 2025

RE: Submission of District Property Tax Levies for 2026 to the County Council

To the Board of Commissioners:

The County Council is required by RCW 84.52.070 to certify annually the amount of property taxes levied in King County. In order to make this certification, we must know the amount of taxes to be levied for each taxing district.

THE DEADLINE FOR SUBMITTING 2026 PROPERTY TAX LEVIES IS
December 1, 2025

In order for your district to receive property taxes in an amount greater than the 2025 certified amount, if permitted by law, we must receive your resolution by December 1, 2025. This applies to basic levies provided for by State law as well as any excess levies approved by a vote of the people. Please remember that the Assessor is required to review levy requests to ensure that they do not exceed the allowable levy.

The state Department of Revenue has notified the County Assessor that the implicit price deflator is greater than one percent (letter attached).

If you cannot finalize your levy request by December 1, please submit an estimate. If your estimate is higher than the allowable levy, the Assessor will reduce the amount requested for your jurisdiction to an amount no greater than the allowable levy. However, if your estimate is less than the allowable levy, the amount requested can only be increased from the amount certified in your ordinance or resolution to the level of the allowable levy with formal written notification from your Board of Commissioners. This written notification must be filed with the Assessor and the Clerk of the Council by December 1, 2025 for inclusion in the certification ordinance.

Forms are enclosed for you to use in submitting your levy request. Please submit copies of the form and any resolution or ordinance that may be required by RCW 84.55.120 or RCW 84.55.0101 to both the King County Council and the King County Assessor's Office at the following email addresses:

Clerk's Office
Metropolitan King County Council
Telephone: 206-477-1020
Clerk.council@kingcounty.gov

Julienne DeGeyter
Accounting Division
King County Department of Assessments
Telephone: 206-492-6717
levyadmin@kingcounty.gov

The King County Council may pass an amendatory certification ordinance in January 2026 in order to allow for technical adjustments in the final levy amounts. However, discretionary increases in your levy may not be made in the amendatory certification ordinance.

If you have any questions, please call the Assessor's Office at 206-263-2330.

Thank you for your cooperation.

Sincerely,



Girmay Zahilay, Chair
Metropolitan King County Council

c: John Arthur Wilson, Assessor

Median Residential Value and Tax Change

District Name:	Medina					
Council District:	6 - Claudia Balducci					
2024 MEDIAN Assessed Value	2024 Tax Rate per \$1,000 of AV	2024 Taxes		District Levies	2024 Rate Breakdown	2025 Rate Breakdown
\$ 3,661,000	7.50110	\$ 27,461.53		State Schools	1.63842	1.46119
				State Schools - McCleary	0.87909	0.78534
				County-wide regular levy (non-voted)	0.52250	0.51029
2025 MEDIAN Assessed Value	2025 Tax Rate per \$1,000 of AV	2025 Taxes		County lid lifts (voted)		
\$ 3,910,000	6.98294	\$ 27,303.30		AFIS (Fingerprint ID)	0.02905	0.00000
				Parks	0.19426	0.19748
				Vets/HS/Srs	0.10000	0.10030
Avg % AV Chg	Avg % Tax Rate Chg	Average % Tax Chg	Average \$ Tax Chg	Best Start for Kids	0.17992	0.17959
6.8%	-6.9%	-0.6%	\$ (158.23)	Radio Communications	0.04476	0.00000
				Crisis Care Center	0.14500	0.14197
NOTES:				County-wide Transportation District	0.04035	0.03939
This district saw an overall 0.51815 decrease in their levy rate				County-wide Marine District	0.00845	0.00828
				County-wide Conservation Futures	0.06250	0.06248
-King County lid lifts, AFIS & Radio Comm, expired in 2024.				County-wide Hospital	0.00000	0.10000
				County bonds (voted)	0.01113	0.02204
-King County council has voted to levy a county hospital levy for maintenance and operations of Harborview Medical Center in the amount of \$0.10 per \$1,000 of assessed value.				County Flood Zone	0.07067	0.09757
				Port	0.10470	0.10196
				EMS (voted)	0.22678	0.22146
				Sound Transit	0.16483	0.16382
-King County Library bond has been paid off.				Bellevue SD 405 M & O (voted)	0.55657	0.57822
				Bellevue SD 405 Bond Levy (voted)	1.03052	0.78307
				Bellevue SD 405 Const Levy (voted)	0.53038	0.53912
				City General Fund	0.48473	0.45974
				City Lid Lift (Government Services)	0.18774	0.18443
				Library General Fund	0.25810	0.24520
				Library GO Bond-05 (voted)	0.03065	0.00000
				TOTAL	7.50110	6.98294



MEDINA, WASHINGTON

AGENDA BILL

Wednesday November 19th, 2025

Subject: 2025 Budget Amendments

Category: Ordinance/City Council Business

Purpose: Provide Recap, and Lead Discussion on Potential Amendments

Staff Contact: Ryan Wagner, Finance & HR Director

Summary

The purpose for recommending 2025 Budget Amendments is to document budget changes that occurred after the 2025 Budget was adopted on November 12, 2024. Except items of an accounting “housekeeping” nature, some of these have been noted in Council’s monthly financial reports throughout the year as they occurred. As per our practice, these changes are gathered under one ordinance for passage towards the end of the budget year. These recommended changes are as follows:

Items Approved by Council

- 1) City Manager Recruitment - \$52,813.63.

In January of this year, City Manager Burns announced his retirement after over 10 years working for the City of Medina. The City has signed a contract with the recruiting firm GMP Consultants, totaling \$19,500. With advertising, background and travel costs, the total expense was **\$25,156.13**. An additional **\$27,657.50** has been spent through June to our City Attorney’s office for the recruitment process.

- 2) City Manager Cashout - \$45,962.36

Per Medina policy, found within the Employee Handbook, the City Manager was cashed out on all unused vacation time upon departure. After 10 years of service with the City, the City Manager was also eligible for a cashout of 25% of all accrued sick time up to 180 hours.

Vacation 319.98 Hours - \$31,028.81

Sick 616 Hours (Paid out at 25%) - \$14,933.55

- 3) Interim City Manager Contract - \$61,555.48

At the first April meeting of 2025, the Council announced an agreement with Exigy Consulting to bring Jeff Swanson on as the interim City Manager. From the period of April 14th - July 20th,

Medina operated under the interim City Manager until the conclusion of the recruitment process, in which the Interim title was removed, and Mr. Swanson was hired. Over this time, the city paid Exigy Consulting
\$61, 555.48.

4) Teamsters CBA Contract - \$25K Estimate

The Teamsters collective bargaining agreements for the Clerical and Public Works Unions were approved by the Council during the March 10th meeting. The estimated cost increase over the 2025 budget is \$25K. While the negotiated increase to salary and longevity are set, the “estimate” comes from potential budget impacts to overtime and on call rates.

How will Medina cover these costs?

The proposed amendments above have a combined cost to the 2025 General Fund of \$185,331.47.

To offset these adjustments, the city could utilize two revenue sources that have exceeded budget projections in 2025.

- 1) Investment Interest Earnings
 - a. Through October, revenue has exceeded budget by \$142,724.34.
 - b. A conservative projection for 2025, the FFR has started to be cut with back-to-back 25 basis point reduction in September and October. Later than projected for the 2025 budget cycle.
- 2) Utility and Franchise Fees
 - a. Through October, revenue has exceeded budget by \$240,291.75.
 - b. With rising utility costs across the board, these revenue line items have been adjusted in 2026 to fall more in line with expected actuals.

Recommendation: Discussion and feedback, to be brought back in December for approval.

City Manager Approval:



Proposed Council Motion: N/A

Attachments: 2025 Updated Salary Schedule (Post Teamsters Union Contract Approval)

Time Estimate: 15 minutes

City of Medina
Ordinance Number 1035
Attachment A

2025 Salary Schedule

The 2025 salary ranges for full time city employees shall be as follows (see notes in blue):

Exempt Unrepresented Employees:

COLA increase = CPI-W, 3.6%	FTE	Minimum	Midpoint	Maximum
Building Official *	1	\$9,128	\$10,272	\$11,412
Planning Manager	1	\$8,862	\$9,973	\$11,080
Public Works Director	1	\$10,213	\$11,488	\$14,042
Development Services Director	1	\$10,213	\$11,488	\$14,042
Finance/HR Director	1	\$10,213	\$11,488	\$12,765
City Clerk	1	\$10,213	\$11,488	\$12,765
Police Chief	1	\$12,580	\$14,152	\$15,722
City Manager	1	\$12,890	\$14,500	\$18,583

Please note, per a salary survey an additional 3% is recommended for the Building Official Role

Non Exempt Unrepresented Employees:

COLA increase = CPI-W, 3.6%	FTE	Minimum	Midpoint	Maximum
Assistant Finance Director *	1	\$6,778	\$8,134	\$9,525
Police Captain	1	\$10,696	\$12,032	\$13,368

* = position currently filled with part-time employee with salary pro-rated at 0.7 FTE

Collective Bargaining Agreement between City of Medina and City of Medina Patrol Officers:

Police Guild Contract 3.6% COLA Increase	FTE	Step A	Step B	Step C	Step D
Patrol Officer A		\$8,045	\$8,519	\$8,991	\$9,467
Patrol Officer B		\$8,143	\$8,617	\$9,087	\$9,564
Patrol Officer C	2	\$8,331	\$8,805	\$9,278	\$9,751
Patrol Officer D	4	\$8,519	\$8,991	\$9,469	\$9,941
Police Sergeant A	2	\$9,481	\$9,996	\$10,525	\$11,064
Police Sergeant B		\$9,669	\$10,184	\$10,713	\$11,254

Public, Professional and Office-Clerical Employees Union, Local 763
(Representing Public Works Employees):

Teamsters Guild Contract 6% COLA Increase per Approved Contract	FTE	Step A	Step B	Step C	Step D
Maintenance Worker	3	\$6,413	\$6,685	\$7,062	\$7,451
Maintenance Supervisor	1	\$7,803	\$8,236	\$8,678	\$9,141

Public, Professional and Office-Clerical Employees Union, Local 763
(Representing Office-Clerical Employees):

Teamsters Guild Contract 6% COLA Increase per Approved Contract	FTE	Step A	Step B	Step C	Step D
Admin. Assistant-Deputy Clerk	1	\$6,413	\$6,685	\$7,062	\$7,451
Information Systems Coordinator	1	\$6,413	\$6,685	\$7,062	\$7,451
Police Administrative Specialist	0	\$6,413	\$6,685	\$7,062	\$7,451
Development Services Coordinator	1	\$6,544	\$6,741	\$7,098	\$7,472
Deputy Building Official	0	\$6,956	\$7,883	\$8,811	\$9,736
Police Office Manager	1	\$7,803	\$8,236	\$8,678	\$9,141



MEDINA, WASHINGTON

AGENDA BILL

Wednesday November 19th, 2025

Subject: 2026 Final Budget and Salary Schedule

Category: Ordinance, City Council Business

Staff Contact(s): Ryan Wagner, Finance Director

Summary

History and Background Information:

July 28, 2025 Regular Meeting: Public Hearing to consider the 2026-2031 Six Year Capital Improvement and Transportation Plan (CIP/TIB/Non-TIB).

September 8, 2025 Regular Meeting: The City Council held its first public hearing on the 2025 Budget.

September 22, 2025 Study Session: The 2026 Preliminary Budget was reviewed by Fund and by Department as presented in the 2026 Preliminary Budget document. Detailed line-item spreadsheets were also made available. Key Revenue and Expense items were discussed, and Department Directors were present to answer specific questions.

October 13, 2025 Regular Meeting: The City Council held its second public hearing on the 2026 Budget.

November 10, 2025 Regular Meeting: The City Council held its third public hearing on the 2026 Budget.

2026 Budget Assumptions:

General Fund & Street Operations (80% of Total City Budget):

- Property tax increase of 2.65% reflects an increase to the regular levy, \$76K due to new construction.
- Sales tax is predicted to increase by 2.98% from 2025, following trends.
- Utility tax predicted to increase from 2025 due to high rate adjustments, and higher usage.
- Creation of the Equipment Replacement Fund, which will push the City towards better tracking and maintain our high dollar assets.
- Direct staff's COLA adjustments are based on the following:
 - Police Guild Contract (9 FTEs), 3.0%-- contract expiring 12/31/2026.
 - Teamsters Clerical Contract (4 FTEs), 3.0%-- contract expiring 12/31/2027.
 - Teamsters Public Works Contract (4 FTEs), 3.0%-- contract expired 12/31/2027.
 - Unrepresented Employees, including City Manager (7.7 FTEs), based on June 30th CPI-W (Seattle-Tacoma-Bellevue) of 2.7%.

Employee benefit rates have been finalized by AWC and we expect an increase for Medical insurance of 8.7%, with Dental increasing by 4.3%. The City pays 90% of medical premiums for employees and their dependents plus 100% of dental, vision, employee only LTD/life insurance.

- 76% of General Fund and Street Operations budgeted spending is for State Mandated Services: Public Safety, City Manager & Finance. 24% is spent on the Essential Services

that support the need for delivering effective and efficient public service and a reliable public infrastructure such as IT, park & building maintenance, and risk management.

Development Services Fund (9% of Total City Budget):

- The City, to meet its goal of greater transparency, decided to extract the Development Services Department's related revenues, expenses (direct and allocated) and customer deposits from the General Fund and place them in a newly created Development Services Fund, starting with Budget Year 2022. Development Services is a State Mandated program which funds itself through fees and occasional grants.
- Revenue in 2025 was down from what was expected, 2026 has been budgeted in a similar fashion and a one-time transfer from the General Fund will be utilized to cover the deficit. If this continues, alternative funding options will need to be discussed to make sure the city can cover the cost of development long term.
-

Capital Projects Fund and Tree Fund (11% of Total City Budget):

- 2025's anticipated REET revenue of \$1.200M has been budgeted conservatively. It assumes there is a finite amount of developable inventory within the city as well as available local industry and customers with an appetite to take on the types of homes that we have seen built.
- Please refer to the Capital Projects list, located within the budget workbook for additional details.

Attachment(s)

1. 2026 Budget Ordinance
2. 2026 Proposed Salary Schedule
3. Organization Chart
4. 2026 Proposed Budget Memo
5. 2026 Budget Schedule
6. 2026 Budget Workbook
7. Long-Term Forecast

Budget/Fiscal Impact: See attached

Recommendation: Approve and adopt Ordinance No. 1047.

City Manager Approval:



Proposed Council Motion: " I move to approve the 2026 Final Budget and Salary schedule Ordinance No. 1047 as presented."

Time Estimate: 30 minutes

ORDINANCE NO. 1047**CITY OF MEDINA, WASHINGTON****AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MEDINA WASHINGTON
ADOPTING A BUDGET FOR THE YEAR 2026, AND SETTING FORTH IN SUMMARY FORM
THE TOTALS OF ESTIMATED REVENUES AND EXPENDITURES FOR EACH SEPARATE
FUND AND THE AGGREGATE TOTALS FOR ALL SUCH FUNDS COMBINED AND
ADOPTING THE 2026 SALARY SCHEDULE**

WHEREAS, State law requires the City to adopt a budget and provides procedures for the filing of a budget, deliberations, public hearings, and final fixing of the budget, and

WHEREAS, a preliminary proposed budget for 2026 has been prepared and filed with the City Clerk, and

WHEREAS, the City of Medina City Council held a public hearing on September 8, 2025 to gather input as part of the 2026 budget process, and another public hearing on November 10, 2025 for the 2026 Property Tax Levy and the 2026 proposed budget, and deliberated and considered the preliminary proposed budget, and

WHEREAS, the preliminary proposed final budget does not exceed the lawful limit of taxation allowed by law to be levied on the property within the City of Medina for the purposes and estimated expenditures set forth necessary to carry on the services and needs of the City of Medina for the calendar year 2026.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, DO
ORDAIN AS FOLLOWS:**

SECTION 1. In accordance with the provisions of R.C.W. 35A.33.075, the budget of the City of Medina, WA, for the year 2026, is approved on the 19th day of November after the notice of hearings and after the preliminary budget having been filed with the City Clerk as required by law.

SECTION 2. Estimated resources for each separate fund of the City of Medina, and aggregate expenditures for all such funds for the year 2026 are set forth in a summary form below and are hereby appropriated for expenditure at the fund level during the year 2026 as set forth in the 2026 Budget.

	General	Street	Tree	Dev Services	Contingency	Capital	Levy Stabilization	Total
	Fund	Fund	Fund	Fund	Fund	Fund	Fund	All Funds
Beginning Fund Balance	\$ 3,568,581.00	\$ 185,432.00	\$ 44,172.00	\$ 534,266.00	\$ 1,750,000.00	\$ 8,398,464.00	\$ 2,685,000.00	\$ 17,165,915.00
Revenues	\$ 8,856,387.00	\$ 119,219.00	\$ 3,075.00	\$ 860,000.00	\$ -	\$ 1,395,000.00	\$ -	\$ 11,233,681.00
Transfers In	\$ -	\$ 555,000.00		\$ 125,000.00				\$ 680,000.00
Total Resources	\$ 8,856,387.00	\$ 674,219.00	\$ 3,075.00	\$ 985,000.00	\$ -	\$ 1,395,000.00	\$ -	\$ 11,913,681.00
Expenditures	\$ 8,179,612.91	\$ 652,098.80	\$ 30,000.00	\$ 1,006,307.42	\$ -	\$ 1,120,000.00	\$ -	\$ 10,988,019.13
Transfers Out	\$ 655,000.00	\$ -				\$ 100,000.00		\$ 755,000.00
Total Uses	\$ 8,834,612.91	\$ 652,098.80	\$ 30,000.00	\$ 1,006,307.42	\$ -	\$ 1,220,000.00	\$ -	\$ 11,743,019.13
Ending Fund Balances	\$ 3,590,355.09	\$ 207,552.20	\$ 17,247.00	\$ 512,958.58	\$ 1,750,000.00	\$ 8,573,464.00	\$ 2,685,000.00	\$ 17,336,576.87

SECTION 3. The 2026 Salary Schedule for authorized positions is attached as **Attachment A** and hereby adopted.

SECTION 4. The City Clerk is directed to transmit a certified copy of the budget hereby adopted by reference to the Office of the Auditor of the State of Washington, Division of Municipal Corporation, and the Association of Washington Cities.

Section 5. Corrections. The City Clerk and codifiers of the ordinance are authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 6. Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this Ordinance is declared unconstitutional or invalid for any reason, such invalidity shall not affect the validity or effectiveness of the remaining portions of this Ordinance.

THIS ORDINANCE SHALL TAKE EFFECT AND BE IN FORCE ON AND AFTER THE 1ST DAY OF JANUARY 2026.

PASSED BY THE CITY COUNCIL OF THE CITY OF MEDINA ON THE 19th DAY OF NOVEMBER 2025 BY A VOTE OF ___ FOR, ___ AGAINST, AND ___ ABSTAINING, AND IS SIGNED IN AUTHENTICATION OF ITS PASSAGE THE 19th DAY OF NOVEMBER 2025.

Jessica Rossman, Mayor

Approved as to form:

Attest:

Jennifer Robertson, City Attorney
Inslee, Best, Doezie & Ryder, PS

Dawn Nations, Acting City Clerk

**SUMMARY OF ORDINANCE NO. 1047
of the City of Medina, Washington**

On November 19, 2025 the City Council of the City of Medina, Washington, approved Ordinance No. 1047, the main points of which are summarized by its title as follows:

AN ORDINANCE ADOPTING A BUDGET FOR THE CITY OF MEDINA, WASHINGTON, FOR THE YEAR 2026, AND SETTING FORTH IN SUMMARY FORM THE TOTALS OF ESTIMATED REVENUES AND EXPENDITURES FOR EACH SEPARATE FUND AND THE AGGREGATE TOTALS FOR ALL SUCH FUNDS COMBINED AND ADOPTING THE 2026 SALARY SCHEDULE.

The full text of this ordinance will be mailed upon request.

