CITY OF TOPPENISH

City Council Regular Meeting Agenda

June 23, 2025 at 7:00 PM

21 West 1st Avenue, Toppenish, WA 98948

Televised Live and Streamed at the link below:

https://reflect-midvalley.cablecast.tv/CablecastPublicSite/?channel=2

1. **Regular Session Call to Order**

   Pledge of Allegiance, Roll Call, and Welcome

2. **Approve Agenda**

3. **Presentation**

   a. End of Legislative Session Report Presentation - Gordon Thomas Honeywell

4. **Public Comment**

   The City Council welcomes public attendance at Council meetings. This meeting is for the conduct of regular City business. RCW 42.17A.555 prohibits government agencies from allowing the use of public facilities, directly or indirectly, for campaign purposes. At this time, citizen comments and inquiries about agenda business or general City matters are encouraged. If you wish to address the City Council, please stand or raise a hand so you can be called upon. After you are recognized, please come forward to the lectern and state your name for the public record. Your remarks must be limited to three minutes or less. Please use the microphone.

5. **Consent Agenda**

   All matters on the consent agenda have been provided to each Councilmember for review and are considered to be routine or have been previously discussed and will be adopted by one motion and vote without discussion. However, if a Councilmember desires, any item on this agenda will be discussed before any action is taken on it.

   a. Approve Minutes of the June 9, 2025, Regular Meeting.

   b. AB 25-053: [Proposed] Resolution 2025-42, Approve Transfer of Ownership of Event Tables.

   c. Approve Payroll Checks Numbers 37300 through 37306 and Electronic Transfers DFT119 through DFT126 in the total amount of $286,357.81 dated June 23, 2025.

   d. Approve Claims Checks Numbers 37176 through 37299, 37307, 37308, and Bank Draft DFT118 in the total amount of $845,425.93 dated June 23, 2025, and void Check NR37139.

6. **Public Hearing**

   a. Public Hearing Regarding Amending and Adopting the Six-Year Transportation Improvement Plan for the Years 2025 through 2030, and 2026 through 20231: Presentation by Public Works Supervisor Daniel Musgrave.

7. **New Business**

   a. AB 25-054: [Proposed] Resolution 2025-43, Approve Amendment for 2025-2030 Six-Year TIP, and [Proposed] Resolution 2025-44, Approve Adoption for 2026-2031 Six-Year TIP.

   b. AB 25-055: [Proposed] Resolution 2025-45, Approve Commute Trip Reduction Four-Year Plan Update: 2025-2029.

c. [AB 25-056: [Proposed] Resolution 2025-46, Approve Toppenish Swimming Pool Lease Agreement.]

d. [AB 25-057: [Proposed] Ordinance 2025-05, Create New TMC Chapter 2.82 Relating to Notice of Civil Trespass for Public Property.]

8. Council Meeting Reports and Community Announcements

9. Adjournment

Next Council Meeting Will Be Held on July 7, 2025

City Council meetings are accessible to persons with disabilities. For individuals who may require special accommodations, please contact City Hall at (509) 865-6754, 24 hours in advance.