APPROVED by the City Council at their regular meeting of November 19, 2025,

Dawn Nations, Acting City
Clerk

City of Medina
Ordinance Number --1047
Attachment A

2026 Salary Schedule

The 2026 salary ranges for full time city employees shall be as follows (see notes in blue):

Exempt Unrepresented Employees:

COLA increase = CPI-W, 2.7%	FTE	Minimum	Midpoint	Maximum
Building Official	1	\$9,375	\$10,549	\$11,720
Planning Manager	0	\$9,102	\$10,242	\$11,379
Public Works Director	1	\$10,488	\$11,798	\$14,421
Development Services Director	1	\$10,488	\$11,798	\$14,421
Finance/HR Director	1	\$10,488	\$11,798	\$13,110
City Clerk	1	\$10,488	\$11,798	\$13,110
Police Chief	1	\$12,920	\$14,535	\$16,147
City Manager	1	\$13,238	\$14,891	\$19,085

Non Exempt Unrepresented Employees:

COLA increase = CPI-W, 2.7%, Captain at 3% per Guild	FTE	Minimum	Midpoint	Maximum
Assistant Finance Director *	1	\$6,961	\$8,354	\$9,782
Police Captain	1	\$11,017	\$12,393	\$13,769

* = position currently filled with part-time employee with salary pro-rated at 0.7 FTE

Collective Bargaining Agreement between City of Medina and City of Medina Patrol Officers:

Police Guild Contract 3% COLA Increase	FTE	Step A	Step B	Step C	Step D
Patrol Officer A		\$8,287	\$8,775	\$9,261	\$9,751
Patrol Officer B	1	\$8,387	\$8,875	\$9,359	\$9,851
Patrol Officer C	1	\$8,581	\$9,069	\$9,557	\$10,043
Patrol Officer D	4	\$8,775	\$9,261	\$9,753	\$10,239
Police Sergeant A	2	\$9,765	\$10,296	\$10,841	\$11,396
Police Sergeant B		\$9,959	\$10,490	\$11,035	\$11,592

Public, Professional and Office-Clerical Employees Union, Local 763

(Representing Public Works Employees):

Teamsters Guild Contract 3% COLA Increase	FTE	Step A	Step B	Step C	Step D
Maintenance Worker	3	\$6,606	\$6,886	\$7,274	\$7,675
Maintenance Supervisor	1	\$8,037	\$8,484	\$8,938	\$9,415

Public, Professional and Office-Clerical Employees Union, Local 763

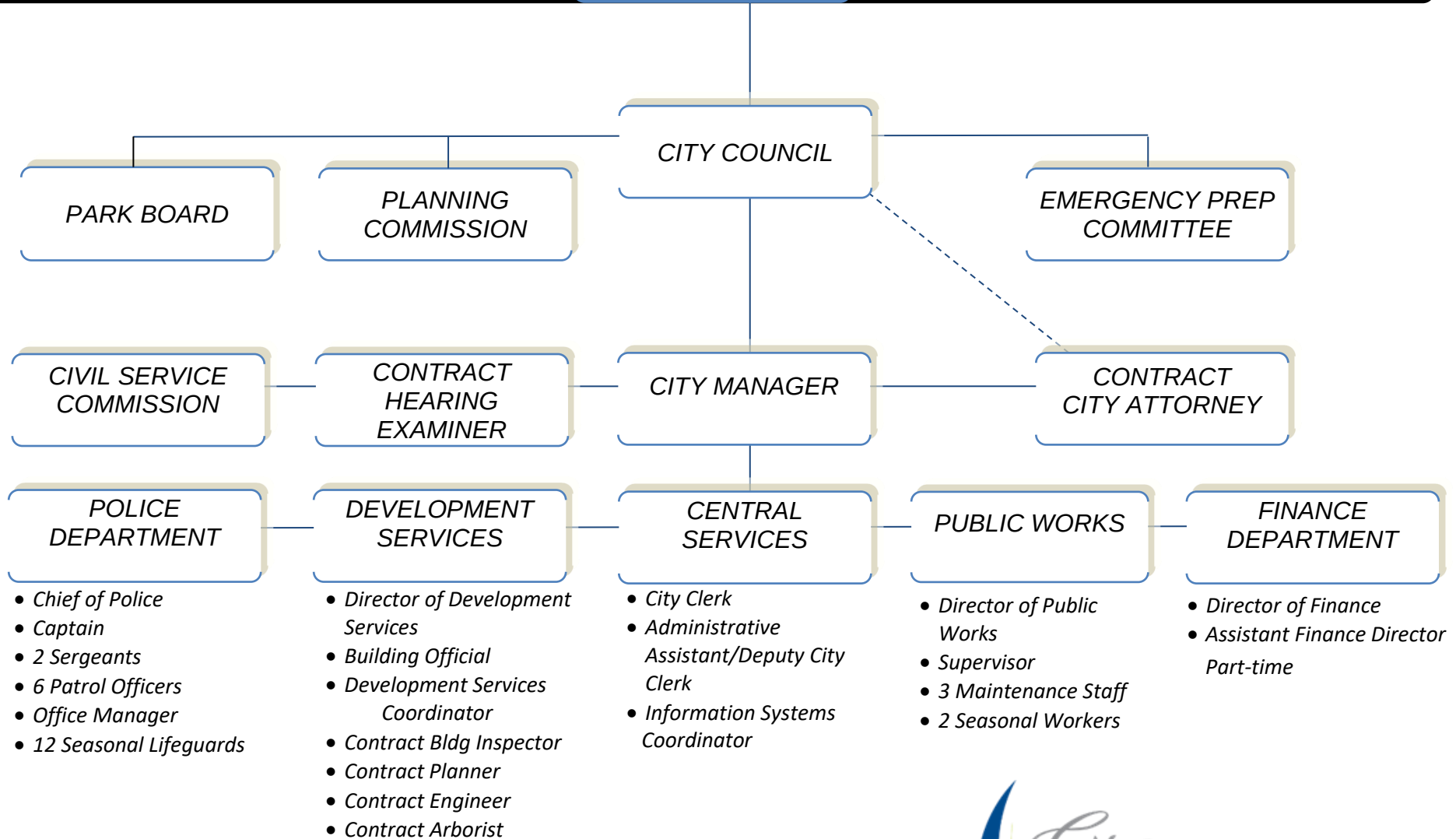
(Representing Office-Clerical Employees):

Teamsters Guild Contract 3% COLA Increase	FTE	Step A	Step B	Step C	Step D
Admin. Assistant-Deputy Clerk	1	\$6,606	\$6,886	\$7,274	\$7,675
Information Systems Coordinator	1	\$6,606	\$6,886	\$7,274	\$7,675
Police Administrative Specialist	0	\$6,606	\$6,886	\$7,274	\$7,675
Development Services Coordinator	1	\$6,741	\$6,944	\$7,311	\$7,696
Deputy Building Official	0	\$7,164	\$8,120	\$9,075	\$10,028
Police Office Manager	1	\$8,037	\$8,484	\$8,938	\$9,415

CITY OF MEDINA

CITIZENS OF MEDINA

ORGANIZATIONAL CHART



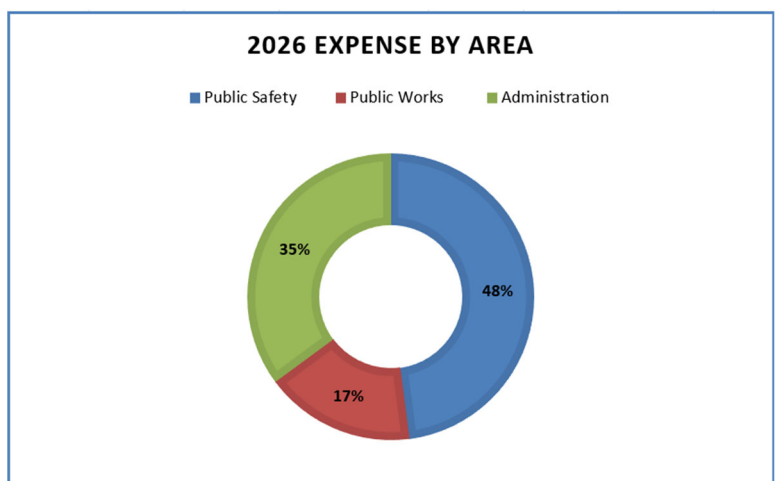
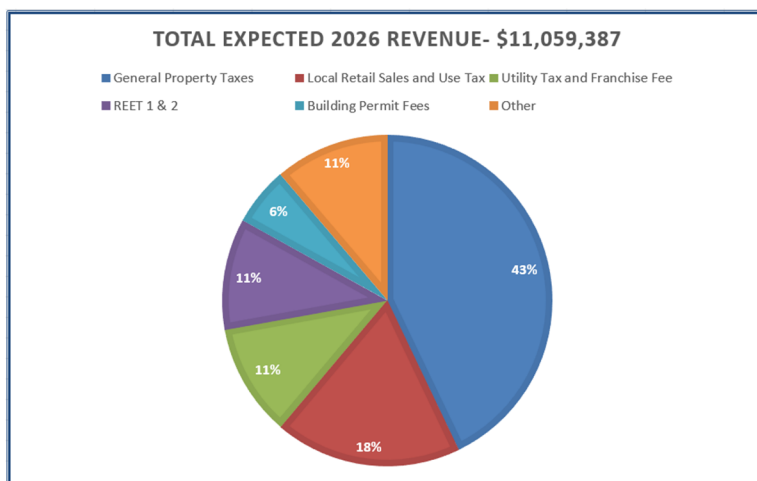
CITY OF MEDINA, WASHINGTON

BUDGET IN BRIEF, 2026

Budget, At a Glance

- **Total Budget:** \$10.997 Million
- **General & Street Fund:** \$8.840M (80%)
- **Development Services Fund:** \$1.006 (9%)
- **Capital & Tree Funds:** \$1.150M (11%)

Where the Money Comes From (Revenues), and Goes (Expenditures)



Key Highlights for 2026

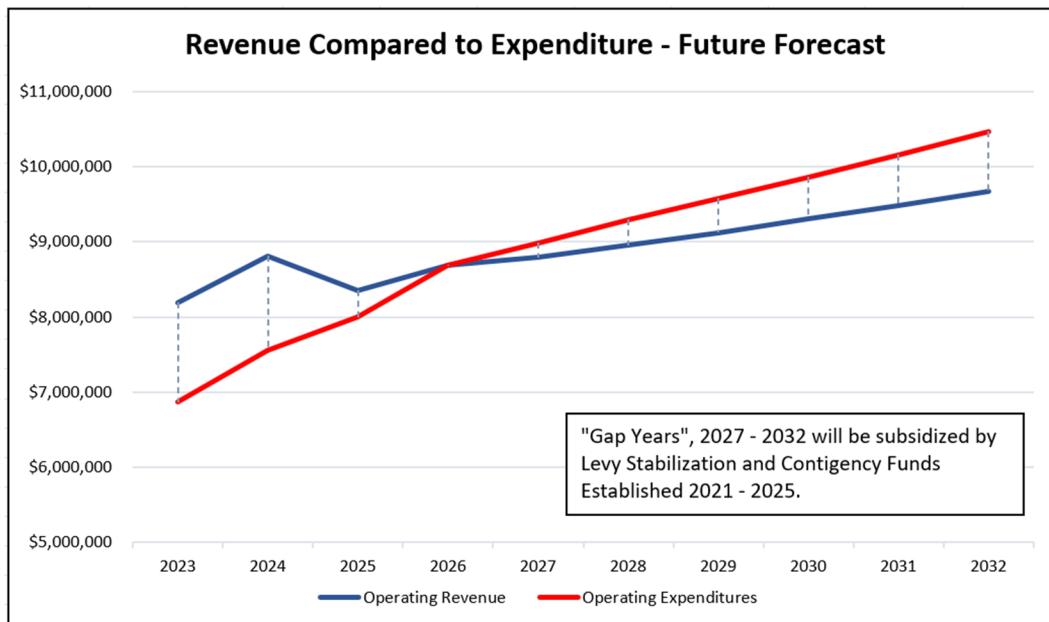
- **Balanced budget** presented despite rising costs.
- **Police Department:** Added Sergeant position, shift from leasing to purchasing vehicles.
- **Public Works:** More overtime to handle storm response and park demand; aging equipment scheduled for repair/replacement.
- **Capital Projects:** \$960K for road, sidewalk, stormwater, and park improvements.
- **Development Services:** Revenue decline projected; long-term sustainability planning underway with a one time transfer from the General fund to maintain service levels.

Looking Ahead

- **Levy Lid Lift (2019):** Continues to sustain services, with stabilization fund projected to last until 2032.
- **Revenue Constraints:** Washington's 1% property tax levy cap limits future revenue growth.

- **Forecast:** Expenditures projected to surpass revenues beginning in 2027, requiring use of stabilization funds.

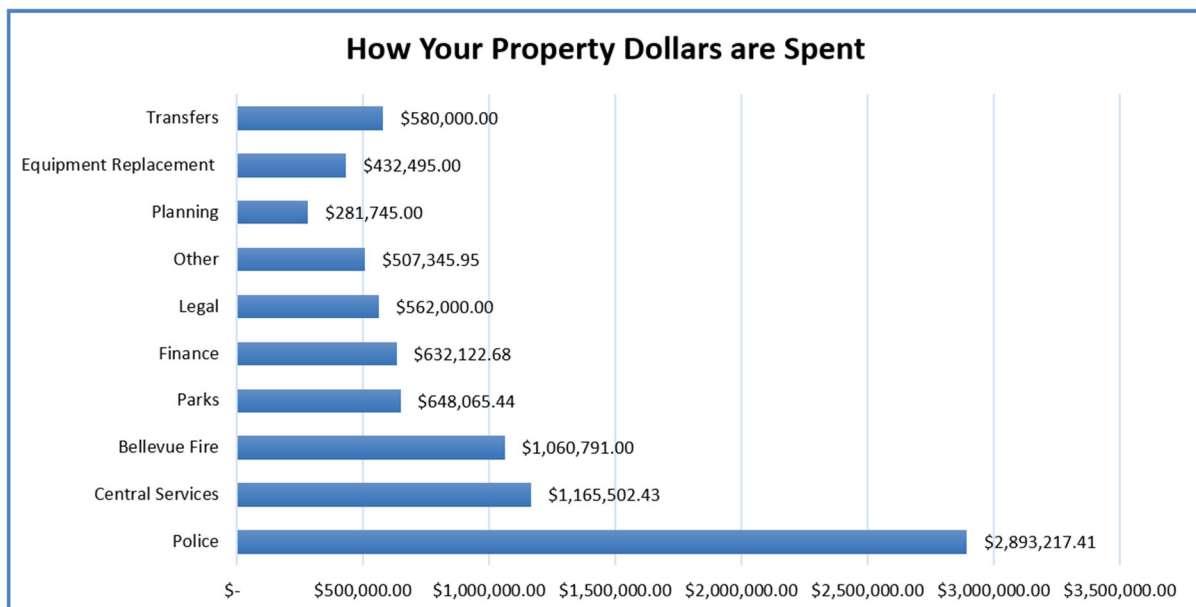
Revenue vs. Expenditure Forecast (2020–2032)



What This Means for You

- Property taxes fund 43% of city services, but levy limits constrain growth.
- City continues to prioritize **public safety, financial health, and essential services**.
- Long-term planning remains central to keeping Medina's services stable.

Your Tax Dollar at Work



Message from the City Manager

The 2026 Proposed Budget for the City of Medina reflects our ongoing commitment to fiscal responsibility, transparency, and community service. It is presented in balance, even as we face rising costs and revenue limitations imposed by Washington's 1% property tax levy limit.

This budget is a continuation of promises made to voters during the 2019 levy lid lift to sustain essential services, maintain prudent reserves, and invest in infrastructure and community needs.

Looking forward to 2026, the City will:

- Increase emphasis on City beautification through more active code enforcement, management and maintenance of the City's rights-of-way, vegetation management and aesthetics, and safety including mitigating right-of-way encroachment on sidewalks and sight lines
- Engage in strategic planning focusing on sustainable provision of services, developing partnerships to foster economies of scale, organizational alignment to strategic goals, and incremental increases to levels of service under existing budget authority
- Increase community connection through focusing on public information, involvement, and events – bringing City Hall to the community and the community to City Hall
- Plan for the future –
 - Meeting state mandates,
 - Addressing the delicate balance of policy challenges, especially affordable housing, environmental conservation, and transportation demand/mobility, and
 - Planning for long-term investments in the City's infrastructure such as public buildings, fleet, parks, and infrastructure (streets and stormwater, as well as utilities and services provided by partner jurisdictions).

We invite your input into the budget process, and engagement as we undertake this important work in your City.

Jeff Swanson

City Manager

Strategic Goals and Priorities

VISION STATEMENT

Medina is a family-friendly, diverse and inclusive community on the shores of Lake Washington. With parks and open spaces, Medina is a quiet and safe small city, with active and highly-engaged residents. Medina honors its heritage while preserving its natural environment and resources for current and future generations.

MISSION STATEMENT

Ensure efficient delivery of quality public services, act as responsible stewards of Medina's financial and natural resources, celebrate diversity, leverage local talent, and promote the safety, health, and quality of life of those who live, work, and play in Medina.

CITY COUNCIL PRIORITIES

- Financial Sustainability & Accountability
 - Quality Infrastructure
 - Efficient & Effective City Government
 - Public Safety & Health
 - Neighborhood Character & Community Building
-

Financial Overview

- **Total Budget:** \$10.997 Million
- **General & Street Fund:** \$8.840M (80%)
- **Development Services Fund:** \$1.006 (9%)
- **Capital & Tree Funds:** \$1.150M (11%)

Key Revenue Assumptions

- Property tax revenue increase of 2.65% (1% limit + \$76,063 new construction).
- Sales tax increase of 2.98%

With conservative revenue projections in 2025, the following two items see a large increase to more accurately reflect expectations.

- Utility tax increase of 24.26%.
- Interest earnings projected 7.41% growth.

Expenditure Drivers

- COLA increases of 3% for union staff.
- Health benefits through AWC increase of 8.7%.
- Fire/EMS contract increase of 11.6%.
- Police capital vehicle purchases increase of 20%.
- City Attorney budget increase of 25%.

Long-Term Financial Forecast

The levy stabilization fund is projected to sustain balance through 2032, with expenditures exceeding revenues beginning in 2027.

Long Term Projected Revenue and Expenditures

	2026	2027	2028	2029	2030	2031	2032
Operating Revenue	\$ 8,856,387.00	\$ 8,960,614.74	\$ 9,123,327.03	\$ 9,294,593.58	\$ 9,479,485.45	\$ 9,668,075.16	\$ 9,860,436.66
Operating Expenditures	\$ 8,763,285.00	\$ 9,069,999.98	\$ 9,387,449.97	\$ 9,669,073.47	\$ 9,959,145.68	\$ 10,257,920.05	\$ 10,565,657.65

Debt and Reserves

Debt Policy

The City will maintain adequate debt capacity for priority projects.

The City's Debt Management Policy objectives are: minimize the need for debt through maintaining strong revenues which reasonably meet or exceed expenditures.

Debt may be utilized to address short-term cash flow needs and/or to finance significant capital or other obligations. Debt will not be used to fund long-term revenue shortages. City Council approval is required to approve the issuance of debt.

Current Operations will not be financed with long term debt. In the event a need for long term debt arises, the term of the debt will not exceed the life of the projects financed.

When evaluating the use of non-voted Councilmanic Debt and the associated debt service obligations, an analysis shall be performed to determine the City's ability to make debt service payments, considering revenue fluctuations associated with periodic economic cycles. Debt may be considered where the Director of Finance can demonstrate that there is sufficient projected discretionary revenue to service the debt without disrupting the City's existing service delivery or programs.

Voted and non-voted Councilmanic Debt will be used prudently in a manner to avoid an adverse impact on the City's credit rating and ability to issue subsequent or additional debt.

Upon the issuance of any debt, the Director of Finance will establish the appropriate procedures to assure compliance with bond/debt covenants and applicable federal, state and local laws, policies, and regulations.

In the event the use of debt is required, the City will raise capital at the lowest cost, consistent with the need to borrow. This will be accomplished by keeping a high credit rating, and maintaining a good reputation in the credit markets by managing the annual budget responsibly.

Reserve Account Policies

The City maintains Reserve Accounts for a Levy Stabilization Fund Account, a Contingency Fund Account, a Capital Projects Fund Account, and an Equipment Replacement Account. The priority or sequence for allocating reserves to these accounts is:

1. The Levy Stabilization Fund account, up to the annual targeted amount identified in the Levy.
2. The Contingency Fund account, up to 25% of the annual general fund budgeted expenditures. (Currently at 20% of 2026 Budget)
3. Any remaining reserves allocated to the Capital Projects Fund, the Equipment Replacement Account and/or the Levy Stabilization Fund as recommended by the City Manager and/or Finance Director.

Levy Stabilization Fund

On the November 2019 ballot, Medina voters approved a 6-year increase to their City property tax levy, starting in 2020, in order to maintain then-existing levels of service for the following 10 years. A promise was made to the voters that these additional funds would be managed in such a way as to keep those service levels in place for at least 10 years. The purpose of the Levy Stabilization Fund is to hold excess amounts resulting from the levy increase during 2020-2025 and to draw from the Levy Stabilization Fund to cover General Fund and Street Operations funding gaps during 2026 to 2029 (or longer, if feasible).

End of Year 2025 Balance: \$2,685,000

Contingency Fund

The Contingency Fund may be used for the following:

- a) To sustain City services in the event of a catastrophic event such as a natural/manmade disaster (e.g. earthquake, windstorm, flood, terrorist attack) or a significant downturn in the economy.
- b) To address temporary, short-term (less than one year) economic downturns and temporary gaps in cash flow. Conditions, such as expense reductions and/or restrictions may be imposed.
- c) Amounts held in the Contingency Fund in excess of its limit (25% of the annual general fund budgeted expenditures) may be used to fund the Capital Improvement Plan.
- d) To pay down debts expeditiously when financially advisable, consistent with expert recommendations and with consideration of the City's overall financial status.

End of Year 2025 Balance: \$1,750,000

All expenditures transferred into and out of the Contingency Fund, must be authorized by the City Council.

Department and Fund Summaries

Police Department

- Additional Sergeant position reflected in 2025.
- Vehicle procurement strategy shifting from leasing to purchasing.
- 7.23% increase in dispatch services through Norcom.

Finance & Central Services

- 6% increase in liability insurance.
- 12.65% increase to capital outlay for IT/server upgrades.
- Six new computers scheduled for replacement.

Public Works

- \$11K increase for overtime (storms, parks demand).
- \$4K increase for repairs/maintenance of equipment.

Development Services Fund

- 11.8% decrease in permitting revenues projected for 2026.
- Staffing and consulting costs adjusted accordingly.

- One time transfer from the General Fund to cover deficit.
- Long-term sustainability planning underway.

Equipment Replacement Fund

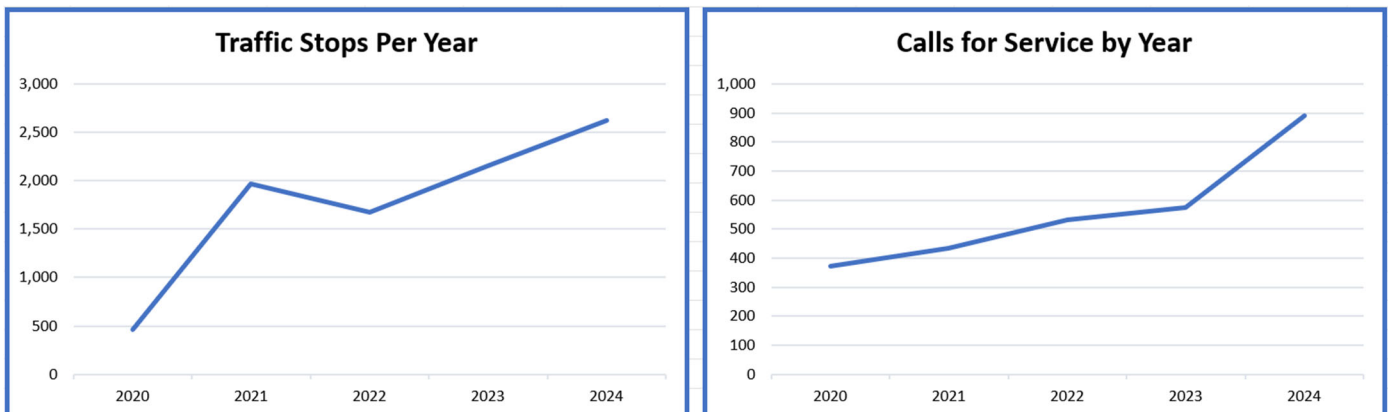
- Newly Created Fund to better track and fund City assets.
- Major emergency response acquisitions expected for 2026.
 - Replacement Backhoe
 - Replacement Transportable Generator

Capital & Tree Funds

- REET revenue projected at \$1.2M.
- 2026 projects include roadway overlays, sidewalk improvements, stormwater upgrades, and park enhancements.

Service Levels and Performance

Police Department



Budget in Brief

Where the Money Comes From (Revenues)

Property Taxes: 43%

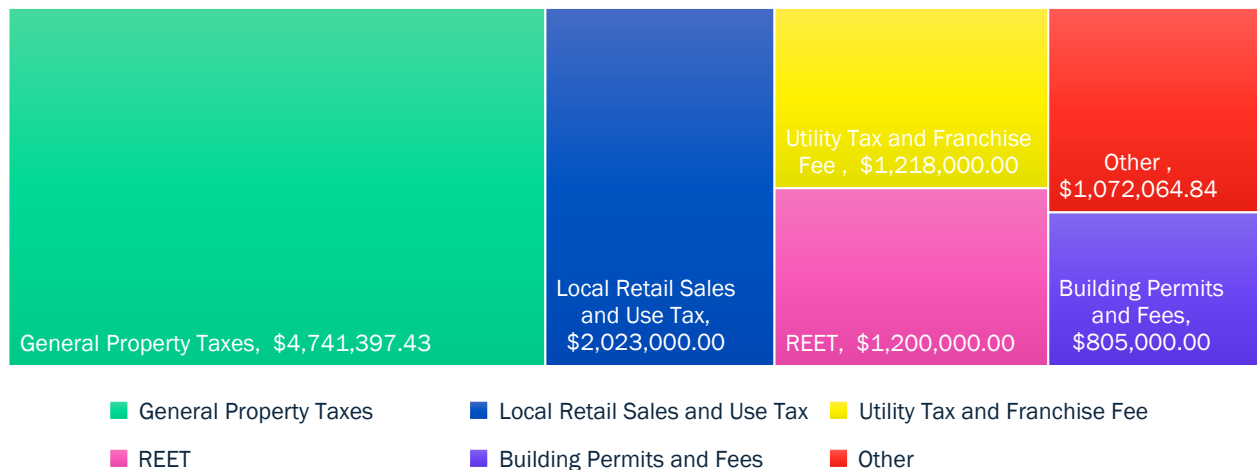
Sales & Utility Taxes: 29%

Permits/Fees: 7%

REET (Capital): 11%

Other (interest, donations, grants, etc.): 10%

Where the Money Comes From (Revenues)



Explanation of Revenue Sources

Property Taxes are the primary source of revenue for the City, comprising approximately 54% of General Fund revenues. Medina voters passed a levy lid lift in 2019, enabling the City to increase the property tax levy annually by 5% through 2025. With the expiration of the levy lid lift, beginning in 2026 the annual property tax levy increases will return to the 1% statutory limit.

For every \$1.00 on property taxes paid by a City of Medina real property owner, the City receives \$0.09.

To learn more about property taxes in Washington State, please follow this link:

<https://mrsc.org/explore-topics/finance/revenues/property-tax>

For every \$1 of property tax collected from a Medina taxpayer the City receives \$0.09.



Local Retail and Use Tax is the second largest source of revenue, comprising approximately 23% of City General Fund revenues. Medina's local tax rate is 3.7% and with Washington State's destination sales tax policy is applicable to online orders and delivered taxable goods, as well as to the purchase of taxable goods and services purchased within city limits. To learn more about sales and use taxes in Washington State, please follow this link:

<https://mrsc.org/explore-topics/finance/revenues/sales-taxes>

Utility and Franchise Fees comprise approximately 14% of Medina's General Fund revenue. The City collects a 6% excise tax on electricity, natural gas, water, wastewater, garbage/solid waste, cable TV, and telephone services. The City collects an additional 4% amount through franchise agreements with providers of water, wastewater, and cable TV services. To learn more about utility taxes, please follow this link:

<https://mrsc.org/explore-topics/finance/revenues/utility-tax>

Investment Income comes from two sources: the LGIP Investment Pool, and the City of Medina's bond portfolio. Investment income is divided between the General Fund and the Capital Fund, allowing for greater flexibility in funding capital projects than other sources of revenue dedicated to capital projects.

Real Estate Excise Tax (REET 1 and REET 2) comprise the primary funding source for most of the City's capital infrastructure projects. The City collects 0.25% for REET 1 and 0.25% for REET 2, applicable to real estate property sales. REET is a restricted revenue, with differing criteria

applicable to each type of REET collected. To learn more about real estate excise taxes, please follow these links:

<https://mrsc.org/explore-topics/finance/revenues/real-estate-excise-tax>

<https://mrsc.org/stay-informed/mrsc-insight/june-2024/reet-funds>

Grant Funding is used when possible and appropriate to fund projects that exceed the City's financial capacity and/or to supplement funding capital projects. Most of the grants awarded to the city in the past have been awarded by King County or Washington State to help pay for park improvements, street overlays, and sidewalk installation.

Where the Money Goes (Expenditures)

Police, Fire & Public Safety: 38% - Green

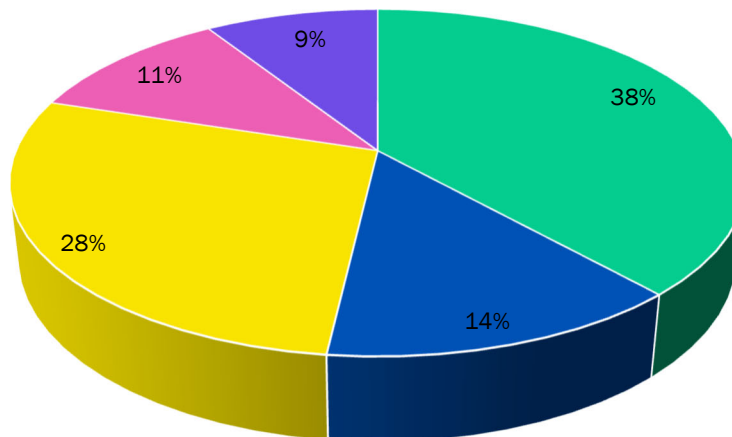
Public Works & Parks: 14% - Blue

Development Services: 9% - Purple

Capital Projects: 11% - Pink

Administration & Legal: 28% - Yellow

Where your Money Goes, Expenditures



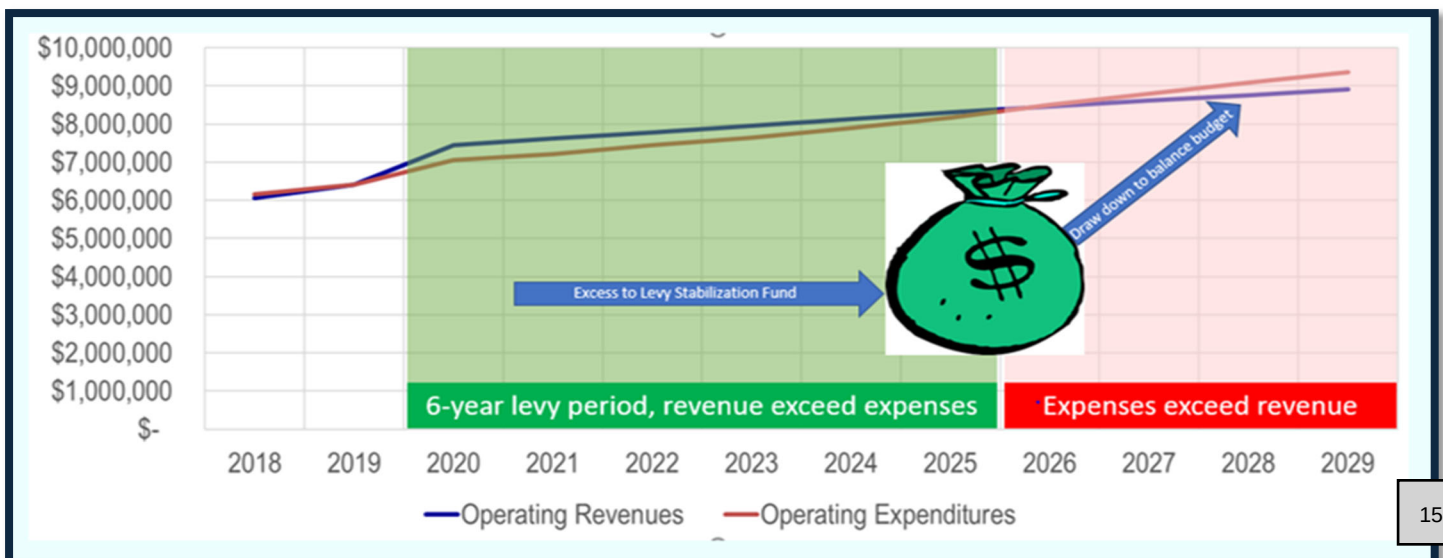
Property Tax Levy Lid Lift

In 2019, the City of Medina faced challenging financial circumstances. The accumulated effects of Washington Initiative 747 limiting the Councilmanic annual property tax levy increase to 1% and years of costs increasing at a much higher rate than revenues effectively imposed a structural deficit on the City. Prior to 2019 maintaining levels of service in the City were made possible through cost-saving measures, identifying and implementing additional revenue sources available through statute, and use of reserves. However the limits of these strategies had been reached, and more significant changes were necessary to sustainably balance the City's budget, which meant reducing levels of service.

In the 2019 November general election, the Medina City Council asked the voters to support a six-year levy lid lift calibrated to sustain the City's then current service levels for a period of at least ten years. This would be accomplished by accumulating reserves during the lift period and spending the reserves down to balance the budget between 2026 and 2030. The City promised voters:

- The same level of services as existed in 2019 would be maintained
- Restored measures of financial health
 - Begin each budget cycle with the full General Fund balance to cover first quarter expenses
 - Engage a City Finance Committee comprised of Councilmembers to provide increased oversight
 - Forecast and financially plan on a ten-year basis
 - Rebuild Contingency Fund
 - Develop community-friendly financial statements
- Make the six-year levy lid lift (from 2020-2025) last until at least 2030

The first year of the levy (2020) sustained services at prior levels. During the following five years of the six-year lid lift (2021-25) the City transferred amounts to a *Levy Stabilization Fund* to build a minimum operating reserve of \$2M. The stabilization fund is forecasted to sustain service levels for at least an additional four years (2026-2030).



SPECIFICS ABOUT THE LEVY

The levy's structure was designed to have an initial increase of no more than \$0.20 per \$1000 assessed value (example \$2M AV home = additional \$400/year). In 2020 this gave the City an additional 12% revenue towards General Fund and Street Operations, \$941,572. For the following five years (2021-2025) the City was able to increase this amount by 5% (see table of projections below). For the 2026 budget cycle the previous year's levy total becomes the City's new baseline for property taxes, which is limited to annual Councilmanic increases of no more than 1%.

How Much Extra Funds is the Levy Lid Lift Creating Each Year?				
Projected Revenues, 2020-2029				
	Amount of Increase	Total		
2020	\$ 941,572	\$ 941,572	Initial "bump"	
2021	\$ 47,079	\$ 988,651	+5% each year	
2022	\$ 49,433	\$ 1,038,083		
2023	\$ 51,904	\$ 1,089,987		
2024	\$ 54,499	\$ 1,144,487		
2025	\$ 57,224	\$ 1,201,711		
2026	\$ 12,017	\$ 1,213,728	+1% each year	
2027	\$ 12,137	\$ 1,225,865		
2028	\$ 12,259	\$ 1,238,124		
2029	\$ 12,381	\$ 1,250,505		
		\$ 11,332,713	10-year total	

More information on the City of Medina's Financial Reporting

Medina is a **Cash Basis** entity.

- Expenses and revenues are recorded as they are paid or deposited.
- No balance sheet, meaning no reporting of assets and liabilities. The City owns buildings, land, and equipment, however those do not appear in City financial reports as one would find in private sector financial reporting.
- It functions as a simple checkbook register: starting balance, money in, money out, and remaining balance.

Medina uses **Fund Accounting**.

- Fund accounting is like running a separate entity for each activity or program of the City.
- A Fund is set of accounts used to manage resources segregated for specific purposes due to regulations, restrictions, or limitations.
- The number and type of funds depends upon the number and types of activities of the City.

Learn More

- Full Budget Document and supporting materials available at [Adopted Budgets | Medina Washington](#)

Appendices

- Budget Calendar (statutory and planned steps).
- Organization Chart
- Position List/Salary Schedule
- 2026 Proposed Budget Workbook
- Long-Term Forecast Tables Document
- Glossary of Budget Terms

2026 Budget Calendar City of Medina, Washington

Statutory Dates	Planned/Actual Dates	2026 Budget Process
No legal requirement	September 8, 2025	Council holds Public Hearing to gather input on 2026 Preliminary Budget.
Oct 2, 2025	September 8, 2025	City Manager provides City Council with 2025 Revenue projections for the current year. City Manager provides a 2026 Preliminary Budget showing 2026 Revenue and Expenditures by Department.
No legal requirement	Sept 22, 2025	City Council holds a study session on 2026 Preliminary Budget. <i>Balancing decisions made if necessary.</i>
Nov 2, 2025	October 13, 2025	City Manager files 2026 Updated Preliminary Budget & Budget Message with the City Clerk and the City Council.
Prior to November 25, 2025	October 13, 2025	City Council holds Preliminary Public Hearing on 2026 Budget & Revenue Sources (Property Tax Levy)
No later than Nov 2, through Nov 20, 2025	Dates as needed prior to Nov 10 th meeting	Once a week for two consecutive weeks, City Clerks publishes notice of filing of 2026 Budget and notice of public hearing on final budget.
Nov 21, 2025	Nov 10, 2025	Copies of 2026 proposed final budget are made available to the public at the Regular City Council meeting.
Nov 30, 2025 (KC due date) (Hearing due date 12/4/25)	Nov 10, 2025	Council holds the Final Public Hearing and sets the 2026 Property Tax Levy to certify the levy with the King County Assessor's Office.
Dec. 31, 2025	Nov 10, 2025	Council adopts Final 2026 Budget at the Regular Monthly City Council meeting.
After Adoption	After Adoption	Copies of 2026 Final Budget Ordinance are filed with the Washington State Auditor's Office, MRSC and AWC.

City of Medina 2026 Budget - General Fund				
Revenue				
Total Revenue		\$		8,856,387
Change		\$		499,326
Expenditures				
Department	2025 Adopted Budget		2026 Proposed Budget	Delta
Exec.	308,736	\$	325,603	\$ 16,867
Finance	614,051	\$	632,123	\$ 18,072
Central Services	1,186,277	\$	1,170,830	\$ (15,447)
Police	2,775,155	\$	2,893,217	\$ 118,062
Fire	950,544	\$	1,060,791	\$ 110,247
Parks	621,355	\$	639,065	\$ 17,710
Rec Services	45,600	\$	45,600	\$ -
Legislative	83,000	\$	80,000	\$ (3,000)
Long Range Planning	315,222	\$	281,745	\$ (33,477)
Legal	483,000	\$	562,000	\$ 79,000
Social and Env. Services	55,966	\$	56,143	\$ 177
Equipment Replacement	-	\$	432,495	\$ 432,495
Transfers	725,000	\$	655,000	\$ (70,000)
Total General Fund Exp.	\$ 8,163,906	\$	8,834,613	\$ 670,707
Total General Fund Surplus				\$ 21,774

City of Medina 2026 Budget Capital Fund				
Revenue				
Total Revenue	\$			1,395,000
Change:	\$			(140,000)
Expenditures				
Total Capital	\$			1,020,000
Total Stormwater	\$			200,000
Total Capital Fund Exp.	\$			1,220,000
Change:	\$			370,000

City of Medina 2026 Budget Dev Services Fund				
Revenue				
Total Revenue	\$			985,000
Change	\$			(75,050)
Expenditures				
Total Expenditures	\$			1,006,307
Change	\$			(202,206)
Total Development Services Deficit				\$ (21,307)

GENERAL FUND REVENUE

ACCOUNT NUMBER	DESCRIPTION	2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		Comments:
	GENERAL FUND - REVENUES								
	PROPERTY & SALES TAX								
001 000 000 311 10 00 00	General Property Taxes	4,185,656	4,329,063	4,460,475	4,608,359	4,619,143	4,741,397	▲2.65%	Includes 1% all'd increase + new construct/improvmnts (\$76,063). Based on First Preliminary Worksheet
001 000 000 313 11 00 00	Local Retail Sales & Use Tax	1,883,644	1,904,907	2,042,597	1,964,450	2,023,000	2,023,000	▲2.98%	2025.09 ytd rolling 12 mos (+ passthru ARCH cont. from SHB1406, COM ord 985, \$10,000 est)
001 000 000 313 71 00 00	Criminal Justice Funding	104,390	106,831	104,614	111,099	105,000	108,150	▼2.65%	Flat to 2025.09 ytd rolling 12 mos + 3% Increase
	TOTAL PROPERTY & SALES TAX	5,598,447	6,340,801	6,607,685	6,683,908	6,747,143	6,872,547	▲2.82%	
	BUSINESS & OCCUPATION-UTILITY TAX								
001 000 000 316 41 00 00	Electric - Puget Sound Energy	260,933	277,553	303,007	260,100	330,000	330,000	▲26.87%	Util Tax 6% and Franchise Fees 4%
001 000 000 316 42 00 00	Gas - Puget Sound Energy	134,020	155,272	158,596	145,000	167,000	167,000	▲15.17%	
001 000 000 316 43 00 00	Water & Sewer	227,411	252,757	261,494	208,080	291,000	291,000	▲39.85%	Based on 2025.09 ytd rolling 12 mos,
001 000 000 316 45 00 00	Garbage, Solid Waste	46,820	50,705	64,697	55,000	69,000	69,000	▲25.45%	
001 000 000 316 46 00 00	Cable - Comcast	92,924	80,555	88,200	85,313	97,000	97,000	▲13.70%	
001 000 000 316 47 00 00	Telephone - Mobile & landline	33,458	35,753	37,080	37,454	46,000	46,000	▲22.82%	
001 000 000 317 20 00 00	Leasehold Excise Tax	1,698	(2,480)	(3,093)	2,000	(410)	-	▼100.00%	
	BUSINESS LICENSE/PERMITS-FRANCHISE FEES								
001 000 000 321 91 00 00	Franchise Fees - Water/Sewer COB, Cable Comcast	196,894	222,209	212,085	187,272	218,000	218,000	▲16.41%	Assumes 4% Franchise Fee per Ord 895 of 11/30/2012, applied as above
	TOTAL UTILITY TAX & FRANCHISE FEES	891,325	1,072,324	1,122,066	980,219	1,217,590	1,218,000	▲24.26%	
	LICENSES & PERMITS								
001 000 000 322 30 00 00	Animal Licenses	165	350	440	400	100	4,500	▲1025.00%	Moving to King County Pet Licensing
001 000 000 322 90 00 00	Other Non Bus. Licenses & Permits (Gun Permits)	20	-	362	500	750	750	▲50.00%	Based on 2025.09 ytd annualized
001 000 000 322 99 00 00	Business Licenses	290	-	285	-	-	25,000		Contingent on adoption of Ordinance 1046
	TOTAL LICENSES & PERMITS	\$475	350	802	900	850	30,250	▲3261.11%	
	INTERGOVERNMENTAL								
001 000 000 334 01 10 00	Dept of Justice- Federal Grant	-	13,300	105,225	-	-	-		Based on one budgeted vest replacement, see PD exp
S/B in street	Multimodal Transportation - Cities	1,017	-	-	-	-	-		2025: MRSC estimated distribution of State Shared Revenue, available late July
001 000 000 336 06 21 00	MVET-Criminal Justice-Pop.	3,558	1,054	1,118	1,168	1,041	1,166	▼0.17%	2025: MRSC estimated distribution of State Shared Revenue, available late July
001 000 000 336 06 26 00	Criminal Justice-Special	334	202	3,928	4,088	3,677	4,081	▼0.17%	2025: MRSC estimated distribution of State Shared Revenue, available late July
001 000 000 336 06 51 00	DUI/Other Criminal Justice	20,645	-	201	-	-	-		
001 000 000 336 06 94 00	Liquor Excise Tax	21,515	20,438	-	19,155	21,164	20,055	▲4.70%	2025: MRSC estimated distribution of State Shared Revenue, available late July
001 000 000 336 06 95 00	Liquor Control Board Profits	1,132	17,830	33,770	21,520	19,373	21,484	▼0.17%	2025: MRSC estimated distribution of State Shared Revenue, available late July
001 000 000 336 06 95 01	Liquor Control Board Profits-Public Safety Portion	-	4,458	8,443	-	4,475	-		
001 000 000 342 11 00 00	Hunts Point Police Contract- Add'l Police Serv	322,030	338,353	267,920	360,937	360,937	378,984	▲5.00%	Based on 13.1% avg previous years of expense subtotal line
	TOTAL INTERGOVERNMENTAL	370,232	395,635	504,689	406,868	410,868	425,770	▲4.65%	
	CHGS FOR GOODS AND SERVICES								
001 000 000 341 99 00 00	Passport & Naturalization Fees	2,100	2,646	1,365	5,000	1,000	1,000	▼80.00%	Potential reduction do to staff workload
	TOTAL CHGS FOR GOODS/SERVICES	312,057	2,646	1,365	5,000		1,000	▼80.00%	
	FINES & FORFEITURES								
001 000 000 353 10 00 00	Municipal Court-Traffic Infrac	15,965	11,099	19,606	18,000	35,000	30,000	▲66.67%	Hx ratio of court costs (75%) to revenue
	TOTAL FINES & FORFEITURES	31,250	11,099	19,606	18,000	35,000	30,000	▲66.67%	
	MISCELLANEOUS REVENUE								
001 000 000 361 11 00 00	Investment Interest	61,640	197,796	290,513	135,000	300,000	145,000	▲7.41%	Assumes LGIP and Bond Investments Interest, allocated between General Fund (50%) & Capital (50%)— 2025.07 ytd annualized
001 000 000 361 40 00 00	Sales Interest	1,741	5,131	7,069	4,500	8,000	6,000	▲33.33%	Based on 2025 actual annualized 7.1
001 000 000 362 00 00 10	Wireless Commun. Facility Leases	23,223	27,801	28,635	30,030	28,600	30,631	▲2.00%	2026 American Towers Corp. Increased in 2025
001 000 000 362 00 00 20	Post Office Facility Lease	88,508	88,508	88,508	88,508	88,508	93,054	▲5.14%	Lease of \$7,625/mo
001 000 000 367 11 00 00	Contributions/Donations	54,784	-	-	-	-	-		In 2025 we are not planning on asking for Community Donations
001 000 000 369 30 00 10	Confiscated Property-Auction	199	-	-	-	-	-		
001 000 000 369 91 00 00	Other	25,354	18,571	5,362	3,500	3,000	3,500	▲0.00%	Based on 2025 Revenue, Misc Revenue coded here
001 000 000 369 91 00 10	Other-Copies	459	172	10	75	25	75	▲0.00%	Based on 2025 Budget
001 000 000 369 91 00 15	Other-Fingerprinting	240	379	220	400	300	400	▲0.00%	Based on 2025 Budget
001 000 000 369 91 00 35	Other-Notary	10	70	29	100	75	100	▲0.00%	Based on 2025 Budget
001 000 000 369 91 00 45	Other-Reports	78	60	30	53	85	60	▲14.29%	Based on 2025 Budget
	TOTAL MISCELLANEOUS REVENUES	128,007	393,272	420,375	262,166	428,593	278,820	▲6.35%	
	DISPOSITION OF CAPITAL ASSETS								
001 000 000 395 10 00 00	Proceeds From Sales of Capital Assets	6,474	18,288	655	-	18,288	-		
	TOTAL DISPOSITION OF CAPITAL ASSETS	3,000	59,509	655	-	18,288	-		
	TOTAL GENERAL FUND REVENUE	\$ 7,909,764	8,275,635	8,677,243	\$ 8,357,061	\$ 8,858,332	\$ 8,856,387	▲5.97%	

LEGISLATIVE SERVICES

ACCOUNT NUMBER	DESCRIPTION	2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		
	GENERAL FUND - EXPENDITURES								Notes:
	LEGISLATIVE SERVICES								
001 000 000 511 60 41 00	Professional Services			1,482	20,000	5,000	10,000	▼50.00%	CC retreat, End of year banquet
001 000 000 511 60 41 01	Legislative Activities-Regional Intergovt	6,799	5,540	6,399	7,000	6,500	7,000	▲0.00%	AWC (\$1900), PSRC (\$700), Eastside Transp, Sound Cities (\$2400)
001 000 000 511 60 43 00	Training	6,075	9,680	5,710	2,000	500	10,000	▲400.00%	AWC training, conferences, meals, and travel
001 000 000 511 60 49 00	Miscellaneous	623	882	969	2,000	4,000	3,000	▲50.00%	Park Board, Planning Comm, Council misc meeting expenses
001 000 000 511 60 49 10	Medina Days	4,657	37,980	37,114	52,000	46,694	50,000	▼3.85%	\$29,000 Fireworks+ \$13,000 barge, \$8,000 sani-cans (Finance Committee recommendation, promissed with Levy
	TOTAL LEGISLATIVE SERVICES	18,154	54,082	51,674	83,000	62,694	80,000	▼3.61%	