CITY OF TOPPENISH

2025 LEGISLATIVE SESSION

June 23rd, 2025

Emily Shay

GORDON THOMAS HONEYWELL
GOVERNMENT RELATIONS

AGENDA

OVERVIEW OF THE 2025 LEGISLATIVE SESSION

OUTCOME OF 2025 CITY OF TOPPENISH'S STATE LEGISLATIVE PRIORITIES

NEXT STEPS

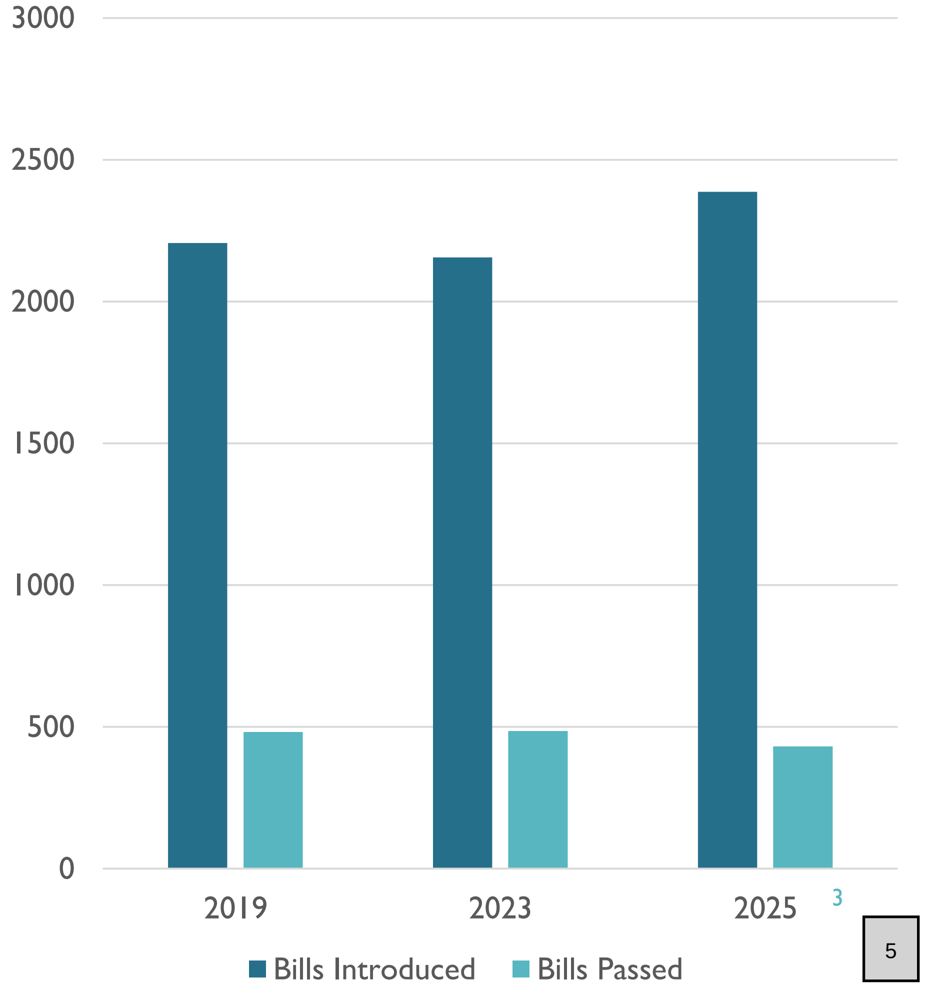
OVERVIEW OF 2025 LEGISLATIVE SESSION

General Context

- First year of the biennium, 105-day session
- Adopted 2025-27 operating, capital, and transportation budgets
- 2,387 bills introduced, 433 passed into law
- Any legislation that did not pass, will be reconsidered next session

Political Context

- Democrats held the majority in House and Senate
- 24 "freshman" legislators
- New Governor in leadership



OVERVIEW OF 2025 LEGISLATIVE SESSION: BUDGETS

Operating

- Funds all state agency operations
- Revenue growth has slowed – 2022-24 revenues grew at 5.2% annually, starting in 2025 reduced to 3.5%
- $15+ billion shortfall over 4 years
- Budget balanced with $9.5 billion in new tax revenue and cuts
- End budget was $77.8 Billion, with $2.3 Billion in reserves

Capital

- Funds public and nonprofit construction projects (excluding transportation)
- $7.5 billion total budget
- $201.3 million allocated for local community projects ($231.8 million in 2023)
  - *Average local community project award: $604,000*
- Several city-oriented grant programs are funded

Transportation

- Expected $1 billion shortfall in 2025-27
- No new project investments
- Taxes, fees and transfer from operating resulting in $3.2 billion over the next 6 years.
- $15.5 billion budget

2025 LEGISLATIVE PRIORITIES

Waste Water Treatment Plant

- **Request**: $1 million for improvements to priority 1 & 2 of the WWTP
- **Final budget includes 2.05 milllion for the project**

Police Station & City Services

- **Request:** $500,000 for the construction and renovation for a new permanent police station
- **Final budget includes $515,000 for the full funding of the project**

Public Works Assitance Account

- $288 million transfer from PWAA to state general fund in FY 2026
- Capital Budget
  - Backfills the account with $100 million in state bond revenues
  - Appropriates $265 million

AWC LEGISLATIVE PRIORITIES

Public Safety

- HB 2015 – Local public safety tax for local law enforcement recruitment, retention and training funding

Finances

- State shared revenues
- 1% property tax cap

Land Use

- Parking minimums
- GMA Extensions
- Lot splitting

NEXT STEPS

- Thank the 6th legislative delegation – WWTP & Police Station
- Interim Action Plan & Steps to prepare for the 2026 session
- 2026 Legislative Session begins January 12th

QUESTIONS?