LEGAL

ACCOUNT NUMBER	DESCRIPTION	2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		
	LEGAL DEPARTMENT								FTE's: NA, contracted
001 000 000 515 41 40 00	City Attorney	225,429	260,081	208,467	300,000	380,000	365,000	▲21.67%	Per SM, hx avg of "routine legal service", "excluding itigation or highly contentious events"= \$235K. \$50K for 520 Litigation, Staff added \$100K for "contentious
001 000 000 515 45 40 00	Special Counsel	10,284	879	59,303	60,000	60,000	50,000	▼16.67%	\$50K for State Route 520 Mediation
001 000 000 515 45 40 00	Unfunded Mandate				50,000	50,000	50,000	▲0.00%	\$50K budget, for City Manager and Council to allocate throughout the yea
001 000 000 512 50 40 10	Municipal Court-Traffic/NonTrf	15,453	10,471	37,229	15,000	35,000	35,000	▲133.33%	Required Service/Expenditure - Offset by Court Revenue
001 000 000 512 50 41 10	Prosecuting Attorney	44,000	48,671	40,000	48,000	48,000	48,000	▲0.00%	
001 000 000 515 91 40 00	Public Defender	3,725	9,950	20,200	10,000	14,000	14,000	▲40.00%	Required Service/Expenditure
	TOTAL LEGAL DEPARTMENT	298,891	330,051	365,198	483,000	587,000	562,000	▲16.36%	

SOCIAL AND ENVIRONMENTAL SERVICES

ACCOUNT NUMBER	DESCRIPTION	2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		Notes:
	SOCIAL & ENVIRONMENTAL SERVICES								Including Admin Fees and GF plus \$11K passthrough
	SOCIAL SERVICES								
001 000 000 551 10 40 00	Public Housing Services - ARCH	32,109	29,611	36,350	38,066	36,350	38,066	▲0.00%	
	TOTAL SOCIAL SERVICES	32,109	29,611	36,350	38,066	36,350	38,066	▲0.00%	
	ENVIRONMENTAL SERVICES								
001 000 000 553 10 40 00	Land & Water Conservation Resources-King County	-	-	5,370	4,400	4,226	3,804	▼13.55%	
001 000 000 553 70 40 00	Pollution Prevention-Puget Sound Clean Air Agency	9,582	-	22,676	12,500	22,676	13,273	▲6.18%	
	TOTAL ENVIRONMENTAL SERVICES	9,582	-	28,046	16,900	26,902	17,077	▲1.05%	
	MENTAL HEALTH SERVICES								
001 000 000 564 60 40 00	Mental Health Services-KC Substance Abuse Fees	899	856	845	1,000	850	1,000	▲0.00%	
	TOTAL SOCIAL & ENVIRONMENTAL SVCS	42,590	30,467	65,242	55,966	64,102	56,143	▲0.32%	

RECREATIONAL - LIFEGUARD

ACCOUNT NUMBER		DESCRIPTION	2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		Notes:
		RECREATION SERVICES (LIFEGUARDS AND BOYS & GIRLS CLUB)								Budget reduced due to 2025 actuals
		SALARIES & WAGES								
001 000 000 571 00 10 00		Salaries & Wages	28,714	29,910	31,685	35,000	28,707	32,000	▼8.57%	
001 000 000 571 00 11 00		Overtime		-						
		TOTAL SALARIES & WAGES	28,714	29,910	31,685	35,000	28,707	32,000	▼8.57%	
		PERSONNEL BENEFITS								
001 000 000 571 00 20 00		Personnel Benefits	3,463	3,713	3,902	4,200	2,249	3,000	▼28.57%	
001 000 000 571 00 30 00		Uniforms	1,468	1,847	1,149	2,000	513	2,000	▲74.02%	
		TOTAL PERSONNEL BENEFITS	4,931	5,559	5,051	6,200	2,762	5,000	▼19.35%	
		SUPPLIES								
001 000 000 571 00 31 00		Operating Supplies		212	82		240	500		
001 000 000 571 00 32 00		Miscellaneous Lifeguard Expense	4,441	3,403	3,670	7,300	6,462	7,300	▲98.92%	
		TOTAL SUPPLIES	4,441	3,615	3,752	7,300	6,702	7,800	▲107.87%	
		OTHER SERVICES & CHARGES								
001 000 000 571 00 40 00		Travel & Training		1,370	1,321		800	800		
001 000 000 571 00 41 00		Recreation - Boys & Girls Club			90					
		TOTAL OTHER SERVICES & CHARGES	-	1,370	1,411	-	800	800		
		TOTAL RECREATION-LIFEGUARDS	38,086	40,455	41,898	48,500	38,971	45,600	▼5.98%	

FIRE AND MEDICAL

ACCOUNT NUMBER DESCRIPTION		2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		
									Notes:
FIRE & MEDICAL AID DEPARTMENT									2026 Will see a 11.67% rise in Fire and EMS Costs Updated 7/31/25 with COB notice received. LEOFF1 contract obligation
INTERGOVERNMENTAL SERVICES									
001 000 000 522 20 41 00	Fire Control Services	736,426	784,686	891,444	935,182	904,285	1,044,283	▲ 11.67%	
001 000 000 522 20 41 00	Fire Control Services (LEOFF1 Liab.)	30,000	30,000	30,000	15,362	15,118	16,508	▲ 7.46%	
TOTAL INTERGOVERNMENTAL		766,426	814,686	921,444	950,544	919,403	1,060,791	▲ 11.60%	
TOTAL FIRE & MEDICAL DEPT		766,426	814,686	921,444	950,544	919,403	1,060,791	▲ 11.60%	

EXECUTIVE

ACCOUNT NUMBER	DESCRIPTION	2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		
Notes:									
	EXECUTIVE								FTE's: 1
	SALARIES & WAGES								CPI-W=2.7% COLA-- See Salary Model for addl details
001 000 000 513 10 11 00	Salaries & Wages	221,558	191,813	194,780	201,697	270,000	229,021	▲13.55%	
001 000 000 513 10 21 50	Auto Allowance	2,983	5,989	6,000	6,000	6,500	8,500	▲41.67%	
001 000 000 513 10 11 17	Medical Opt Out		13,777	12,858	14,865	13,731	0	▼100.00%	
001 000 000 513 10 11 16	ICMA 457 Plan	13,164	13,245	24,554	24,000	14,000	4,800	▼80.00%	
	TOTAL SALARIES & WAGES	237,705	224,824	238,192	246,562	304,231	242,321	▼1.72%	AWC Medical, Vision, DRS, Empl Security and L&I, Payroll Taxes
	PERSONNEL BENEFITS								
001 000 000 513 10 21 00	Personnel Benefits	21,339	13,528	19,147	22,809	30,000	43,282	▲89.76%	
	TOTAL PERSONNEL BENEFITS	21,339	13,528	19,147	22,809	30,000	43,282	▲89.76%	SR520 Consultant, 2025 Actuals includes GMP Consulting costs for CM recruitment WCIA and other training
	OTHER SERVICES AND CHARGES								
001 000 000 513 10 41 00	Professional Services	36,128	33,000	39,000	36,000	75,000	36,000	▲0.00%	
001 000 000 513 10 43 00	Travel & Training	285	35	1,086	3,000	2,750	3,000	▲0.00%	
001 000 000 513 10 49 01	Dues, Subscr.	-	-	365	365	365	1,000	▲173.97%	
	TOTAL OTHER SERVICES & CHARGES	36,413	33,035	40,451	39,365	78,115	40,000	▲1.61%	
	TOTAL EXECUTIVE DEPARTMENT	295,456	271,387	297,790	308,736	412,346	325,603	▲5.46%	

CENTRAL SERVICES

ACCOUNT NUMBER	DESCRIPTION	2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		Notes:
	CENTRAL SERVICES								FTE's: 3
	SALARIES & WAGES								
001 000 000 518 10 11 00	Salaries & Wages	294,274	301,992	315096	326,427	322,000	337,380	▲3.36%	CPI-W=2.7% COLA 1 non-rep employee; 3% CBA est COLA 3 employees--see salary model notes for details
001 000 000 518 10 11 11	Longevity	4,634	6,783	6747.84	4,987	8,941	9,209	▲84.65%	
001 000 000 518 10 11 14	Education	1,798	1,799	1800	1,800	1,800	1,800	▲0.00%	
001 000 000 518 10 11 16	ICMA 457 Plan	2,995	3,999	6725.52	12,000	9,000	12,000	▲0.00%	
001 000 000 518 10 11 17	Opt-Out of Medical	9,194	9,990	11545.31	10,426	8,200	-	▼100.00%	
001 000 000 518 10 12 00	Overtime					3,500			No Opt outs as of now
	TOTAL SALARIES & WAGES	312,894	324,563	341,915	355,640	353,441	360,389	▲1.34%	
	PERSONNEL BENEFITS								
001 000 000 518 10 21 00	Personnel Benefits	109,936	112,691	122,641	125,097	110,000	114,691	▼8.32%	AWC Medical, Vision, DRS, Empl Security and L&I, Payroll Taxes
	TOTAL PERSONNEL BENEFITS				125,097	110,000	114,691	▼8.32%	
001 000 000 518 10 31 00	Office and Operating Supplies	28,242	23,432	13,004	35,000	28,000	35,000	▲0.00%	City Hall Office and Operating Expenses, Konica Copier, PW Printer, Pitney Bowes, CH Replacement Chairs
001 000 000 518 10 41 00	Professional Services	136,647	106,114	267,023	125,000	98,000	125,000	▲0.00%	Proshred - \$2,200, Municode Codification Updates - \$4,000, LaserFiche/Records Management Consulting and Scanning Services - \$50,000, Debtbook - \$6,000, Civic Plus Website and Notification Platform Update - \$25,000, Placeholder funding, if not approved for use by Council will revert to Contingency fund- \$37,800
001 000 000 518 10 42 00	Postage/Telephone	3,048	2,877	2,389	13,000	3,500	8,000	▼38.46%	Postage (City Hall printing/mailling services); fax & credit card lines
001 000 000 518 10 43 00	Travel & Training	6,379	4,973	8,468	12,000	6,000	8,000	▼33.33%	Training for clerk, Deputy Clerk/Admin Asst, ISC
001 000 000 518 10 44 00	Advertising	11,912	13,362	9,810	7,500	7,500	7,500	▲0.00%	DS, CS legal advertisements
001 000 000 518 10 47 00	Utility Serv-Elec,Water,Waste	26,450	19,778	20,940	32,000	24,000	28,000	▼12.50%	Calculated using current year YTD, annualized
001 000 000 518 10 48 00	Repairs & Maint-Equipment	-	233	662	500	800	750	▲50.00%	office equipment repairs - Printer Svcs-Budget
001 000 000 518 10 49 10	Miscellaneous	1,440	205	1,322	6,400	6,400	6,000	▼6.25%	City Council Meeting Food and Drink
001 000 000 518 10 49 20	Dues, Subscriptions	415	730	435	700	690	700	▲0.00%	City Clerk and Deputy Clerk
001 000 000 518 10 49 30	Postcard, public information	13,422	10,011	7,354	20,000	12,000	18,000	▼10.00%	Community mailings placeholder, New Community Member Outreach
001 000 000 518 10 49 40	Photocopies	382	139	28	500	250	500	▲0.00%	Most expenditures reflect pass through costs related to public records
	TOTAL OTHER SERVICES & CHARGES	228,338	181,855	331,436	252,600	187,140	237,450	▼6.00%	
	BUILDING MAINTENANCE								
001 000 000 518 30 45 00	Facility Rental	7,983	9498.34	3643	4,200	4,800	4,800	▲14.29%	1 Public Storage Unit
001 000 000 518 30 48 00	Repairs/Maint-City Hall Bldg	82,767	94583.42	82687.49	57,500	62,000	60,000	▲4.35%	\$10k City Hall & PO cleaning Maint. \$5k Beach/Park Bathroom cleaning, \$10k HVAC Maint., Alarm/Fire Monitoring \$2,500, fire inspt, misc cleaning, bug service etc.
	TOTAL BUILDING MAINTENANCE	90,750	104,082	86,330	61,700	66,800	64,800	▲5.02%	
001 000 000 518 80 31 00	IT HW, SW, Operating Supplies	17,789	17,789	549	1,500	500	1,500	▲0.00%	Replacement mouse, keyboards, Data Center replacement battery, etc
001 000 000 518 80 41 50	Technical Services, IT	222,407	304,475	195,152	188,000	184,000	170,000	▼9.57%	IT Managed Services (less 15.56% for TIG DS allocation) \$150,000for Maint, monitoring, helpdesk, incident support; \$20,000 for Dell VXRail Server Replacement and Storage Array Project.
001 000 000 518 80 41 60	Software Services (Split from Technical Services)			121,012	132,640	150,000	150,000	▲13.09%	Email/Social Media archive, GovDelivery (Granicus), Municode Website hosting and Agenda Management, King County INET, DUO Access, Azure Storage, O365 Licenses, Phones/Meetings Software Subscription, NextRequest PRA Software, Blue Beam Electronic Plan Review, Laserfiche, Sophos, DocuSign.
001 000 000 518 80 48 00	Repairs & Maint: Annual Software Maint.	4,202	11,442	4,914	18,500	12,000	15,000	▼18.92%	VEEAM,Cisco SmartNet, Avidec, Domain Name Renewal, Vision Application Suite, Cisco FirePower, Cisco Umbrella
	TOTAL INFORMATION TECHNOLOGY	244,398	333,706	321,626	340,640	346,500	336,500	▼1.22%	
	SUBTOTAL CENTRAL SERVICES	876,380	944,206	1,081,306	1,135,677	1,063,881	1,113,830	▼1.92%	
	CAPITAL EXPENDITURES								
001 000 000 594 14 64 00	City Hall - IT HW/SW >\$5K Capital Outlay				50,600	56,000	57,000	▲12.65%	HW: VXRail Server Replacement with Storage Array \$135,000 over three (3) years at \$45,000/year, Computer Replacement (6) \$12,000
	TOTAL CAPITAL EXPENDITURES				50,600	56,000	57,000	▲12.65%	
	TOTAL CENTRAL SERVICES				1,186,277	1,119,881	1,170,830	▼1.30%	

FINANCE AND HUMAN RESOURCES

		2022	2023	2024	2025	2025	2026		
		Year End	Year End	Year End	Adopted	Year End	Adopted		
ACCOUNT NUMBER	DESCRIPTION	Actuals	Actuals	Actuals	Budget	Est.	Budget		Notes:
	FINANCE DEPARTMENT								FTE's: 1.7
	SALARIES & WAGES								
001 000 000 514 20 11 00	Salaries & Wages	215,430	190,255	203,896	221,084	221,084	233,054	▲5.41%	CPI-W=2.7% COLA---see salary model notes
001 000 000 514 20 11 16	ICMA 457 Plan	9,179	10,495	9,250	9,000	9,000	9,000	▲0.00%	Assumes full participation
	TOTAL SALARIES & WAGES	224,608	200,749	213,146	230,084	230,084	242,054	▲5.20%	
	PERSONNEL BENEFITS								
001 000 000 514 20 21 00	Personnel Benefits	54,118	50,950	65,142	71,412	66,000	68,575	▼3.97%	AWC Medical, Vision, DRS, Empl Security and L&I, Payroll Taxes
001 000 000 514 20 21 17	Opt-Out Of Medical	7,531	11,836	4,973	5,142	5,200	5,754	▲11.90%	
	TOTAL PERSONNEL BENEFITS	61,650	62,786	70,115	76,554	71,200	74,329	▼2.91%	
	OTHER SERVICES & CHARGES								
001 000 000 514 20 41 01	Professional Services	9,600	28,305	39,998	42,000	40,000	44,000	▲4.76%	Vision PS, Finance/Financial System Support + ADP Payroll and HR Platform
001 000 000 514 20 42 00	IntergvtmI Prof Serv-Auditors	24,500	7,238	36,096	25,000	15,000	25,000	▲0.00%	Hybrid model utilized, \$139 per hour but will save on travel expenses
001 000 000 514 20 43 00	Travel & Training	678	-	-	1,500	1,200	1,500	▲0.00%	PSFOA, Budgeting Workshop for DFD
001 000 000 514 20 46 00	Insurance (AWC)	176,975	238,997	310,502	210,913	212,297	217,240	▲3.00%	Liability rate increase per 9/26 AWC RMSA notice. Rate increased voted on by RMSA Board on Sept 26, 3% increase for Medina. notice less 15.56% alloc to DS
001 000 000 514 20 49 00	Misc-Dues,Subscriptions	1,921	234	99	1,000	850	1,000	▲0.00%	WFOA, PSFOA, GFOA (Dues, Memberships),
001 000 000 514 20 49 10	Miscellaneous	3,547	10,650	5,137	15,000	7,500	15,000	▲0.00%	Non DS Merchant credit card fees (offset by Revenue), Flex Spend Admin, Microflex, Tax/AP Forms, L&I,
001 000 000 514 40 40 00	Elections Serv-Voter Reg Costs	12,857	11,172	1,218	12,000	12,226	12,000	▲0.00%	Election year costs (every other year is higher), 2026 keep to prior yr budget d/t potential for less KC cost share
	TOTAL OTHER SERVICES & CHARGES	230,080	296,595	393,050	307,413	289,073	315,740	▲2.71%	
	TOTAL FINANCE DEPARTMENT	516,338	560,130	676,311	614,051	590,357	632,123	▲2.94%	

34% of expense due to insurance

Long Range Planning

ACCOUNT NUMBER	DESCRIPTION	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		
						Notes:
	Planning					.5 FTE 2.7 CPI-W (Split from Dev Services)
001 000 000 558 60 11 00	Salary and Wages	61,222	36,237	67,305	▲9.94%	Building Official, Split for Code Enforcement
001 000 000 558 60 11 16	ICMA 457 Plan	3,000	875	3,000	▲0.00%	
001 000 000 558 60 21 00	Personnel Benefits	36,000	8,398	15,940	▼55.72%	
001 000 000 558 60 41 01	Long Range Planning Consultant	150,000	135,000	150,000	▲0.00%	\$50K for Telecom ordinance update, \$12K for Critical Area Map, \$10K for Critical Area Ordinance Update, and special project
001 000 000 558 60 41 02	Tree Canopy and ROW Inventor.	65,000	65,000	34,000	▼47.69%	ROW Tree Inventory Study
001 000 000 558 60 41 03	Code Enforcement			5,000		
001 000 000 558 66 49 00	Misc.			6,500		\$4K for Tree Plotter Software
	TOTAL LONG RANGE PLANNING	315,222	245,510	281,745	▼10.62%	

LAW ENFORCEMENT

ACCOUNT NUMBER	DESCRIPTION	2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		Notes:
POLICE DEPARTMENT									FTE: 11
SALARIES & WAGES									
001 000 000 521 20 11 00	Salaries & Wages	1,208,938	1,200,455	1,307,772	1,393,733	1,381,612	1,425,110	▲2.25%	CPI-W=2.7% COLA 2 non-rep employee; 3.0% CBA Clerical; 3.0% CBA PD est ceiling COLA 8 employees
001 000 000 521 20 11 11	Longevity	21,180	24,607	28,397	37,475	34,000	40,110	▲7.03%	
001 000 000 521 20 11 14	Education	9,587	1,449	608	600	600	600	▲0.00%	
001 000 000 521 20 11 16	ICMA 457 Plan	41,252	50,585	44,317	49,000	47,500	49,000	▲0.00%	
001-000-000-521-20-11-17	Opt Out Medical	31,757	23,998	27,115	40,234	43,000	40,234	▲0.00%	Based on "average" week of coverage provided by Sergeant
001 000 000 521 20 11 18	Night Shift Differential	9,504	11,972	11,661	20,202	13,500	20,808	▲3.00%	
001 000 000 521 20 11 19	Physical Fitness Incentive	10,961	11,620	13,182	18,860	16,030	19,063	▲1.08%	All officers utilizing
001 000 000 521 20 12 00	Overtime	118,568	112,384	114,316	120,000	155,000	130,000	▲8.33%	Training, vacation leave, non-funded special events (Medina Days/SeaFair/Shredder Day, etc.)+ summer emphasis patrols
001 000 000 521 20 12 01	Merit Pay	75,511	50,255	50,221	67,500	65,093	71,205	▲5.49%	Increase due to potential additional of Juneteenth
001 000 000 521 20 13 00	Holiday Pay	-	42,291	-	70,690	68,000	72,811	▲3.00%	
TOTAL SALARIES & WAGES		1,527,258	1,529,617	1,597,590	1,818,294	1,824,335	1,868,940	▲2.79%	
PERSONNEL BENEFITS									
001 000 000 521 20 21 00	Personnel Benefits	388,916	416,295	425,867	495,788	455,000	536,540	▲8.22%	Payroll taxes, Medical (8.7% increase), Dental benefits,etc, less DRS/ICMA replacement above.
001 000 000 521 20 21 10	Personnel Benefits-Retirees	22,844	23,408	24,368	25,765	24,800	27,826	▲8.00%	LEOFF 1 Medical plus Unum (+4%) + 12 mos rolling reimb(+10%)
001 000 000 521 20 22 00	Uniforms	32,013	15,998	17,520	16,000	16,000	17,500	▲9.38%	Uniform replacement
001 000 000 521 20 22 01	DOJ Bullet Proof Vest Program	-	6,981	1,960	3,000	3,000	4,000	▲33.33%	Two vest replacements
001 000 000 521 20 23 00	Tuition	3,017	4,954	2,744	7,000	2,500	6,000	▼14.29%	Two officers collecting on tuition reimbursement
TOTAL PERSONNEL BENEFITS		446,789	467,637	472,460	547,553	501,300	591,866	▲8.09%	
SUPPLIES									
001 000 000 521 20 31 00	Office Supplies	12,925	23,354	21,949	15,000	30,000	15,000	▲0.00%	Upgrades, normal operating costs Taser cartridges, evidence processing equip, radio batteries, etc.; NARCAN replacement Per ofc. contract and for training/firearms qualifications - ammo costs Includes bridge tolls,fuel costs
001 000 000 521 20 31 01	Off Equip, IT HW, SW <\$5K	18,041	8,523	13,853	6,000	2,000	6,000	▲0.00%	
001 000 000 521 20 31 40	Police Operating Supplies	5,937	16,519	24,078	20,000	9,000	20,000	▲0.00%	
001 000 000 521 20 31 60	Ammo/Range (Targets, etc.)	10,903	5,624	3,679	11,000	6,000	11,000	▲0.00%	
001 000 000 521 20 32 00	Vehicle Expenses-gas, car wash	28,220	35,126	36,664	34,000	33,000	35,000	▲2.94%	
001 000 000 521 20 35 20	Firearms (purchase & repair)	649	100	4,662	2,500	2,200	2,500	▲0.00%	
TOTAL SUPPLIES		76,675	89,247	104,885	88,500	82,200	89,500	▲1.13%	
OTHER SERVICES & CHARGES									
001 000 000 521 20 41 00	Professional Services	7,365	6,821	4,000	4,000	3,800	4,000	▲0.00%	Public Safety Testing fees Cell phones and service, computer modems in patrol car, KC INET service. Ongoing training requirements, large mandatory CJTC training requirements increase, new officers Copy machine Maintain serviceable fire extinguishers, radar, property room software yearly maintenance fee of \$2500
001 000 000 521 20 41 50	Recruitment-Background	4,836	14,951	2,500	5,000	10,000	5,000	▲0.00%	
001 000 000 521 20 42 00	Communications (Phone,Pager)	15,453	16,007	15,000	18,000	12,000	18,000	▲0.00%	
001 000 000 521 20 43 00	Travel & Training	1,897	3,148	10,000	18,000	18,000	20,000	▲11.11%	
001 000 000 521 20 45 00	Equipment-Lease & Rentals	14,018	5,425	2,500	2,000	1,800	2,000	▲0.00%	New for 2026
001 000 000 521 20 48 00	Repairs & Maint-Equipment	12,043	9,649	28,000	12,000	2,500	12,000	▲0.00%	
001 000 000 521 20 48 10	Repairs & Maint-Automobiles	14,368	5,886	8,500	10,000	10,000	10,000	▲0.00%	WSPC, IACP Professional Memberships Yearly maintenance agreement per contract to Lexipol. PowerDMS needed for WASPC Accreditation Requirements Shredder Day costs, victim resource & crime prevention brochures, school resource materials.
001 000 000 521 20 49 30	Animal Control	500	-	-	-	-	6,000		
001 000 000 521 20 49 40	Dues,Subscriptions,Memberships	6,289	5,649	5,000	7,000	5,000	6,000	▼14.29%	
001 000 000 521 20 49 41	Lexipol Manuals	5,150	550	6,000	9,000	(2,827)	9,000	▲0.00%	
001 000 000 521 20 49 60	Crime Prevention/Public Educ	6,506	4,776	5,500	7,500	500	7,500	▲0.00%	
001 000 000 521 20 49 90	Misc-Investigative Fund	-	-	-	-	-	-		
TOTAL OTHER SERVICES & CHARGES		88,424	72,862	87,000	92,500	60,773	99,500	▲7.57%	
INTERGOVERNMENTAL SERVICES									
001 000 000 521 20 41 15	Dispatch Services-Norcom Trans	65,533	81,566	65,533	85,808	92,773	92,011	▲7.23%	NORCOM - 2026 Estimate per Norcom
001 000 000 521 20 41 20	Dispatch-PSERN	6,020	8,899	6,500	12,000	8,639	15,000	▲25.00%	Per contract - cost to maintain 800 Mhz police radio connectivity (change title to PSERN)
001 000 000 521 20 41 40	Marine Patrol Services	88,000	95,568	90,000	108,000	108,000	113,400	▲5.00%	Anticipated cost with Mercer Island
001 000 000 521 20 41 41	Bellevue CARE program	5,739	9,805	28,000	8,000	8,000	8,500	▲6.25%	Increase due to 2025 trend
001 000 000 521 20 41 55	Jail Service-Prisoner Board	3,805	1,321	15,000	14,000	12,000	14,000	▲0.00%	King County Jail/SCORE/Kirkland Jail
001 000 000 521 20 41 60	Prisoner Transport	-	-	500	500	-	500	▲0.00%	Cost to shuttle prisoners from jail to court and back to jail
TOTAL INTERGOVERNMENTAL SERV.		169,097	197,160	205,533	228,308	229,912	243,411	▲6.61%	
TOTAL POLICE DEPARTMENT		2,308,242	2,356,523	2,467,468	2,775,155	2,698,520	2,893,217	▲4.25%	

FUND TRANSFERS OUT

		2022	2023	2024	2025	2025	2026		
ACCOUNT NUMBER DESCRIPTION		Year End Actuals	Year End Actuals	Year End Actuals	Adopted Budget	Year End Actuals	Proposed Budget		
OPERATING TRANSFERS									
From General Fund to:									
001 000 000 597 00 30 00	Levy Stabilization Fund	\$ 500,000	1,000,000	\$ 400,000	\$ 285,000	\$ 285,000	\$ -	▼100.00%	Hit required amt by EOY 2023
001 000 000 597 00 00 03	Street Fund	\$ 405,628	478,000	\$ 460,000	\$ 440,000	\$ 440,000	\$ 455,000	▲3.41%	
001 000 000 597 00 30 04	Development Service Fund	\$ 1,010,835					\$ 100,000		Transfer to offset projected deficit
TOTAL TRANSFERS FROM GENERAL FUND		1,916,463	1,478,000	1,860,000	725,000	725,000	555,000	▼23.45%	
From Capital Projects Fund to:									
307 000 000 597 00 00 30	Street Fund	-	75,000	75,000	100,000	100,000	100,000	▲0.00%	Transfer from Capital Fund to Street Fund or REET1 eligible or unrestricted Capita
TOTAL TRANSFERS FROM CAPITAL FUND		-	75,000	75,000	100,000	100,000	100,000		
TOTAL OPERATING TRANSFERS		1,916,463	1,553,000	1,935,000	825,000	825,000	655,000	▼20.61%	

PARKS

ACCOUNT NUMBER	DESCRIPTION	2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		Notes:
PARKS DEPARTMENT									FTE: 3 of 5 total allocated Public Works are split 60% Parks and 40% Streets
SALARIES & WAGES									
001 000 000 576 80 11 00	Salaries & Wages	296,866	298,072	294,815	323,229	327,188	331,718	▲2.63%	CPI-W=2.7% COLA 1 non-rep employee; 3.0% CBA est COLA 4 employees ---see salary model notes for details
001 000 000 576 80 11 11	Longevity	6,193	6,409	7,184	7,006	8,000	7,633	▲8.96%	
001 000 000 576 80 11 14	Education	3,236	3,194	3,240	3,240	3,090	3,240	▲0.00%	
001 000 000 576 80 11 16	ICMA 457 Plan	10,772	10,607	10,800	10,800	10,200	10,800	▲0.00%	Assumes full participation
001 000 000 576 80 11 17	Opt-Out of Medical	14,321	10,802	10,618	11,036	11,900	7,806	▼29.27%	
001 000 000 576 80 10 00	Salaries & Wages, SEASONAL WORKERS		10,779	23,264	22,089	15,000	22,089	▲0.00%	Seasonal Help
001 000 000 576 80 12 00	Overtime	9,360	12,355	10,327	9,000	16,000	15,000	▲66.67%	Special Events:Medina Days, Seafair, Parkboard, Snow Plowing
TOTAL SALARIES & WAGES		340,748	352,218	360,248	386,400	391,378	398,287	▲3.08%	
PERSONNEL BENEFITS									
001 000 000 576 80 21 00	Personnel Benefits	104,911	112,142	114,778	123,255	113,000	118,429	▼3.92%	AWC Medical, Vision, DRS, Empl Security and L&I, Payroll Taxes
001 000 000 576 80 22 00	Uniforms	2,270	1,535	1,970	2,500	2,500	2,800	▲12.00%	
TOTAL PERSONNEL BENEFITS		107,181	113,677	116,748	125,755	115,500	121,229	▼3.60%	
SUPPLIES									
001 000 000 576 80 31 00	Operating Supplies	38,517	28,003	35,078	37,000	32,000	37,000	▲0.00%	Garbage bags, toilet paper, fertilizer, bark, topsoil, Mutt Mitts, bathroom supplies, Purell sanitizer, light bulbs, paint, mower blades, irrigation parts, tennis court nets, gloves, ear plugs, eye protection.
001 000 000 576 80 32 00	Vehicle Fuel & Lube	5,369	4,108	4,747	5,000	4,000	5,000	▲0.00%	Public Works equipment & vehicles
TOTAL SUPPLIES		43,886	32,111	39,825	42,000	36,000	42,000	▲0.00%	
OTHER SERVICES & CHARGES									
001 000 000 576 80 41 00	Professional Services	10,891	5,374	10,522	15,000	15,000	20,000	▲33.33%	Arborist, irrigation repairs, engineeringBack-flow device testing, hazardous material disposal, fertilizing and spraying, \$5K added 9/22 d/t WCIA audit compliance (elect
001 000 000 576 80 41 04	Professional Services-Misc	7,471	7,610	9,951	5,000	8,000	4,000	▼20.00%	Debris disposal
001 000 000 576 80 42 00	Telephone/Postage	6,346	9,483	5,483	7,000	10,000	8,000	▲14.29%	mobile phones, alarm/fire monitoring line, internet
001 000 000 576 80 43 00	Travel & Training	2,576	423	320	3,000	1,850	4,000	▲33.33%	Pesticide training, flagger training, certifications, licenses, conferences, qtrly safety meetings, AE Training
001 000 000 576 80 47 00	Utilities	29,782	41,098	40,648	28,000	32,000	28,000	▲0.00%	Utilities for public works shop and park restrooms, irrigation water, pond power
001 000 000 576 80 48 00	Repair & Maint Equipment	7,055	8,585	4,914	8,000	11,000	12,500	▲56.25%	Backhoe, Mowers, UTV (Old Equipment)
001 000 000 576 80 49 00	Miscellaneous, annual lease	1,000	-	500	600	600	600	▲0.00%	yearly lease for Shop Yard
001 000 000 576 80 49 01	Misc-Property Tax	339	283	276	600	350	450	▼25.00%	KC Real Estate Tax (Noxious Weeds)
TOTAL OTHER SERVICES & CHARGES		65,459	72,856	72,613	67,200	78,800	77,550	▲15.40%	
TOTAL PARKS DEPARTMENT		557,274	570,862	589,434	621,355	621,678	639,065	▲2.85%	

Equipment Replacement Fund

ACCOUNT NUMBER	DESCRIPTION	2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		Notes:
001 000 000 594 18 64 00	CITY HALL CAPITAL OVERLAY City Hall Capital 5K>	66,948	126,689	49,216			46,295		Replacement Mobile Generator, to power PW and emergency response stations: \$4500-Language tranbslation function on Axon body cameras Mandated mobile platform requirements Vehicle leasing costs - 7 vehicles (this is included in line above) Park Benches & Tables, Flags, Tennis Court Accessories Replacement Backhoe, used for PW projects and emergency response, 2 New Electric Leafblowers Asset Essentials Licensing \$5k,
	TOTAL CITY HALL CAPITAL OUTLAY						46,295		
	POLICE DEPARTMENT CAPITAL OUTLAY								
001 000 000 594 21 64 10	Surveillance Cameras and Body Cameras		58,715	66,000	62,000	63,100	66,500	▲0.00%	
001 000 000 594 21 64 10	Police HW/SW, Equip >\$5K Capital		2,809	10,455	4,500	3,000	4,500	▲0.00%	
001 000 000 594 21 70 00	Police Vehicle Leasing, Princ. Cost	62,292	62,641	113,689	90,000	80,200	93,600	▲4.00%	
001 000 000 594 21 80 00	Police Vehicle Leasing, Int. Cost	16,741	22,412	18,989		28,000	27,600		
	TOTAL PD CAPITAL OUTLAY	215,908	146,576	209,133	156,500	174,300	192,200	▲22.81%	
	PARKS DEPARTMENT CAPITAL OUTLAY								
001 000 000 594 76 30 00	Park Improvements		(3,100)	70					
001 000 000 594 76 00 00	Furniture and Equipment: Replacement	-		-	9,000	14,000	9,000	▲0.00%	
001 000 000 594 76 64 00	Parks Capital Outlay >\$5K	10,099	78,150	608	-		180,000		
	TOTAL PARKS CAPITAL OUTLAY	10,099	75,050	608	9,000	14,000	189,000	▲2000.00%	
	STREET FUND CAPITAL OUTLAY								
101 000 000 594 42 64 00	>\$5,000 Equipment, HW & SW	8,529	65,336	38,928	5,000	5,000	5,000		
	TOTAL CITY STREET FUND	8,529	65,336	38,928	5,000	5,000	5,000		
	TOTAL EQUIPMENT REPLACEMENT	234,537	286,962	248,669	170,500	193,300	432,495	▲153.66%	

STREET FUND REVENUE

ACCOUNT NUMBER	DESCRIPTION	2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Preliminary Budget		
	CITY STREET FUND REVENUE								Notes:
	INTERGOVERNMENTAL REVENUE								
	DOE Sweeping Grant								
101 000 000 334 03 60 00	Nat'l Pollution Discharge Elim		75,000	32,897	65,000	65,000	65,000	▲0.00%	NPDES DOE Grant
101 000 000 336 00 71 00	Multimodal Transportation - Cities	3,846	3,785	3,750	3,241	3,241	3,236	▼0.15%	2026: MRSC estimated distribution of State Shared Revenue, available late July
101 000 000 336 00 87 00	Motor Fuel Tax and MVA Transpo	54,846	53,975	51,775	49,844	49,844	50,983	▲2.29%	2026: MRSC estimated distribution of State Shared Revenue, available late July
	TOTAL INTERGOVERNMENTAL	58,692	132,760	88,421	118,085	118,085	119,219	▲0.96%	
	OPERATING TRANSFERS								
101 000 000 397 00 20 00	From Capital Reserves (302)								
101 000 000 397 00 10 00	From General Fund (001)	405,628	478,000	460,000	440,000	440,000	455,000	▲3.41%	
101 000 000 397 00 30 00	From Capital Projects Fund (307)	-	75,000	75,000	100,000	100,000	100,000	▲0.00%	Transfer from Capital Fund to Street Fund or REET1 eligible or unrestricted Capital
	TOTAL OPERATING TRANSFERS	405,628	553,000	535,000	540,000	540,000	555,000	▲2.78%	
	TOTAL CITY STREET FUND	464,320	685,760	623,421	658,085	658,085	674,219	▲2.45%	

STREET FUND

ACCOUNT NUMBER	DESCRIPTION	2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		Notes:
	CITY STREET FUND								FTE: 2 of 5 total allocated Public Works are split 60% Parks and 40% Streets
	SALARIES & WAGES								
101 000 000 542 30 11 00	Salaries & Wages	200,731	262,004	266,893	215,151	219,000	221,146	▲2.79%	CPI-W=2.7% COLA 1 non-rep employee; 3.0% CBA est COLA employees---see salary model notes for remaining staff
101 000 000 542 30 11 11	Longevity	4,129	4,423	5,488	4,670	5,250	5,089	▲8.96%	
101 000 000 542 30 11 14	Education	2,157	2,754	3,458	2,760	2,060	2,200	▼20.29%	
101 000 000 542 30 11 16	ICMA 457 Plan	7,181	12,154	8,550	7,200	6,800	7,200	▲0.00%	Assumes full participation
101 000 000 542 30 11 17	Opt-Out of Medical	9,547	7,436	7,079	7,945	7,900	5,212	▼34.40%	
101 000 000 542 30 10 00	Salaries & Wages (Seasonal Workers)			5,924	13,800	9,000	13,800	▲0.00%	Seasonal Help
101 000 000 542 30 12 00	Overtime	6,239	8,496	6,885	7,000	11,000	12,000	▲71.43%	Special Events:Medina Days, Seafair, Parkboard, Snow plowing
	TOTAL SALARIES & WAGES	215,908	297,268	304,277	258,526	261,010	266,646	▲3.14%	
	PERSONNEL BENEFITS								
101 000 000 542 30 21 00	Personnel Benefits	70,628	91,141	90,630	82,170	75,500	78,952	▼3.92%	AWC Medical, Vision, DRS, Empl Security and L&I, Payroll Taxes
101 000 000 542 30 22 00	Uniforms	1,202	2,445	2,423	3,000	2,000	3,000	▲0.00%	
	TOTAL PERSONNEL BENEFITS	71,204	93,586	93,053	85,170	77,500	81,952	▼3.78%	
	ROAD & STREET MAINTENANCE								
101 000 000 542 30 31 00	Operating & Maintenance Supplies	5,652	4,406	4,951	6,000	5,000	7,000	▲16.67%	Storm drain pipe, catch basin grates, marking paint, gravel, cement, bark, roadside plantings REET1 eligible
101 000 000 542 30 35 00	Small Tools/Minor Equipment	3,384	4,951	7,186	8,000	6,000	8,000	▲0.00%	power tools, mower parts, Pole Saw, Weedeater
101 000 000 542 30 41 00	Professional Services	71,130	41,060	52,009	60,000	75,000	60,000	▲0.00%	84th Median & 24th Roadside Maint, 24th traffic Signal (shared Clydehill # netted), WRIA \$2941 (7/27 notice) REET1 eligible
101 000 000 542 30 41 03	Prof Svcs- NPDES Grant	20,971	8,389	7,038	50,000	25,000	60,000	▲20.00%	NPDES Requirements Grant \$50k
101 000 000 542 30 41 10	Road & Street Maintenance	10,801	412	6,918	11,000	5,000	11,000	▲0.00%	Pavement patching, pavement markings, sidewalk maintenance, curb repairs REET1 eligible
101 000 000 542 30 45 00	Machine Rental	-	2,277	2,000	4,000	2,000	4,000	▲0.00%	ditch witch, compactor, compressor, manlift
101 000 000 542 30 47 00	Utility Services	888	645	903	1,000	900	1,000	▲0.00%	Utility locates
101 000 000 542 30 48 00	Equipment Maintenance	350	9,569	8,611	7,000	11,136	7,000	▲0.00%	PW vehicle and power equip repairs
101 000 000 542 40 41 00	Storm Drain Maintenance	13,548	23,777	19,924	15,000	8,000	15,000	▲0.00%	Catch Basin Vactoring, Storm Line jetting, root cutting, camera
101 000 000 542 63 41 00	Street Light Utilities	25,195	22,958	22,763	24,000	20,000	22,500	▼6.25%	PSE street light Power, REET1 eligible
101 000 000 542 64 41 00	Traffic Control Devices	13,602	11,558	3,249	10,000	10,500	10,000	▲0.00%	Posts, reflective signs(Fed Req), barricades, cones
101 000 000 542 66 41 00	Snow & Ice Removal	115	-	-	2,000	1,500	2,000	▲0.00%	Sand, ice melt
101 000 000 542 67 41 00	Street Cleaning	2,223	22,466	22,677	78,000	50,000	78,000	▲0.00%	Street sweeping
101 000 000 542 70 40 00	Street Irrigation Utilities	16,620	28,932	17,092	23,000	8,000	18,000	▼21.74%	
	TOTAL ROAD & ST MAINTENANCE	228,000	181,401	175,322	299,000	228,036	303,500	▲1.51%	
	TOTAL CITY STREET FUND	515,112	572,255	572,651	647,697	566,546	652,099	▲0.68%	

DEVELOPMENT SERVICES REVENUE

Permitting Fees									
		2022 Year End Actuals	2023 Year End Actuals	2024 Year End Actuals	2025 Adopted Budget	2025 Year End Est.	2026 Proposed Budget		
ACCOUNT NUMBER	DESCRIPTION								Notes:
Transfer from Gen. Rev tab:									Revenue forecasts, from 2025 actuals YTD Building permits and other associated zoning Includes, Tree, ROW, Mechanical, CAP and G&D Permits
401 000 000 322 10 00 00	Building Permits	\$ 656,228	\$ 914,174	\$ 709,829	\$ 720,000	\$ 615,000	\$ 635,000	▼11.81%	
401 000 000 322 11 00 00	Building Permit - Technology Fee	\$ 11,769	\$ 9,316	\$ 8,786	\$ 10,000	\$ 8,500	\$ 8,500	▼15.00%	
401 000 000 334 03 10 00	DOE Grant. Shoreline Master Program	\$ 27,204	\$ 115,464	\$ -	\$ -	\$ -			
401 000 000 334 04 20 00	DOC Grant	\$ -	\$ 200	\$ -	\$ -				
401 000 000 345 81 00 00	Zoning	\$ 46,900	\$ 56,401	\$ 70,808	\$ 50,000	\$ 35,000	\$ 40,000	▼20.00%	
401 000 000 345 89 00 00	Additional Permit Fees	\$ 198,288	\$ 218,078	\$ 84,690	\$ 115,000	\$ 95,000	\$ 100,000	▼13.04%	
401 000 000 359 00 00 00	Misc. Fine, Penalties, Code			\$ -	\$ 500	\$ 1,500	\$ 1,500	▲200.00%	
401 000 000 369 91 00 05	Other-CC Convenience Fees	18,253	22,378	18,480	20,000	21,000	20,000	▲0.00%	
401 000 000 397 00 30 00	Transfer from General Fund	\$ 1,010,835					\$ 100,000		
	REVENUES	\$ 1,969,478	\$ 1,336,010	\$ 892,593	\$ 915,500	\$ 776,000	\$ 905,000	▼1.15%	
TOTAL DEV. SERV. ENT. FUND		\$ 1,969,478	\$ 1,336,010	\$ 892,593	\$ 915,500	\$ 776,000	\$ 905,000	▼1.15%	
Advanced Deposits									
Revenue		2022 Actuals	2023 Actuals	2024 Actuals	2025 Budget	2025 Estimate	2026 Budget		Money taken in for this deposit goes here until used for Consulting Fees All Money that is paid to consulting via Advanced Deposit Goes to this Account
401 000 000 382 10 00 02	Refundable DS Adv Deposit	\$ 15,590	\$ 34,711	\$ 48,399	\$ 40,000	\$ 55,000	\$ 40,000	▲0.00%	
401 000 000 382 10 00 03	Advanced Deposits Used for Consulting Fees			\$ 79,073	\$ 145,000	\$ 80,000	\$ 80,000	▼44.83%	
	Total Advanced Deposit \$ Brought In:	\$ 15,590	\$ 34,711	\$ 127,472	\$ 185,000	\$ 135,000	\$ 120,000	▼35.14%	