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City of Toppenish
2025 End of Session Legislative Report
May 29th, 2025

Dear City of Toppenish Council,

It was a pleasure to advocate for the City of Toppenish throughout the 2025 legislative session. It was a long, 105-day session. I am pleased to report that the City was successful in accomplishing several of the objectives outlined on the City's 2025 Legislative Agenda.

At a high level, the 2025 legislative session was driven by debate over the state's budget shortfall and other Democrat-led priorities such as rent control, recycling reform, and tax reform. Democrats held the majority in the House of Representatives (59-39) and the Senate (30-19). Legislators had the challenging task of balancing the state's biennial operating, capital, and transportation budgets. A total of 2,387 pieces of legislation were introduced this session, and the Legislature approved 433 bills. Additionally, Governor Bob Ferguson was inaugurated as the 24th Governor of Washington State. The first months of his tenure were marked by tensions between the Governor and the Legislature, with the Governor finding himself aligned with Republicans and moderate Democrats as opposed to progressive Democrats.

Specific to the City of Toppenish, the City Council adopted a 2025 legislative agenda that anticipated a challenging budget and political environment. The City worked closely with the 14th District Legislators- Senator Curtis King, Representative Gloria Mendoza, and Representative Deb Manjarrez- all of whom worked to advance the City's priorities. Through a collective effort, the city was allocated $2.05 million for the Wastewater Treatment Plant and $515,000 for the Police Station and City Services. The $2.05 million for the Wastewater Treatment Plant is in addition to them $8 million Public Works Assistance Account grant that we assisted the City is submitting in 2024.

The ever-changing political climate requires adaptive and consistent advocacy. We encourage you to consider the City's legislative agenda as direction through the legislative biennium (the two-year cycle). I look forward to working with the City throughout the interim months to continue advancing City of Toppenish's priorities and preparing for the 2026 legislative session.

Thank you,

Emily Shay
State Lobbyist
Gordon Thomas Honeywell Government Relations

End of Session Report Table of Contents

Attachments:

1) 2025 Bills Impacting Cities
2) 2025 Bills Likely to Return in 2026
3) Budget Overview & AWC Budget Matrix
4) Revenue Chart

A. Legislative Agenda Items

Waste Water Treatment Plant

Our efforts were successful in securing funding for the City's Wastewater Treatment Plant project. The enacted Capital budget includes $2.05 million to pay for the sludge dryer installation.

Several months prior to the start of the legislative session, GTH-Gov and the city began meeting with legislators and budget leaders, to emphasize the importance of this project to the community and surrounding areas that rely on the water supply. Of the state's three budgets, the Capital Budget was anticipated to be the most stable as it is funded with bond revenues. While the most stable, there was a high demand for the Capital Budget. Budget writers received 10 requests for every 1 that was funded. By meeting with key leaders, giving tours of the wastewater treatment plan facility well in advance of session, and facilitating in-person meetings with Adam Vaughn, the Budget and Finance Director, during session to update the delegation on the city's progress, the city significantly bolstered its likelihood of receiving state support for the project.

GTH-Gov and city staff prepared the necessary budget request forms for the House and Senate. Representative Manjarrez sponsored the project request in the House with Representative Mendoza's strong support, and Senator King sponsored the project in the Senate.

GTH-Gov met with the 14th Legislative Delegation before and throughout the session to ensure their support for the project. In February, GTH-Gov and the city met with the delegation to highlight a city resolution declaring a state of emergency at the Wastewater Treatment Plant (WWTP). The resolution was regarding a critical failure that occurred at the facility, causing partially treated sludge to leak onto the ground surface, which led to significant structural damage. City staff swiftly identified immediate repairs as essential to maintaining wastewater processing. These included replacing damaged sludge piping, addressing key component failures, and installing a bypass system to prevent further disruptions.