DEVELOPMENT SERVICES FUND

Paid For By Permitting Fees									
		2022	2023	2024	2025	2025	2026		
ACCOUNT NUMBER	DESCRIPTION	Year End Actuals	Year End Actuals	Year End Actuals	Adopted Budget	Year End Est.	Proposed Budget		
DEVELOPMENT SERVICES DEPT									Notes:
	SALARIES & WAGES								FTE's: 3.5 Rob Salary and Benefits will be allocated 50/50 to DS and General Fund (Planning) Long Range Planning and Code Enforcement Has been pulled back to the General Fund to isolate development and permitting within this fund
401 000 000 558 60 11 00	Salaries & Wages	\$ 438,929.96	\$ 390,877.52	\$ 416,016.78	\$ 457,898.00	\$ 413,051.00	\$ 342,168.00	▼25.27%	CPI-W=2.7% COLA 3 non-rep employees; 2.7% CBA est COLA 1 employees-----see salary model notes for step increase info
401 000 000 558 60 12 00	Overtime	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ -	\$ 3,000.00	▲0.00%	Staff now conduct after-hours CAP open houses. Staff has the option of overtime or comp time.
401 000 000 558 60 11 11	Longevity			\$ 699.25					
401 000 000 558 60 11 14	Education	\$ 3,599.11	\$ 3,049.83	\$ 3,002.33	\$ 1,200.00	\$ 2,400.00	\$ 2,400.00	▲100.00%	
401 000 000 558 60 11 16	ICMA 457 Plan	\$ 16,569.33	\$ 18,714.88	\$ 16,500.00	\$ 15,000.00	\$ 15,000.00	\$ 12,000.00	▼20.00%	Assumes full participation
401 000 000 558 60 11 17	Opt-Out of Medical	\$ 5,066.40	\$ 5,073.96	\$ 12,172.42	\$ 7,900.00	\$ 8,200.00	\$ 5,408.00	▼31.54%	
	TOTAL SALARIES & WAGES	\$ 467,164.80	\$ 420,716.19	\$ 451,390.78	\$ 484,998.00	\$ 438,651.00	\$ 364,976.00	▼24.75%	
	PERSONNEL BENEFITS								
401 000 000 558 60 21 00	Personnel Benefits	\$ 147,270.25	\$ 130,549.62	\$ 129,538.76	\$ 142,000.00	\$ 123,000.00	\$ 103,950.00	▼26.80%	AWC Medical, Vision, DRS, Empl Security and L&I, Payroll Taxes
401 000 000 558 60 23 00	Tuition Reimbursement								
	TOTAL PERSONNEL BENEFITS	\$ 147,270.25	\$ 130,549.62	\$ 129,538.76	\$ 142,000.00	\$ 123,000.00	\$ 103,950.00	▼26.80%	
	SUPPLIES								
401 000 000 558 50 31 00	Operating Supplies	\$ 741.36	\$ 209.64	\$ 987.83	\$ 2,000.00	\$ 500.00	\$ 1,500.00	▼25.00%	Development site signs, business cards, etc.
401 000 000 558 50 32 00	Vehicle Expenses - Gas, Oil, Maint.	\$ 3,633.90	\$ 2,625.31	\$ 685.22	\$ 500.00	\$ 1,200.00	\$ 1,000.00	▲100.00%	New vehicle basic maintenance
	TOTAL SUPPLIES	\$ 4,375.26	\$ 2,834.95	\$ 1,673.05	\$ 2,500.00	\$ 1,700.00	\$ 2,500.00	▲0.00%	
	OTHER SERVICES & CHARGES								
401 000 000 558 50 03 00	Insurance (WCIA)	\$ 32,611.74	\$ 44,040.71	\$ 57,217.08	\$ 38,865.46	\$ 38,865.00	\$ 40,031.42	▲3.00%	AWC Liability insurance. 15.56% alloc to DS
401 000 000 558 50 04 00	City Attorney, Dev. Serv.	\$ 4,927.50	\$ -	\$ 8,229.43	\$ 35,000.00	\$ -		▼100.00%	Estimate based upon 2025 DS activity.
401 000 000 558 50 05 00	Technical Services, Software Services	\$ 23,483.28	\$ 27,319.92	\$ 25,941.38	\$ 25,000.00	\$ 28,000.00	\$ 26,250.00	▲5.00%	IT - TIG DS allocation of 15.56% of total from CS for Maint, monitoring, helpdesk, incident support.
401 000 000 558 60 41 00	Professional Services	\$ 50,910.00	\$ 96,720.00	\$ 74,497.25	\$ 94,000.00	\$ 34,000.00	\$ 35,000.00	▼62.77%	Building permit architectural and engineering review. Activity reduced from 2024 with staff assistance approx. 20%. Contract cost increase in 2025.
401 000 000 558 60 41 01	Planning Consultant	\$ 122,513.60	\$ 152,372.21	\$ 169,869.50	\$ 150,000.00	\$ 220,000.00	\$ 175,000.00	▲16.67%	Increased use of consultant for permit review and planning support. Long range planning removed from DS Fund. There wil be some cost recovery through
401 000 000 558 60 41 02	Hearing Examiner	\$ 16,020.00	\$ 16,273.50	\$ 10,080.75	\$ 20,000.00	\$ 16,000.00	\$ 20,000.00	▲0.00%	Partial cost recovery is through fee.
401 000 000 558 50 41 06	Building Inspector Contract	\$ -	\$ 4,650.00	\$ 700.00	\$ 6,000.00	\$ 800.00	\$ 2,500.00	▼58.33%	Building Official performs inspections. \$6,000 is contingency, vacations, medical leave, and similar.
401 000 000 558 60 42 00	Communications	\$ 2,570.98	\$ 1,182.42	\$ 4,595.48	\$ 3,800.00	\$ 3,800.00	\$ 5,000.00	▲31.58%	Estimate based upon prior years activities.
401 000 000 558 60 43 00	Travel & Training	\$ 2,112.28	\$ 1,844.96	\$ 5,849.93	\$ 6,000.00	\$ 4,000.00	\$ 5,000.00	▼16.67%	Staff training requirements.
401 000 000 558 60 49 00	Dues, Subscriptions, Memberships	\$ 3,018.95	\$ 956.53	\$ 2,199.79	\$ 3,000.00	\$ 3,600.00	\$ 3,600.00	▲20.00%	APA, AICP, WABO, ICC, WSPT, AWC Director. Est. cost increase included.
401 000 000 558 60 49 10	Miscellaneous	\$ 21,059.84	\$ 28,974.00	\$ 24,284.06	\$ 27,000.00	\$ 23,000.00	\$ 24,000.00	▼11.11%	Bank fees for permits paid by CC which are reimbursed with customer fees, postal expenses for code enforcment, etc. Based on 2024.
401 000 000 558 50 41 08	Sound Testing Consultant	\$ 21,371.66	\$ 13,377.82	\$ 10,080.00	\$ -	\$ 1,600.00	\$ 1,500.00		A process change will eliminate the need for sound testing mechanical appliances.
401 000 000 558 50 41 55	Shoreline Consultant	\$ 34,000.00	\$ 12,682.50	\$ 56,765.70	\$ 34,000.00	\$ 32,000.00	\$ 32,000.00	▼5.88%	Shorelines and critical areas specialist. New consultant in 2024 is causing cost increase. We will issue an RFP to compare costs and service.
	TOTAL OTHER SERVICES & CHARGES	\$ 334,599.83	\$ 400,394.57	\$ 450,310.35	\$ 442,665.46	\$ 405,665.00	\$ 369,881.42	▼16.44%	Non-budget item
	CAPITAL OUTLAY								
401 000 000 594 XX 64 00	Furniture & Equipment		\$ 450.00	\$ -	\$ 450.00				Director office chair.
401 000 000 594 60 64 05	Vehicle	\$ -	\$ -	\$ 39,746.00	\$ -	\$ (1,030.00)			
401 000 000 594 60 64 00	DS- IT HW/SW >\$5K Capital Outlay	\$ 20,910.71	\$ 30,000.00		\$ 30,000.00	\$ 28,000.00	\$ 30,000.00	▲0.00%	Brightly (E-permitting, public portal); BlueBeam (License, Maintenance).
	TOTAL CAPITAL OUTLAY	\$ 20,910.71	\$ 30,450.00	\$ 39,746.00	\$ 30,450.00	\$ 26,970.00	\$ 30,000.00	▼1.48%	
	TOTAL DEVELOPMENT SERVICES	974,321	984,945	1,072,659	1,102,613	995,986	871,307	▼20.98%	
Paid For By Advanced Deposits									-
Expenses		2022	2023	2024	2025	2025	2026		
DESCRIPTION		Year End Actuals	Year End Actuals	Year End Actuals	Adopted Budget	Year End Actual	Preliminary Budget		Notes:
401 000 000 558 50 41 07	Engineering Consultant	\$ 79,892.39	\$ 60,577.76	\$ 72,016.39	\$ 55,900.00	\$ 85,000.00	\$ 85,000.00	▲52.06%	Grading & drainage Svcs similar to 2025 82% of 2025 of service costs have been recovered through Adv. Dep.
401 000 000 558 50 41 50	Arborist	\$ 102,983.19	\$ 65,082.50	\$ 37,946.25	\$ 50,000.00	\$ 47,000.00	\$ 50,000.00	▲0.00%	Arborist. Hourly rate increase in 2025. Approx. 50% of the 2025 invoiced service costs,recovered through Adv. Deposit.
401 000 000 582 10 00 02	Refund of DS Adv Deposits	\$ 23,459.15	\$ 162,633.00	\$ 61,509.00	\$ 40,000.00	\$ 25,000.00	\$ 40,000.00	▲0.00%	Money returned to Payer upon completion of project
	Total Consulting Expenses:	\$ 206,334.73	\$ 288,293.26	\$ 171,471.64	\$ 145,900.00	\$ 157,000.00	\$ 175,000.00	▲19.95%	

CAPITAL FUND REVENUE

		2022	2023	2024	2025	2025	2026		
ACCOUNT NUMBER	DESCRIPTION	Year End Actuals	Year End Actuals	Year End Actuals	Adopted Budget	Year End Est.	Preliminary Budget		Notes:
CAPITAL PROJECTS FUND REVENUE									2025- YTD Annualized Through September 25, <

2026 Legislative Priorities

ARCH members are currently planning for over 80,000 additional affordable homes by 2044. To meet this need, ARCH is focused on funding and policy solutions that will help build more affordable housing faster.

1

ARCH Priority 1: Increase funding for affordable housing at the state and local levels

1A: Provide local revenue options to support affordable housing (such as a graduated local Real Estate Excise Tax)

1B: Encourage state investments and provide funding incentives for local jurisdictions to promote affordable housing (such as expanding the HB 1406 state sales tax credit)

2

ARCH Priority 2: Continue to reduce barriers and support local efforts to build more affordable housing faster

2A: Establish development and tax incentives to support affordable rental and ownership housing on properties owned by religious organizations

2B: Support other policies that expand access to land for a range of affordable housing types (such as surplus property policies)



General Policy Positions

- ARCH supports policies and continued state assistance that ensure strong local affordable housing projects, plans, and programs (such as the Multifamily Tax Exemption and inclusionary policies).
- ARCH recognizes the importance of maintaining the existing stock of affordable housing in East King County and protecting prior investments

Beaux Arts Village • Bellevue • Bothell • Clyde Hill • Hunts Point • Issaquah • Kenmore • King County • Kirkland • Medina • Mercer Island • Newcastle • Redmond • Sammamish • Woodinville • Yarrow Point

ARCH is a partnership of local jurisdictions working to preserve and increase housing for low- and moderate income households in East King County.



City of Medina 2025 Legislative Priorities

The City of Medina will advocate for the following issues and will align its support for the priorities of its partners, including the Association of Washington Cities

MODEL EFFECTIVE PARTNERSHIP WITH WSDOT

Our strong partnership with WSDOT will enhance public trust and advance both local and regional priorities.

Emphasize Medina's role as a vital gateway from Seattle to major Eastside tech employers, providing seamless access for cars, transit, cyclists, and pedestrians. Medina is the welcoming municipality and the critical link to current and future regional pathways and circulation systems. Medina will work with WSDOT to deliver safe, accessible, and efficient public projects while continuing to provide and demand transparency, prudence and radical accountability on behalf of taxpayers to protect and maintain our infrastructure.

We need WSDOT and lawmakers to recognize potential for losing public trust by not demanding contract accountability -- we paid for quiet expansion joints; we accepted a flawed product, and this might be perceived as an imprudent use of public funds and a lack of transparency by not framing the problem as such. We should get what EVERYBODY paid for. Resolving the flawed joint installation is not a gift to Medina or the Points communities, instead it is an opportunity to demonstrate financial responsibility and radical accountability for the use of public funds. We must get what we paid for, not what we will settle for. It sets a bad example for all future projects and makes a mockery of contractual obligations.

WSDOT is efficiently situated to best manage lid maintenance. They have a large staff at the WATERFRONT facility sited conveniently adjacent and convenient to the lid parks. Additionally, this large, gated parcel could be utilized to remove the at grade crossing while providing another needed public amenity: restrooms for users of the SR520 trail, as this spacious gated facility can be periodically and remotely monitored and secured (open during daylight hours for example).



City of Medina

2025 Legislative Priorities

MANAGE REGIONAL GROWTH THROUGH MIDDLE HOUSING

Medina recognizes our regional housing crisis and has invested deeply to identify and achieve density goals through proven and creative housing solutions proportionate to our small city, while maintaining Medina's historic charm and diverse populace.

Small cities face disproportionate operational burdens and expenses in trying to meet the blanket Housing Bill deadlines. Medina believes we can achieve an even greater vision and outcome with adequate time to use our valuable local expertise to craft policy to successfully achieve the goal of adding gentle density. We have made significant progress defining methods, and identifying means to meet new housing mandates, however we need more time for implementation (along with clarification and consistency around options for tier 3 cities to partner, innovate and comply.) We ask the legislature to consider the unintended consequences and potential negative transformational impacts continued revisions to these mandates can have on small municipalities struggling to comply in a manner reflective of their community character.

EXPAND REVENUE OPPORTUNITIES TO ALLOW BUDGET STABILITY FOR SMALL CITIES

Current property tax limits place an undue burden on small cities, threatening their economic stability.

Medina is largely residential with limited commercial zoning restricts our revenue opportunities. Small cities must be allowed to revisit property tax caps to meet the service and infrastructure demands of regional growth on our limited resources and finite land capacity. We will work with AWC and other small cities to find responsible solutions such as expanding the use of Real Estate Excise Tax (REET) to fund long and short-term planning needs.

2026 City Legislative Priorities

Cities and towns are home to 66% of Washington's residents, drive the state's economy, and provide the most accessible form of government. The success of our cities and towns depends on adequate resources and community-based decision-making to best meet the unique needs of our communities.

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



Indigent defense

Increase state support and funding for indigent defense services to meet existing needs as well as the new lower caseload mandates ordered by the Washington Supreme Court. Enhance state support for increasing the indigent defense workforce with incentives and programs to encourage more public defenders.



Transportation

Increase sustainable revenue that supports local transportation preservation, maintenance, and operations and includes direct distributions to cities and towns. Continue to support efforts to improve traffic safety. Explore revenue tools such as a highway usage fee, a retail delivery fee, expanded transportation benefit district (TBD) authority, or a "sidewalk utility."



Housing supply

Provide time to implement recent state housing legislation. Increase housing investments to meet needs across the housing continuum, including construction and preservation of affordable housing, home ownership, and senior housing. Support tools to better coordinate urban growth area (UGA) development and funding options such as a local option real estate excise tax, short-term rental tax, and expanded use of lodging taxes for housing.



Shared revenues

Continue the historical revenue-sharing partnership between the state and its cities and towns, which provides stability and continuity for local budgets. Preservation of these resources, such as liquor revenues and criminal justice assistance funds, are indispensable to local fiscal sustainability and predictability.



Contact: **Candice Bock**
Government Relations Director
candiceb@awcnet.org

Date



Dear Legislators,

The 21 member jurisdictions of the [Eastside Transportation Partnership \(ETP\)](#) are pleased to present our **2026 State Legislative Priorities**. For decades, ETP has provided a forum to coordinate regional transportation priorities and to advocate for transportation improvements to better serve East King County. Although most of our member jurisdictions pass legislative agendas that speak to their individual needs, we firmly believe in the over-arching vision of developing a regional transportation system that serves the needs of all Eastside residents.

Thank you for the difficult decisions last session to enact a balanced transportation budget that honors the commitments of Move Ahead Washington and makes other important investments to our jurisdictions. We recognize that it's a very challenging fiscal time and appreciate the investments in our shared transportation infrastructure. ***We urge the state to maintain these investments and shared revenue with counties and cities.***

We look forward to meeting with you during session and working in partnership to address our shared transportation goals now and into the future. Thank you for your time and consideration in reviewing the Eastside Transportation Partnership's 2026 Legislative Priorities.

Sincerely,

Chair Vanessa Kritzer
Redmond City Council President
vkritzer@redmond.gov

Vice Chair James Randolph
Woodinville Deputy Mayor
jrandolph@ci.woodinville.wa.us

On behalf of the 21 member jurisdictions of Eastside Transportation Partnership
Beaux Arts, Bellevue, Bothell, Carnation, Clyde Hill, Duvall, Hunts Point, Issaquah, Kenmore, King County, Kirkland, Medina, Mercer Island, Newcastle, North Bend, Redmond, Renton, Sammamish, Snoqualmie, Woodinville, Yarrow Point

EASTSIDE TRANSPORTATION PARTNERSHIP 2026 LEGISLATIVE PRIORITIES

The Eastside Transportation Partnership (ETP) is a collaborative organization representing 20 Eastside cities and King County. After a thorough process of deliberations and review by all ETP members, we recommend the following objectives and actions to the 2026 Legislature:

Maintain Funding for Transportation and Explore New Revenue for Critical Needs at the Local Level

Cities and counties need direct funding and flexible revenue options. Transportation needs include maintenance and preservation of roads of statewide significance, regional connections, ADA improvements, pavement management, and first/last mile solutions. We ask the Legislature to consider an array of equitable and sustainable funding sources including:

- **Implement a funding mechanism by which all road users contribute to the cost of the system**, which could include a transition from *gas taxes to road usage charges or other possible funding* maintaining the local share of the gas tax and giving cities an additional local option. Allow funds to be used for multimodal improvements.
- **Preserve full funding** for the Public Works Fund.
- **Incentivize public-private partnerships** to advance transportation and transit- oriented development projects.
- We urge the Legislature to **preserve shared revenue** which is being used for critical preservation and maintenance.

Protect Ongoing Investments in Local Transportation Needs

- **Critical state funding for transit infrastructure**: Cities and counties are making land use decisions in compliance with recent legislation. The state asks cities and counties to prioritize housing near transit as well as transit-oriented developments. The state must help boost statewide transit capacity as a means of further accelerating development of affordable housing, meeting climate action goals, increasing access to transportation, reducing traffic congestion, and providing equitable opportunities for all.
- **Infrastructure improvements to maximize the effectiveness of the I-405 corridor**: ETP asks the legislature to address forecasted WSDOT and Sound Transit funding shortfalls for the I-405/SR 167 Corridor improvements, including the Stride I-405 Bus Rapid Transit Project. Support these improvements by keeping these promised investments on schedule.
- **Funding for rural corridors and infrastructure**: ETP requests attention be paid to the deteriorating rural road systems of East King County especially unincorporated roads between cities affected by development. As population grows, they provide essential transportation networks between densifying cities. Rural transportation needs are currently a utility that is not properly addressed.
- **Culverts**: Provide funding support to address fish passage barriers for local jurisdictions.
- Fund grants for **National Pollutant Discharge Elimination System (NPDES) compliant projects** that support transportation improvements while also advancing the region's water quality goals. Transportation projects are seeing increased scope because of greater mitigation for pollutants such as tire rubber.
- **Graffiti**: ETP supports enhanced graffiti removal services by the Washington State Department of Transportation that are necessary to prevent property damage, maintain property values, and deter criminal activity. ETP supports funding for art alternatives.

Ensure Investments in New Technologies, Alternative Modes, and Environmental Stewardship

- **Safety Projects:** ETP urges the Legislature to make continued progress on Target Zero and the Strategic Highway Safety Plan to reduce deaths on Washington's roadways and to prioritize safety improvements for bicycles, pedestrians, and other non-motorized modes.
- **Multimodal Transportation Improvements:** Continue to appropriately use Climate Commitment Act funding in the transportation budget to support improved transit service, pedestrian and bike safety initiatives, e-bike rebates, electrification infrastructure, and similar investments.
- **E-Mobility:** Provide guidance to cities on local regulation of e-bikes, e-scooters, and e-motorcycles/e-dirt bikes, such as a model ordinance. Enact state regulations to address the rising popularity of e-bikes and e-motorcycles/e-dirt bikes among youth to ensure safe use while promoting sustainable transportation.
- **Multi-modal Corridors:** ETP urges the Legislature to strengthen funding for bicycle and pedestrian segments and crossings of regional multi-modal corridors such as Eastrail and the 520 trail.
- **First/last mile:** Due to land use patterns on the Eastside, access to transit is critically important, including flexible transit options, and the state should partner in helping cities to find solutions to address this concern.
- **Vehicle Electrification:** ETP appreciates Move Ahead Washington language and Department of Ecology rulemaking actions that move Washington toward more comprehensive use of electric vehicles and zero-emission standards. To support adoption of greener vehicles by both the public and private sector, ETP recommends the Legislature prioritize electric vehicle infrastructure, including for medium- and heavy- duty vehicles. Special attention should be paid to encouraging funding from the Climate Commitment Act to be invested for Vehicle Electrification and EV charger infrastructure throughout Washington State.

Memo



To: The ARCH Executive Board

From: Sophie Glass, Government Affairs, Policy, and Communications Manager

Subject: Pre-Legislative Session Updates for ARCH Members

During the September 11, 2025 ARCH Executive Board meeting, the Board approved [ARCH's 2026 WA State Legislative Priorities](#). These priorities are in line with [ARCH's Strategic Plan](#) to advance state legislation to promote affordable housing through increasing funding and reducing barriers. Below are pre-legislative session updates regarding ARCH's priorities – we are sharing these to keep you informed of potential legislation that aligns with these priorities, and to help identify where ARCH can support and coordinate efforts among members.

ARCH Priority 1: Increase funding for affordable housing at the state and local levels

Priority 1A: Provide local revenue options to support affordable housing (such as a graduated local Real Estate Excise Tax)

Short-Term Rental Tax Local Option (SB 5576/HB1763)

- During the 2025 WA Legislative Session, [SB 5576/HB 1763](#) proposed a tax that counties, cities, or towns could collect on short term rentals (e.g. AirBnB, VRBO, etc.). The short-term rental (STR) tax would be up to 4%. Cities and towns would have the option of collecting the STR tax revenue, or a county may impose the tax in areas where a city or town isn't collecting the same tax. Revenues from this tax would be deposited into an "Essential Affordable Housing Local Assistance Account" for affordable housing purposes. This bill did not pass in 2025 but will return in 2026.
- This tool could provide a small but meaningful source of local revenue for affordable housing, particularly in jurisdictions planning for increased tourism. The revenue potential of SB 5576/HB 1763 has been estimated on a statewide basis only (not for individual jurisdictions), as follows:
 - FY 2026 - \$ 1,800,000 (representing one month of impacted collections in FY 2026)
 - FY 2027 - \$ 21,000,000 (first full year of impacted collections)
 - FY 2028 - \$ 21,000,000
 - FY 2029 - \$ 21,300,000
 - FY 2030 - \$ 21,800,000
 - FY 2031 - \$ 22,500,000
- **Next Steps:** ARCH is seeking feedback from members to determine if this bill may be a priority for your jurisdiction. If so, ARCH can be available to provide support for your legislative efforts and help coordinate among members.

Local Affordable Housing REET (HB 1867)

- During the 2025 Legislative Session, [HB 1867](#) proposed changes to local REET laws, but it did not pass. HB 1867 proposed the following:
 - Expanding eligibility to impose a local affordable housing real estate excise tax (REET) to all counties and cities if approved by a majority of voters
 - Currently only counties who have adopted a local REET for conservation areas prior to 2003 are eligible.
 - Changing the local affordable housing REET rate to be up to 0.5 percent.
- It is expected that HB 1867 will return during the 2026 Legislative Session.
- **Next Steps:** ARCH is seeking feedback from members to determine if this bill may be a priority for your jurisdiction. If so, ARCH can be available to provide support for your legislative efforts and help coordinate among members.

Priority 1B: “Encourage state investments and provide funding incentives for local jurisdictions to promote affordable housing (such as expanding the HB 1406 state sales tax credit).”