After working with Senator King, the capital request for the Wastewater Treatment Plant (WWTP) project was updated. These updates included the purchase of the dryer and two additional requests for phase 2-4 totaling $1 million and $2 million for the remaining project phases, as recommended by Senator King.

The House budget did not include funding for the project however, the Senate capital budget included $2.05 million for the project. GTH-Gov checked in with the 14th Legislative Delegation as final budget negotiations between the House and Senate approached, encouraging a final push for the project to be included in the budget.

The final budget includes $2.05 million for the City of Toppenish Wastewater Treatment Plant Facility! The delegation deserves commendation for their unwavering support and advocacy throughout the legislative session for the city's project.

Police Station and City Services

The City requested $500,000 to renovate a new building to become the Toppenish Police Station. The final 2025-27 Capital Budget includes $515,000 for this project.

We coordinated with the City's legislators – Sen. Curtis King, Rep. Gloria Mendoza, and Rep. Debra Manjarrez – to submit a request to capital budget writers for $500,000.

GTH-Gov and city staff prepared the necessary budget request forms for the House and Senate. Representative Mendoza sponsored the project request in the House with Representative Manjarrez's strong support, and Senator King sponsored the project in the Senate.

The House and Senate each released a Capital Budget proposal. The House and Senate proposal both included $515,000 for the Police Station and City Services Building in the Local and Community Project Account. When the House and Senate reconciled the differences between the two proposed Capital Budgets, $515,000 for the project was retained in the final 2025-27 Capital Budget submitted to the Governor to be signed into law.

Public Works Assistance Account Funding

The City of Toppenish supports increased funding to state grant programs for local infrastructure, including the Public Works Assistance Account.

The primary source of infrastructure funding for local governments is the Public Works Assistance Account (PWAA), also referred to as the Public Works Trust Fund. The City of Toppenish was recently awarded a PWAA grant/loan of $X million. The account is funded through a combination of revenue sources, including a statutory allocation of a percentage of certain taxes, repayments from local government loans, and interest earned. The PWAA is a stable account that is often raided when the state is facing a challenging budget shortfall. The 2025 session was no exception. Both the House and Senate budget proposals included sweeps of funds from the PWAA. The Senate proposal took it one step further by proposing to divert the revenue that is otherwise dedicated to the account and using it to pay for fish culverts. This proposal may have impacted already awarded grants and loans, such as the $8,125,491 award that Toppenish received in 2024. Due to the advocacy of local governments around the state, this concept did not advance.

In the 2025-27 budget, the Legislature transferred $288 million from the PWAA to the state's general fund. However, $100 million in state construction bonds were allocated to the account for a total of $365 million. The $365 million is adequate to protect existing commitments and allow the Public Works Board to offer a new loan round in 2025-27.

Additional Areas of Policy Interests

Each legislative session, there are a variety of issues raised unexpectedly that would impact the City of Toppenish. Below are some of the additional unanticipated issues that the City paid closer attention to:

DID NOT PASS: Safe Drinking Water: House Bill 2010, sponsored by Rep. Deb Manjarrez (R-14th LD), establishes a grant program to assist economically distressed communities in improving drinking water infrastructure. Public water systems in eligible communities may use grants for infrastructure improvements, such as building, repairing, consolidating, or redesigning systems, as well as for planning activities to ensure compliance with drinking water regulations. Priority for funding will be based on water quality and financial need, with the Department of Health required to develop application criteria by January 1, 2026, and submit a prioritized list of projects to the legislature starting with the 2027-2029 fiscal biennium.

GORDON THOMAS HONEYWELL
GOVERNMENT RELATIONS

Operating Budget Revenue

Provision	2025-27	Total 4-Year
Capital Gains & Estate Tax - SB 5813 • Applies an additional 2.9% excise tax on an individual's Washington capital gains exceeding $1m (current rate is 7% making the total 9.9%); 7% rate is maintained for capital gains between $250,000 and $1 million. • Increases the estate exclusion amount to $3m (current exclusion is $2.193m) and then increases annually with the Seattle CPI. • Increases the tax rates for Washington taxable estates of descendants dying on or after July 1, 2025:	$321.6 million	$635.5 million

Washington Taxable Estate Value	Current Rate	New Rate
$0 to $1,000,000	10%	10%
$1,000,000 to $2,000,000	14%	15%
$2,000,000 to $3,000,000	15%	17%
$3,000,000 to $4,000,000	16%	19%
$4,000,000 to $6,000,000	18%	23%
$6,000,000 to $7,000,000	19%	26%
$7,000,000 to $9,000,000	19.5%	30%
$9,000,000 and up	20%	35%

• Qualified Family-Owned Business Interest may be deducted from the taxable value of an estate if the deduction is less than $2.5 million, the business interest exceeds 50% of the decedent's estate, the heir must continue the business for three years from the date of death.		
B&O Increases, Advanced Computing Surcharge Cap - HB 2081 • B&O on businesses with a gross income over $5 million is increased to 2.1 percent beginning October 1, 2025. • B&O on businesses in the following categories is increased to .5% (currently these categories have a variety of rates between .471% and .484%): manufacturing, extracting, wholesaling, retailing, radioactive waste cleanup, retail of digital goods, research and development by nonprofits, insurance agents, childcare, treatment of chemical dependency, salmon canners, commercial airplanes or components of airplanes or tooling used in airplane manufacturing, printing materials and publishing of periodicals and magazines other than newspapers, highway and government contractors, cold storage warehousing, and radio and television broadcasting. • B&O increase to 1.8 percent for contests of chance. • B&O tax of .5% on businesses with at least $250 million in Washington taxable income; the tax is only on income in excess of $250 million and is in addition to other B&O taxes paid. Exempted: income related to manufacturing activities, the sale of food, food stamp purchases, prescription drugs, petroleum products, fuel, timber, and timber products. Farmers and financial institutions are exempt. Taxpayers who pay an advanced computing charge (below) are exempt. • B&O tax on financial institutions is increased to 1.5%. • Under current law, advanced computing businesses with a worldwide revenue in excess of $25 billion are subject to a 1.22% advanced computing surcharge, and the total amount is capped at $9 million per year per taxpayer. The tax is increased to 7.5% and the amount per taxpayer is capped at $75 million per year per taxpayer. By FY 2028, the number of enrollments in computer science in 4-year state universities must increase.	$2.066 billion	$5.622 billion
Excise Tax on Zero-Emission Vehicle (ZEV) Credits HB 2077 • *Background*: Consistent with the Federal Clean Air Act (CAA), Washington has adopted California's emission standards for new motor vehicles. Manufacturers are required to sell a specified percentage of vehicles that are ZEV or obtain credits equal to that percentage (e.g. 22% in 2025;	$54.5 million	$54.5 million

35% in 2026; 43% in 2027). Manufacturers can trade credits with other manufacturers and can “bank” credits for up to 4 years for use in a future year and can be transferred to another state that has adopted California’s emission standards. • 2% excise tax is imposed on ZEV credits sold from one manufacturer to another. • 10% excise tax is imposed on ZEV credits once carried over by a manufacturer to be used in a future model year • Exemptions: Credits transferred to other states are not taxed. Manufacturers with credits under 25,000 for a specific model year.		

Retail Sales on Services, Nicotine, and Pre-Payment - SB 5814
• The following services are classified as “retail” and subject to retail sales and use tax *and* retailing B&O tax.
    ○ Investigation, security services, security monitoring services, and armored car services, including background checks, security guard and patrol services, personal and event security, armored car transportation of cash and valuables, and security system services and monitoring. This does not include locksmith services.
    ○ Temporary staffing services (excludes hospitals)
    ○ Custom software and customization of prewritten computer software
    ○ Imposes a sales tax on digital automated services, which is any service that primarily involves the application of human effort by the seller, and the human effort originated after the customer requested the service; excludes telehealth and telemedicine services.
• Imposes a 3% B&O tax on gross income derived from advertising, which excludes web hosting services and services rendered in respect to printing, publishing, radio, and television.
• Imposes a 3% B&O tax on gross income derived from high technology services (IT consulting, custom website development, IT training services and technical support).
• Expands the definition of nicotine products to include products that contain nicotine, whether derived from tobacco or created synthetically, and subjects them to the "other tobacco products" tax
	$1.46 billion	$2.993 billion