Affordable Housing Sales Tax Credit (HB 1406) Expansion

- HB 1406 (codified as [RCW 82.14.540](#)) allowed jurisdictions that committed their own resources to affordable housing via a “qualifying local tax” to receive .0146% credit on the state sales tax for affordable housing purposes. Jurisdictions that did not have a “qualifying local tax” by mid-2020 could only receive 0.0073% credit on the state sales tax.
- ARCH members have demonstrably committed their own resources to affordable housing through general fund contributions and land donations, but were not technically qualified for the higher credit as of 2020.
- Ahead of the 2026 session, legislators are exploring ways of making existing [local revenue options in law](#) more flexible. This could mean expanding the allowed spending categories, re-authorizing enactment of the tax, or making other changes/adjustments so that local governments can do more with the existing sources.
- ARCH staff are sharing an idea and have drafted initial language that would expand the state sales tax credit in the following ways:
 - Expand the uses of funds to include for the operations and maintenance costs of new and existing units of affordable or supportive housing, in line with King County’s [Affordable Housing Committee’s draft 2026 Legislative Agenda](#).
 - Allow jurisdictions to receive the higher sales tax credit (.0146%) if they have committed at least .25% of their own general funds for affordable housing for the past 3 of 5 fiscal years, or donated land in the past 3 fiscal years whose market value is at least .25% of their annual general fund.
- ARCH estimates this would have a limited fiscal impact on state revenues, but provide a meaningful incentive for local jurisdictions to grow and maintain investments in affordable housing.
- **Next Steps:** ARCH is seeking feedback from members to help refine the concept and, if appropriate, test interest from legislators on potential sponsorship. If this is of interest to your jurisdiction, please reach out to us.

ARCH Priority 2: Continue to reduce barriers and support local efforts to build more affordable housing faster

Priority 2A: Establish development and tax incentives to support affordable rental and ownership housing on properties owned by religious organizations.

Affordable Housing on Religious Owned Properties (HB 1859)

- During the 2025 WA Legislative Session, [HB 1859](#) proposed encouraging affordable housing developments on properties owned by religious organizations through (a) decreasing the amount of affordable units required to qualify for a density bonus; (b) requiring jurisdictions to develop policies to implement a density bonus if it receives a request from a religious organization; and (c) establishing a sales and use tax exemption for the conversion of existing structures into affordable housing on faith owned land.
- This bill did not pass in 2025 but is likely return and be of significant interest in 2026.
- ARCH staff are conducting a technical analysis of this bill and identifying possible ways to improve it from an implementation standpoint. Based on a [previous study](#), ARCH expects that this bill could unlock significant affordable housing development across East King County.
- ARCH members may view an [interactive map of religious-owned properties](#) in your jurisdiction to understand the potential scope of this legislation.
- **Next Steps:** ARCH will share the results of its technical analysis with any members who are interested in engaging on this legislation. Please reach out if you are interested, and let us know if there are any issues that you'd like us to explore. We are happy to connect with relevant planning staff who may be working on these issues.

Priority 2B: Support other policies that expand access to land for a range of affordable housing types (such as surplus property policies)

Land Banking (HB 1974)

- During the 2025 WA Legislative Session, [HB 1974](#) proposed allowing counties to authorize a land bank (such as a public corporation, a public housing authority, or a nonprofit organization) to serve the county's urban growth areas.
- Land banks would receive priority access to surplus land and the ability to obtain tax foreclosed lands from the county before auction.
- This bill is likely to return in 2026, with potential amendments regarding property tax exemption and expansion to include public development authorities.
- **Next Steps:** ARCH expects the impact of the legislation could be limited without any additional funding or financing tools to support land acquisition, however we will continue to track the bill and would be happy to support any member interested in the legislation.

ARCH will be in touch, as appropriate, with its members regarding these legislative priorities. Please reach out with any questions or concerns.

CITY OF MEDINA 2026 LEGISLATIVE PRIORITIES

Effective, equitable partnership with WSDOT

Medina is a vital gateway connecting Seattle to the Eastside regional economic hub of technology sector, healthcare, and other major employers via the SR520 multimodal transportation system serving transit, cyclists, pedestrians, and cars. Three significant, ongoing, unresolved issues require WSDOT's continuing, good-faith engagement to protect the viability of this crucial regional corridor and mitigate local environmental impacts:

- (1) The noise disturbance caused by design flaws in SR520 expansion joints,
- (2) Responsibility for the ongoing maintenance and liability of WSDOT's SR520 lid structures in the Points Communities (City of Clyde Hill, Town of Hunts Point, City of Medina, and Town of Yarrow Point), and
- (3) The SR520/Evergreen Point Road multiuse path underpass.

The City of Medina strongly encourages the Legislature's intervention to ensure WSDOT's equitable commitment to the SR520 Project's unresolved impact mitigation through both policy directives and appropriations.

Balancing the impact of legislative policy goals on cities

In recent sessions, the Legislature has advanced bold initiatives on statewide priorities such as housing, affordability, and environmental protection. However, cities face growing challenges as these policies are developed and implemented in isolation – along with other unfunded mandates – without adequate consideration of cumulative, conflicting impacts.

As examples, State mandates may:

- Simultaneously require wider critical area buffers while also calling for higher housing density even as local efforts seek to preserve and enhance tree canopy, or
- Expand housing supply targets that increase utility demands even as new environmental standards raise wastewater treatment requirements.

These overlapping policies create tension between affordability, capacity, and environmental quality.

The City of Medina urges the Legislative and Executive branches to:

- (1) Adopt a more coordinated, systems-thinking approach to policy development and implementation,
- (2) Provide cities – especially smaller cities – with the tools and flexibility needed to balance competing state objectives, and

- (3) Appropriate funds for local planning and capital projects to assist small cities to comply with unfunded State mandates

Important Priority Capital Projects

- Planning for and construction of diverse housing types to address population displacement and provide for aging-in-place
- Replacement of end-of-useful-life, weight-limited bridges on Overlake Drive
- Undergrounding electrical infrastructure, especially in areas susceptible to outages
- Funding acquisition of land for conservation, open space, and public use
- Funding electric vehicle public charging infrastructure

The City of Medina endorses the Legislative priorities of:

ARCH – A Regional Coalition for Housing

AWC – The Association of Washington Cities

ETP – Eastside Transportation Partnership

SCA – Sound Cities Association

About the City of Medina:

Medina is a family-friendly, diverse and inclusive community on the shores of Lake Washington. With parks and open spaces, Medina is a quiet and safe small city, with active and highly-engaged residents. Medina honors its heritage while preserving its natural, sylvan environment and resources for current and future generations.

The City of Medina serves a population of 2,915 with an annual operating budget of \$8.3 million. Approximately 18%-19% of Medina's households are renter-occupied, and 19% of Medina's residents are aged 65 or older, with 10.9% of those seniors living alone. Fixed incomes, limited housing options, and rising regional living costs drive significant affordability, aging-in-place, and displacement challenges for our residents, necessitating local solutions enabled by innovative, positive collaboration with state and regional partners.



CITY OF MEDINA

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November 12, 2025
SCA PIC Meeting

Item 6:

2026 SCA Legislative Agenda

DISCUSSION

SCA Staff Contacts

Aj Foltz, SCA Senior Policy Analyst, aj@soundcities.org, (206) 849-3056

2025-2026 SCA Legislative Committee Members

Council President Vanessa Kritzer, Redmond; Mayor Dana Ralph, Kent; Mayor Troy Linnell, Algona; Mayor Mary Lou Pauly, Issaquah; Regan Bolli, City Manager for the City of Covington

Discussion

The SCA Legislative Committee met several times in September and October to develop the draft 2026 SCA Legislative Agenda and the new draft 2026 SCA County Priorities.

At the November meeting, PIC will review and discuss both documents and offer initial feedback. Amendments can be proposed during the November meeting and over email between PIC meetings for consideration and possible approval by PIC at the December meeting.

The agenda will be considered and recommended for approval at the December 10 PIC meeting. The SCA Board of Directors is expected to formally adopt the agenda at their December 17 meeting.. SCA cities are encouraged to share their respective cities' legislative agendas with SCA policy staff as they become available.

2026 State Legislative Agenda

The Legislative Committee opted to keep the 2026 State Legislative Agenda brief and pointed for the Legislature, due to state budgetary concerns and the upcoming short legislative session. The legislative agenda includes the following topic areas:

- Fund & Support Indigent Defense Services
- Expand Access for Public Safety Local Options
- Support Local Housing Priorities
- Invest in Local Climate Action
- Fund & Support Local Transportation Priorities

The document will also include the following Legislative Guiding Principles, which have not changed since last year.

SCA supports legislation that aligns with the following guiding principles:

- Advance racial equity and social justice
- Improve the social safety net
- Make no unfunded mandates to cities
- Preserve local decision-making authority

PIC members may suggest amendments or additional topic areas to include in the legislative agenda.

2026 County Priorities

The County Priorities document is a new venture for SCA and is intended to suggest ways for cities and King County to strengthen their existing partnerships. With the broad theme of improving the County's communication and collaboration with cities, each topic area focuses on city issues and provides suggestions for improvements. The other function of this document is to direct SCA staff to work on these priorities at the county level throughout the next year.

The following topics are included in the County Priorities document:

- Collaboration on Levy Development
- Siting County Facilities and Infrastructure
- Public Safety Funding
- Long-Term Solid Waste Disposal Strategy
- Utility Rates Affordability

PIC members may suggest amendments or additional topic areas to include in the County Priorities.

Timeline & Next Steps

Amendments to both documents will be accepted over email until **December 1, 2025**. SCA staff will present formatted versions of both documents for review by PIC at the December meeting.

The Sound Cities Association (SCA) urges the Washington State Legislature to adopt a balanced and equitable approach to policymaking that empowers cities to meet the varied and unique needs of communities in King County.

Fund & Support Indigent Defense Services

Cities require sustained state funding, workforce development, and guidance to meet the new indigent defense caseload standards, which are expected to significantly strain local budgets and operations. The projected cost increase for surveyed SCA cities is nearly 700% over ten years, with local funding models disproportionately impacting cities with the most indigent defense cases.

SCA supports:

- State funding for most—if not all—public defense to ensure equity and stability; and,
- Policies that strengthen the public defense workforce.

Expand Access for Public Safety Local Options

SCA cities support a range of state funding sources for public safety and the flexibility to allocate funds based on local priorities. While cities appreciate HB 2015's criminal justice sales tax, restrictive requirements limit cities' ability to access and use the funding effectively.

SCA supports:

- Easing restrictions on eligibility for the HB 2015 sales tax; and,
- Increasing support for public safety workforce and alternative crisis response programs.

Support Local Housing Priorities

Cities request adequate time to implement existing housing regulations before new policies are introduced, along with flexible funding tools to meet both state and local housing goals.

SCA supports:

- Prioritization of incentives over mandates and allow locally tailored approaches that focus on outcomes rather than prescriptive methods;
- Increasing the HB 1590 revenue allocation to cities for housing and behavioral health services from 40% to 50%; and,
- State engagement with cities throughout the legislative process and aligning regulatory efforts, including environmental regulations, with a broader strategy to expand housing supply.

Invest in Local Climate Action

SCA cities ask the state to collaborate more directly with cities to support local climate action.

While cities have developed robust climate resilience plans, funding remains a major challenge.

SCA supports:

- Investment in local sustainability efforts; and,
- Providing transparent communication about Climate Commitment Act funding, including outcomes, impacts, and future resources.

Fund & Support Local Transportation Priorities

SCA cities ask the state to provide flexible options for funding local transportation. SCA cities in King County face a major transportation funding gap: the Puget Sound Regional Council's Regional Transportation Plan shows a 45% shortfall for cities compared to much lower gaps for counties and WSDOT.

SCA supports:

- Sustainable state transportation revenue that provides funding for local preservation, maintenance, operations, and safety improvements;
- Implementing a Road Usage Charge with a more balanced revenue distribution than the current gas tax; and,
- Instituting flexible funding options to address growing infrastructure demands.

For the benefit of the County, the region, and the residents of our cities, members of the Sound Cities Association (SCA) seek to strengthen King County's partnerships with local governments. By strengthening this partnership, cities and the County can build a solid foundation for consistent communication and collaborative action on countywide priorities, including those outlined below.

Collaboration on Levy Development

Ensure early and ongoing engagement with cities throughout the levy development process.

Enhanced collaboration between King County and its cities is essential to ensure the effective allocation of funding and the sustained delivery of vital programs and services for our shared residents.

SCA supports:

- Coordinating with cities on levy timing to reduce tax fatigue;
- Early transmittal that provides sufficient time for discussion and potential changes;
- Incorporating or addressing input from city staff and elected officials during development;
- Equitable distribution of levy revenues, including transparent reporting of the geographic distribution.

SCA will continue to emphasize increased communication between our member cities and SCA appointed members already engaged in levy development processes.

Siting County Facilities and Infrastructure

Communicate effectively with all cities, including small cities, on land use decisions. SCA cities face financial and logistical challenges when properties are purchased by King County within city limits without prior coordination. Strengthened coordination and transparency between King County and its cities will advance effective planning and facilitate streamlined, regionally integrated decision-making.

SCA supports:

- Early engagement with cities on siting facilities, including collaboration in identifying potential properties;
- Increased collaboration concerning land use near schools, residential areas, and on adjacent unincorporated lands;
- Discussion on the potential environmental and quality of life impacts of planned facilities; and,
- Supporting cities in communicating with their residents regarding land use decisions.

Public Safety Funding

SCA cities request greater involvement in decision-making related to public safety funding to ensure they are consistently engaged in and adequately prepared for any potential changes.

SCA supports:

- Engagement with cities during the public safety contracting process to ensure mutual communication of potential rising costs and city priorities;
- Providing advance notice of court and other fee increases to ensure cities have adequate time to adjust their budgets accordingly;
- Incorporating a phased-in approach for cities to implement rate changes; and,
- Aligning city and county public safety funding priorities and usage of HB 2015 funds.

Along with these priorities, SCA cities wish to remain actively engaged in broader public safety discussions, including the Regional Safety Task Force implementation, with increased representation and a more prominent role in shaping policy decisions.

Long-Term Solid Waste Disposal Strategy

To address the region's long-term solid waste disposal challenges, **King County should recognize the growing concerns of its cities** and work collaboratively to develop solutions that reflect shared priorities and city input. Solid waste disposal involves not only waste management but transportation concerns.

SCA supports:

- Providing a comprehensive traffic analysis on the impacts that waste export by rail would have on cities with rail lines.
- Analysis of the impacts of a potential waste-to-energy facility on communities surrounding potential sites

Utility Rates Affordability

Following the 2025 Regional Utility Rate Summit, **SCA cities remain committed to ongoing dialogue and engagement to ensure utility rates remain sustainable and equitable for residents.** Cities are particularly interested in mitigating rate increases since utility rates are tied to overall affordability in this region and are a key piece of equity and cost of living.

SCA supports:

- Assistance in communicating county rate changes to our shared populations;
- Coordinating local and county-wide rate increases, when necessary, to ensure local infrastructure and capital needs for utilities continue to be funded adequately; and,
- Engagement between cities and King County on supporting low-income residents who are impacted by rising utility rates.

2026 AWC legislative agenda

The following items are the official 2026 City Legislative Priorities as adopted by the AWC Board.

2026 City Legislative Priorities

Enhance indigent defense: Increase state support and funding for indigent defense. Enhance state support for increasing indigent defense workforce.

Increase sustainability for local transportation preservation, maintenance, and operations needs:

Advocate for sustainable revenue that supports local preservation, maintenance, and operations and includes direct distributions to cities and towns. Continue to work to improve traffic safety and explore revenue tools like a highway usage fee, a retail delivery fee, and expanded Transportation Benefit District (TBD) authority, as well as other funding options such as a “sidewalk utility.”

Preserve state shared revenues: Preserve existing state shared revenues for cities and towns.

Improve housing supply: To help cities meet their goals for more housing affordability, cities need the state to provide the time to implement recent state housing legislation and, critically, provide new tools to increase housing investments. Cities need new investments and funding tools to meet the needs for affordable housing in cities large and small across the housing continuum, including construction and preservation of affordable housing, home ownership and senior housing, and support for tools such as updating UGA development, local option real estate excise tax and short-term rental taxes, and expanding use of lodging taxes for housing.

Issues that are significant to cities

- **Increase revenue flexibility:** Find opportunities to enhance existing revenue tools to make them more flexible and easier to implement including moving to more councilmanic options. Ensure a mix of local revenue options that are broad enough to meet unique community needs. Consider modifying the voter approved levy lid lift options to expand the maximum time that apply to the levy lid lifts. Continue to support revising the property tax cap.
- **Public safety funding:** Review new funding tools created in HB 2015 to ensure that they are effective and accessible for communities of all sizes. Continue to explore additional funding tools to support public safety.
- **Support programs to reduce homelessness:** Focus resources on programs that will help individuals access emergency shelter as well as permanent and supportive housing options. Focus on programs to reduce youth homelessness. Continue to support existing state funding for state right of way programs.
- **Enhanced emergency management support:** Support additional resources and technical assistance for emergency preparedness, disaster response, and long-term recovery
- **Behavioral health treatment capacity:** Support increased investments in community behavioral health treatment funding – both capital start-up and operational expenses; support expansion of continuum of treatment capacity, from crisis stabilization to inpatient to outpatient; support continued expansion of forensic behavioral health treatment capacity; Support substance abuse treatment and behavioral health crisis centers; provide more support for diversion programs and alternative response programs.
- **Increase technical assistance and community engagement in land use:** Focus state involvement on providing more technical assistance and preserving the importance of community engagement and

incentives. Avoid agency overreach that prioritizes state enforcement, redundancy, and substituting community engagement for bureaucratic process.

- Reduce costs and improve consistency in land use decisions: Reduce costs and improve consistency in land use by minimizing new mandates and providing more funding for implementing any state-mandated changes to land use and planning and permitting requirements. Allow for more time for implementation of recent changes.
- Updating UGA development: Ensure better coordination of development standards in unincorporated UGAs and cities to facilitate future annexations. Require county to apply city development standards in unincorporated UGA to facilitate future annexations. Explore opportunities to make it easier to make changes to UGA boundaries to support growth and housing targets.
- Nutrient General Permit for wastewater treatment: Ensure that any state efforts around developing the nutrient general permit are balanced between the benefits and the costs to local government and rate payers of wastewater systems. Update Marine Dissolved Oxygen science including update Marine DO Criteria last set in 1967.
- Infrastructure funding: Provide direct and meaningful state investment in local infrastructure for operations and maintenance of aging systems, including keeping up with state regulatory requirements. Preserve reliable revenue streams for the Public Works Assistance Account and fully fund the account.
- PFAS: Seek local liability protection for PFAS contamination and treatment. Seek additional investments and technical support for cities and towns responding to PFAS detection and contamination.
- Fish barrier removal (Culverts): Include local barrier correction in state investments and fully fund the Brian Abbott Fish Barrier Board list. Oppose diversion of existing local infrastructure funding to state culvert replacement.
- Support capital facilities planning: Provide more technical assistance and resources for capital facilities planning and assessing funding needs.
- Public records and public safety tools: Support efforts to limit release of data and images collected by automated license plate readers and other public safety camera systems to protect privacy and preserve this cost-effective public safety tool.
- Preserve public employer management rights: Protect against efforts to reduce management rights in collective bargaining, particularly efforts to impede a city's right to make decisions about expenditures, programs and new technology.
- Reduce inefficient and costly requirements: Find opportunities to reduce inefficient, costly, and outdated requirements and reports.

Issues that cities support

- Tax code structural changes: Support efforts to review and revise both state and local tax structures such that they rely less on regressive revenue options and recognize the unique aspects of different communities (i.e. border communities). Changes to the state tax structure should not negatively impact cities' revenue authority and should allow cities revenue flexibility to address their community's needs.
- Alternative Response programs: Support continued and expanded operational grant funding, as well as dedicated ongoing operational funding for co-response, municipal therapeutic courts, community courts, and diversion programs.
- Crime reduction: Support additional prosecutorial and law enforcement resources to address retail theft. Support efforts to prevent and address juvenile crime, including expansion of juvenile behavioral health treatment capacity. Support efforts to reduce gun violence.
- Support encampment mitigation: Advocate for resources similar to those used in state right of way to mitigate unsanctioned encampments located on city-owned and private properties.
- Streamlining state permitting/regulatory requirements: Explore changes to state permitting/regulatory requirements that are impacting housing development.
- Expand tax incentive for redeveloping surface parking lots: Expand existing tax incentive for redeveloping parking lots for affordable housing so that it is available to cities and towns of all sizes.

- Preserve mobile home parks: Advocate for more funding to support preservation and development of mobile home parks.
- Disincentivize investor residential purchases: Explore options to disincentivize investor purchases that result in out-of-state ownership and increased costs.
- Incentivize condominium development: Support efforts to expand development of condominiums as more affordable home-ownership options.
- Publicly owned land available for housing: Look for opportunities to reuse state owned land for housing. Explore expanding use of eminent domain for housing development.
- Alternative affordable housing options: Provide cities with more flexibility to regulate health and safety around temporary housing uses like RVs.
- SEPA and state permitting: Work on policy changes that provide clarity and certainty within SEPA, Shorelines and state permits without lessening any environmental protection measures.
- Balanced state regulatory requirements: Ensure state regulatory requirements are balanced and take into account the cost impacts on local governments and tax and ratepayers.
- State highways in cities & towns: Increase maintenance funding of state highways in cities and towns and avoid shifting these costs to local jurisdictions.
- Reduce city liability exposure: Seek opportunities to reduce liability exposure and reduce costs of litigation and insurance.
- Public Records: Continue to pursue changes to reduce the impacts of vexatious litigation.
- Public notice requirements: Provide more flexibility for public notice requirements given the cost of publication and limited reach. Allow cities to rely on more modern forms of communication.
- Update local government ethics code: Update local government ethics code to make it more consistent with state officials' ethics requirements.
- Audits and accountability: Provide more support for technical assistance and training around misuse of public funds. Explore options to reduce the costs of audits.
- Increase digital equity and accessibility statewide: Advocate for statewide funding that supports affordable connectivity and policies that increase digital literacy and adoption.
- Improving contracting and procurement: Improve efficiency and cost effectiveness in local bidding, contracting, and procurement.



MEDINA, WASHINGTON

AGENDA BILL

Wednesday, November 19, 2025

Subject: Vegetation Management Reimbursement Policy

Category: City Business

Staff Contact(s): Jennifer S. Robertson, City Attorney, Randi Shaffer, Assistant City Attorney, and Ryan Osada, Public Works Director

This item is for discussion of the proposed Right-of-Way Vegetation Management Policy. The draft ordinance was distributed for review during the October 27th and November 10th Study Sessions. In addition to the ordinance, illustrative renderings were provided to clarify and establish standards for vegetation management. These standards will be discussed further and incorporated into the overall Vegetation Management Policy.

This proposed Ordinance meets and supports Council's priorities 1, 3, 4 & 5.

Council Priorities:

1. Financial Stability and Accountability
2. Quality Infrastructure
3. Efficient and Effective Government
4. **Public Safety and Health**
5. **Neighborhood Character and Community Building**

Attachment(s)

ORD XXX - Ch. 12.05 MMC - Nuisance Vegetation(11070143.3)

vegetation_row_flowchart11192025

Figure 1 – 4 Renderings

Budget/Fiscal Impact: n/a

Recommendation: Discussion and direction.