• Requires taxpayers who file a monthly combined excise tax return with $3m or more taxable retail sales during the 2026 calendar year to make a one-time prepayment of state sales tax, which must be paid June 25, 2027.		
Repealing Tax Preferences – SB 5794 • A B&O tax (.5%) and retail sales tax (6.5% + local sales tax) are imposed on the sale of precious metals (gold, silver, platinum, rhodium, and palladium) and bullion. • A B&O tax is imposed on the gross receipts from the rental or lease of individual self-service storage space at self-storage facilities; 1.5% for businesses with a taxable income of less than $1 million and 1.75% for businesses with a taxable income over $1 million.	$148.5 million	$236.7 million
Estimated Totals	**$3.854 billion**	**$9.54 billion**

Additional Revenue-Generating Policy Adopted by the Legislature

Marriage License Fee/Domestic Violence Support – HB 1498 • Imposes a new $100 fee on marriage licenses
Discover Pass Increase – SB 5390 • Increases the cost of a Discover Pass from $30 to $45.
Mortgage Fee – SB 5686 • Imposes an $80 fee for each residential mortgage loan originated, with the exception of reverse mortgage loans issued to seniors over 61.
Public Safety Sales Tax – HB 2015 • Authorizes cities and counties to each impose a .01 sales tax increase to fund public safety.
School Enrichment Levies – HB 2049

- *Background*: Schools are funded through state funding and local property tax levies. Local enrichment levies are voter-approved [obscured] tax increases to fund elements beyond basic education. The levy is capped at the lesser of $2.50/$1,000 AV or a per student amo[obscured] (depending on school size is either $3,149.60 or $3,779.62). The per student amount increases by the Seattle CPI each year. It is that amount that this bill increases, thereby allowing larger local enrichment property tax levies until 2031.
- The bill increases the per student amount to be the Seattle CPI plus $500 in 2026. For smaller school districts, the increase in 2027-2030 is 3.3 percent above the Seattle CPI. In 2031, all school districts have a maximum per student limit of $5,035.
- The bill creates a work group and report back on changes to school funding formulas. If state funding does not increase to fund education at a similar pace, schools will be increasingly funded with local levies.

Transportation Budget Revenue

Provision & Summary	6-Year Total	Implementation Date
Fuel-Related		
Increases Fuel Tax & Establishes Indexing • Imposes a 6 cent increase to the current 49.4 cent rate in fiscal year (FY) 2026. • The entire higher rate is inflated by 2% each year starting in FY 2027. • Of the increased amounts, 2.5% is distributed to cities and 2.5% is distributed to counties.	$1.448 billion	July 1, 2025
Increases Diesel Differential Tax Rate • Imposes a 3 cent increase to the Special Fuel Tax rate above the gasoline rate in FY 2026, and another 3 cent increase in FY 2028. • The 6 cent increase is inflated by 2% each year starting in FY 2029. • Of the increased amounts, 2.5% is distributed to cities and 2.5% is distributed to counties	$166 million	July 1, 2025
Fees Due at the Time of Vehicle Registration		
Increases Truck Weight Fees • Sets gross weight fees at $30 per ton, up to 40,000 lbs for schedule B trucks and 52,000 lbs for schedule A trucks, including the freight project fee and additional fee in the calculation.	$317 million	January 1, 2026