City Manager Approval:

Proposed Council Motions: n/a

Time Estimate: 30 minutes

CITY OF MEDINA, WASHINGTON

Ordinance No. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, ESTABLISHING A NEW CHAPTER 12.05 IN THE MEDINA MUNICIPAL CODE ENTITLED “NUISANCE VEGETATION” TO REGULATE OVERGROWN VEGETATION IN OR ON CITY RIGHTS OF WAY; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Medina (“City”) wishes to address complaints regarding overgrown vegetation on private property that interferes with public rights of way, including sidewalks, by restricting pedestrian travel or creating unsafe or unsightly conditions; and

WHEREAS, in order to reduce the impacts to public health and safety of overgrown vegetation, a new Chapter 12.05 should be added to the Medina Municipal Code (“MMC”) establishing a process for the City to regulate overgrown vegetation; and

WHEREAS, RCW 35.21.310 provides authority for the City to abate overgrown vegetation and to bill the property owner or lien the property for such costs of abatement; and

WHEREAS, the City Council desires staff utilize proactive outreach to improve compliance and community cooperation through targeted strategies, including informational materials in multiple languages, community engagement, and digital tools, to educate adjacent property owners about their responsibilities for right-of-way maintenance; and

WHEREAS, the City Council finds that it is in the public interest, safety and welfare to adopt this procedure into the MMC, as set forth in this Ordinance; **NOW, THEREFORE,**

THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. A new chapter 12.05 is hereby added to the Medina Municipal Code to read as follows:

Chapter 12.05 NUISANCE VEGETATION

12.05.010 Obstructing streets and sidewalks.**12.05.020 Abatement by the city.****12.05.010 Obstructing streets and sidewalks.**

Trees, plants, shrubs, or vegetation or parts thereof which overhang any sidewalk or street, or which are growing thereon in such a manner as to obstruct or impair the free and full use of the sidewalk or street by the public are public nuisances. Grass, weeds, shrubs, bushes, trees, or vegetation growing or which have grown and died, and all debris upon any property and which are a fire hazard or menace to public health, safety, or welfare, are likewise public nuisances. Pursuant to MMC 16.52.220, it is the responsibility of the owner of property adjoining a city right-of-way, including sidewalks and streets, to ensure the trees, shrubs, and landscaping in the right-of-way adjoining their property do not interfere with the free passage of pedestrians and vehicles or cause any risk of danger to the public or property. It is the duty of the owner of the property adjoining a city right-of-way to abate any such nuisance vegetation that exists by destroying, removing, or trimming any such growth, and removing any such debris.

The requirements of this section shall apply equally to the city rights-of-way whether the city's title to the right-of-way was obtained by dedication, condemnation, deed, or any other manner. This chapter shall not be construed so as to require a private property owner to abate any such nuisance which exists because of natural vegetation growing wholly within the limits of the city's rights-of-way, unless such vegetation was planted by the private property owner with or without City permission.

12.05.020 Abatement by the city.

The city may initiate the process requiring an adjoining property owner to remove the nuisance described in MMC 12.05.010 as follows:

- A. A resolution of the city council shall be adopted after not less than five days' notice to the property owner, which shall describe the property involved and the nuisance or hazardous condition, require the owner to abate such nuisance by destroying, removing, or trimming the nuisance vegetation, and state that in the event of the owner's failure to do so, the city will cause the trimming, removal, or destruction of such nuisance and that the cost thereof shall be borne by the owner of the property and become a lien against the property.
- B. If any such nuisance vegetation as defined by this chapter is not abated by removal, destruction, or maintenance by the adjoining property owner upon reasonable notice, the city may abate the same and staff shall render a bill for the city's costs of such abatement and mail the bill to the property owner. If the property owner fails or refuses to pay the bill immediately, or if no bill is rendered because the property owner cannot be found, the clerk of the city in the name

of the city may file a lien against the property with the King County Recorder, which lien shall be in substantially the same form, filed with the same officer and within the same time and manner and enforced and foreclosed as provided by law for labor and materials liens.

Section 2. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance.

Section 3. Corrections. Upon the approval of the city attorney, the city clerk, and/or the code publisher is authorized to make any necessary technical corrections to this ordinance, including but not limited to the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto.

Section 4. Effective Date. This ordinance shall take effect five days after publication as provided by law.

PASSED BY THE CITY COUNCIL OF THE CITY OF MEDINA ON THE ____ DAY OF _____, 2025 BY A VOTE OF ____ FOR, ____ AGAINST, AND ____ ABSTAINING, AND IS SIGNED IN AUTHENTICATION OF ITS PASSAGE THE ____ DAY OF _____, 2025.

Jessica Rossman, Mayor

Approved as to form:
Inslee Best Doezie & Ryder, P.S.

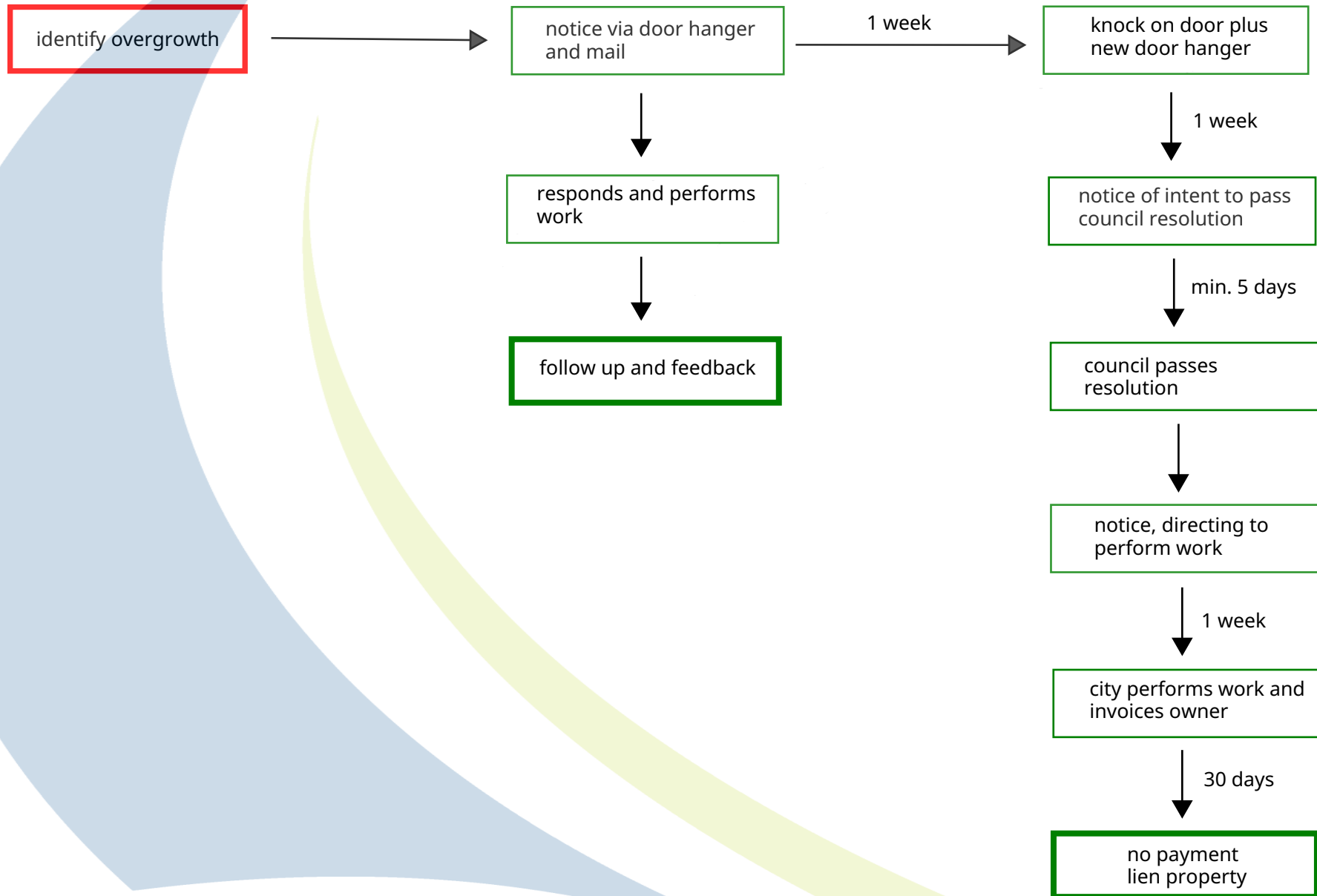
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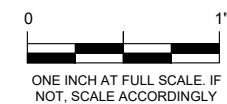
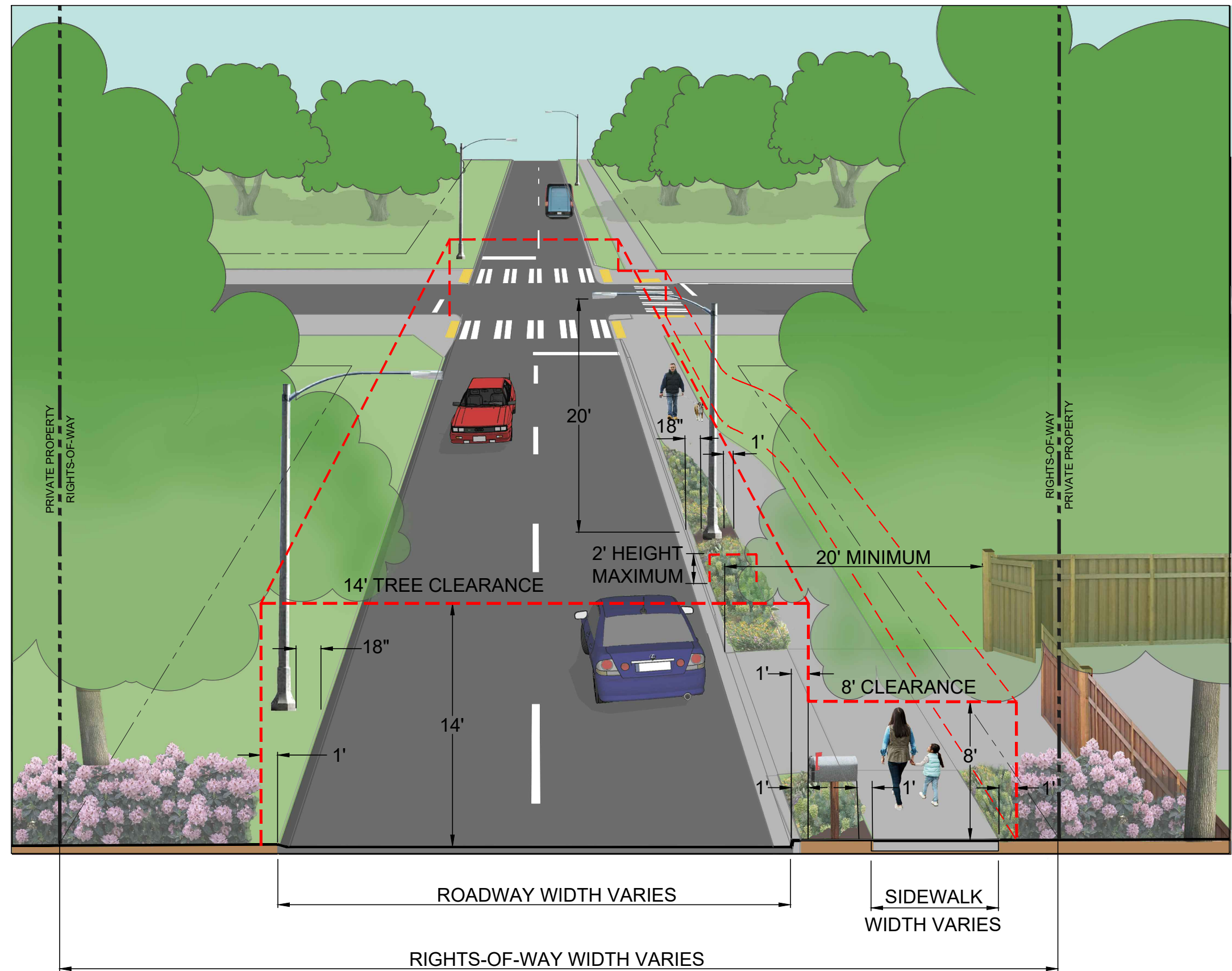
Jennifer R. Robertson, City Attorney

Dawn Nations, City Clerk

PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.: / AB

VEGETATION MANAGEMENT FLOW CHART

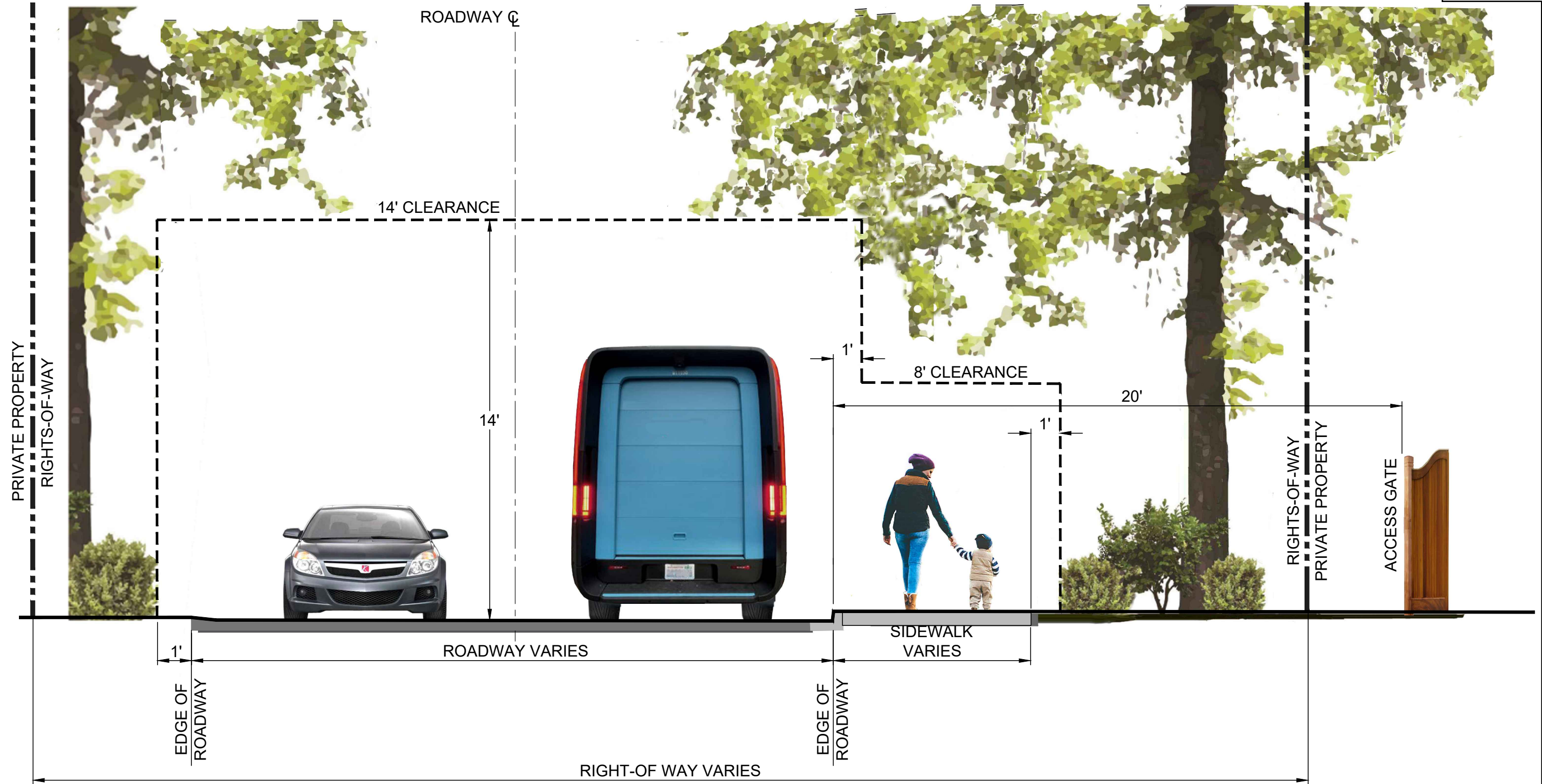




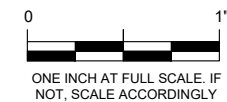
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FIGURE 4





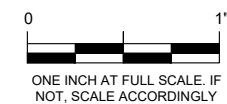
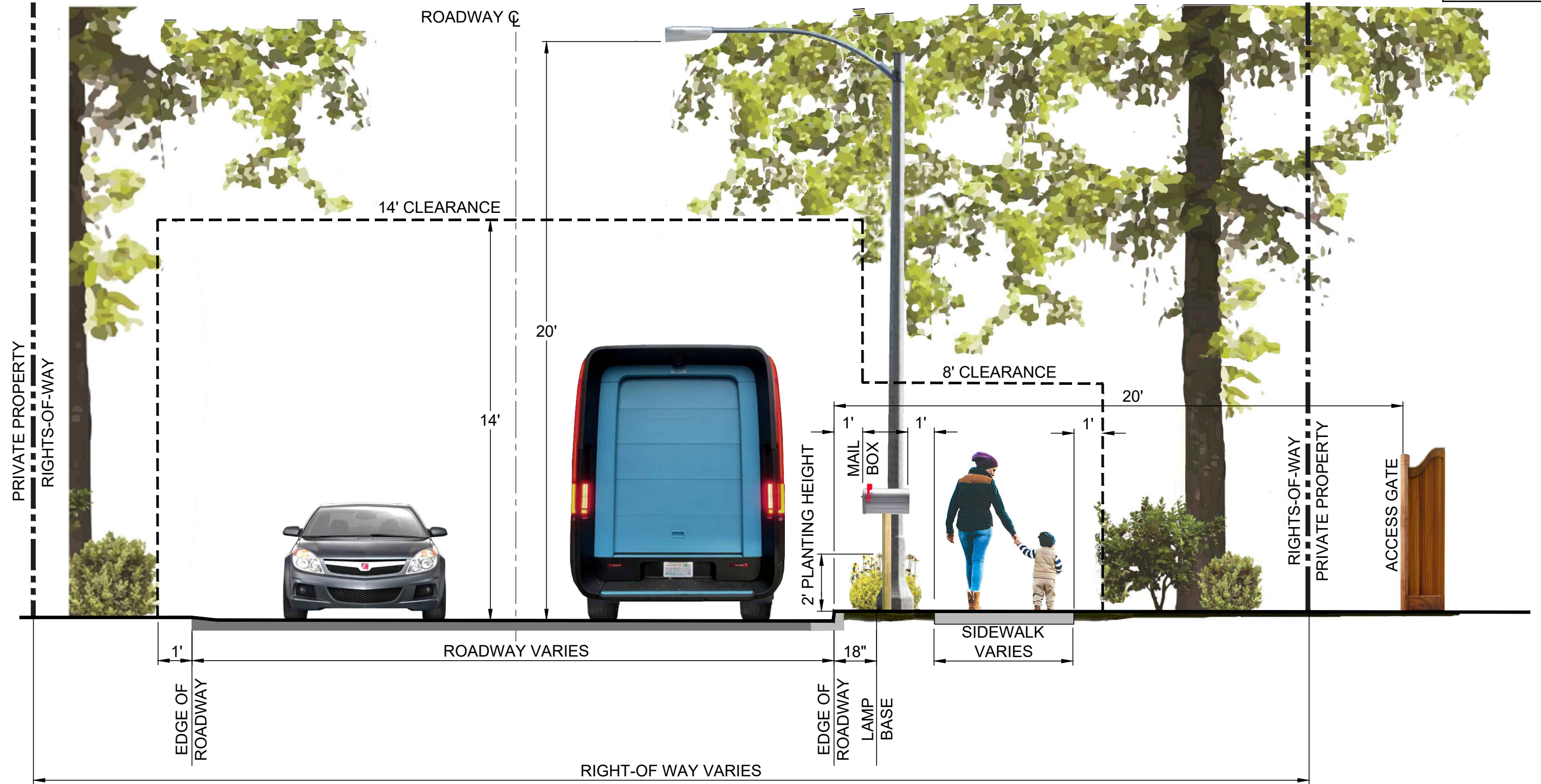
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FIGURE 1



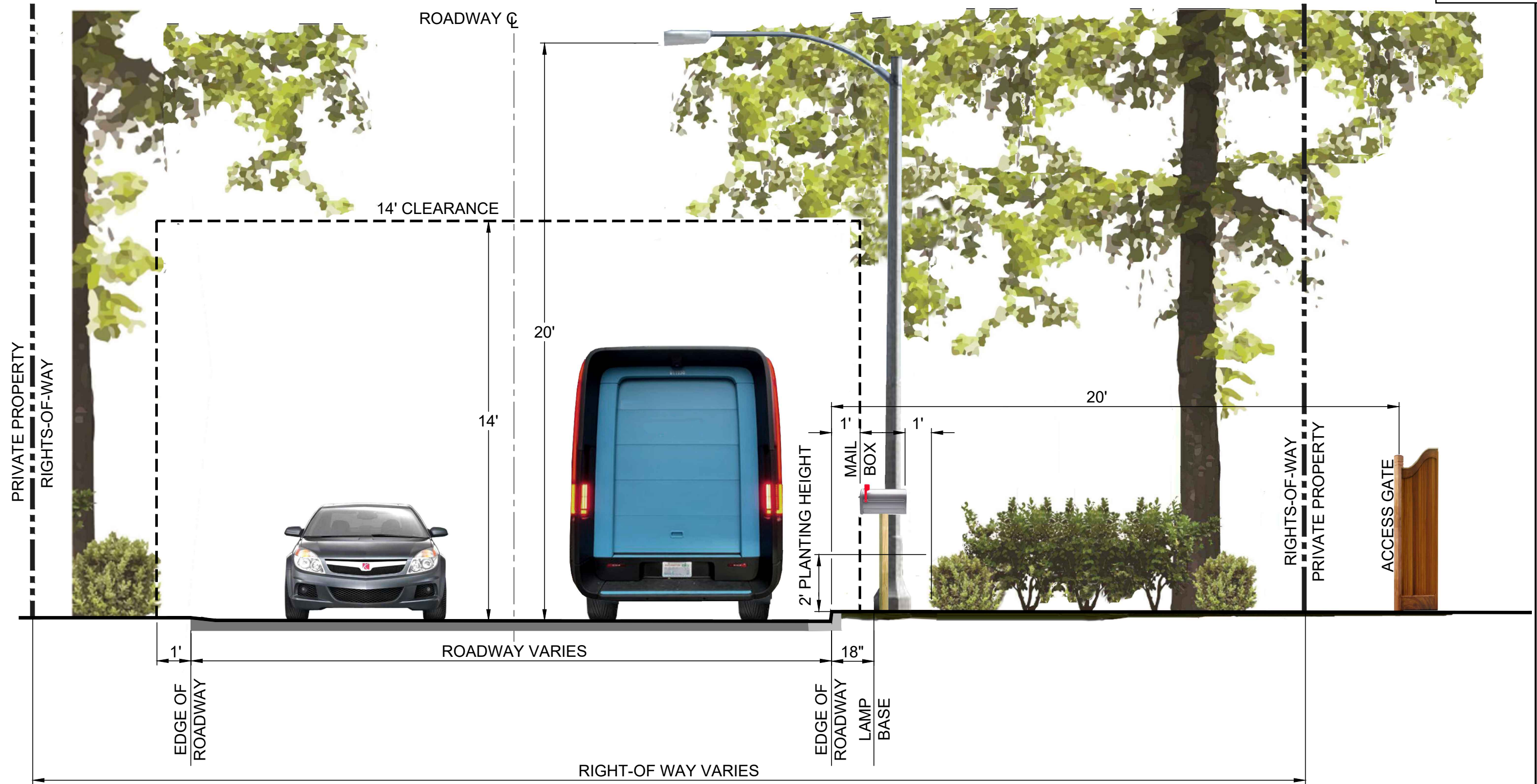


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FIGURE 2



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FIGURE 3