• Gross weight fees are inflated by 2% each year starting in FY 2027.		
Increases Passenger Weight Fees • Increases the passenger weight fee for heavier vehicles as follows: **Weight** / **Current Fee** / **New Fee** 0 – 4,000 lbs / $35 / $35 4,001 – 6,000 lbs / $55 / $75 6,001 – 8,000 lbs / $75 / $90 8,001 and over / $82 / $110	$317 million	Half of the increase occurs January 1, 2026 The second half of the increase occurs January 1, 2029
Increases Filing Fees • Increases the $4.50 registration filing fee to $6 and the $5.50 title filing fee to $6.50. • The majority of the funds ($89 million) from the fee increases is retained by counties, but $5 million is to be deposited into the Highway Safety Account	$5 million	January 1, 2026
Increase Abandoned Recreational Vehicle Fee • Increases the fee from $6 to $8 and changes the administrative allocation up to 10%	$3 million	January 1, 2026
Sales and Use Taxes		
Increases Motor Vehicle Sales and Use Taxes • Increases the additional sales tax assessment on motor vehicles from 0.3% to 0.5%	$257 million	January 1, 2026
Increases Rental Car Tax & Establishes Corporate Peer to Peer Car Sharing • The 5.9% additional rental car tax is increased to $11.9% on January 1, 2026 and then adjusted down to 9.9% on January 1, 2027 • These rates are applied to peer-eto-peer car transaction involving a vehicle exempted from retail sales or use tax. True peer-to-peer transactions involving personal car sharing by individuals would not be subject to taxation.	$205 million	Rental Car Tax: January 1, 2026 Peer-to-Peer Car Transaction: January 1, 2027
Establishes a Recreational Vessels Tax • Imposes a 0.5% sales and use tax on recreational vehicles	$7 million	July 1, 2026
Establishes Luxury Vehicle Tax	$202 million	January 1, 2026

• Imposes a luxury tax of 8% on a portion of the retail sale, lease or transfer of a vehicle. Applies to the portion of the selling price or value that exceeds $100,000. • The deduction of $100,000 is increased by 2% per year. This does not apply to motor vehicles that have a gross weight fee rating above 10,000 lbs other than motor homes. Commercial motor vehicles are also exempt. There is no exception for the value of a trade-in vehicle.		
<u>Establishes a Luxury Aircraft Tax</u> • Imposes a 10% luxury tax on a portion of the retail sale, lease, or transfer of an aircraft. • Applies to the portion of the selling price or value that exceeds $500,000 of a non-commercial aircraft. • There is no exception for the value of a trade-in aircraft.	$21 million	April 1, 2026
Other Taxes and Fees		
<u>Increases Tire Disposal Fees</u> • Increases the existing $1 tire replacement fee to $5. • Increase the amount retained by the retailer to 25 cents	$117 million	January 1, 2026
<u>Establishes a WSDOT Work Zone Violation Fee</u> • *Background:* WSDOT is beginning implementation of a speed safety camera work zone pilot program that ends in FY 2030, unless extended. Current policy provides a $0 fine for the 1st offense. • First offense fines are increased to $125 until the pilot program concludes.	$138 million	July 1, 2026
<u>Increases fees for Standard Driver's License and Identicards</u> • Increases the current $9 per year fee for driver's licenses and identicards to $10 per year in FY 2026. • The per-year fee amounts are increased to $1 per year every three years in the future to approximate inflation.	$74 million	October 1, 2025
<u>Removes Toll Exemption for Transit and Ride Share Vehicles</u>	$6 million	October 1, 2025

• Directs the Transportation Commission to remove current toll exemptions for public and private transit buses, vans and rideshare vehicles on bridges. Public and private school buses may be exempted. • Anticipated to primarily apply to the Tacoma Narrows Bridge and the 520 bridge.		
Washington State Ferries (WSF) Specific Increases		
Increases Capital Vessel Surcharge • Increases the current 50 cent fee to $1 in October 2025. • Requires an additional 10 cent increase in October 2027 and an additional 10 cent increase in October 2029.	$47 million	October 1, 2025
Imposes a Credit Card Surcharge on Riders • Imposes a rider surcharge to cover credit card transactions currently paid by Washington State Ferries.	$24 million	March 1, 2026
Total Revenue Raised over 6 years	**$3.208 billion**	

Washington final budgets FY 2025-27: Selected impacts on cities

For more information, please visit the fiscal.wa.gov website for legislative budget proposals and the Office of Financial Management website at ofm.wa.gov for the Governor's proposed budget.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
Operating budget – Shared revenues		
Liquor profits (Liquor Revolving Account)	$98.9 million	$98.9 million
Liquor taxes (Liquor Excise Tax Account)	$89.4 million	$88 million
Cannabis Excise Tax	$47.2 million (due to reduced forecast)	$44.2 million
Municipal Criminal Justice Assistance Account	$51.7 million	• $60.3 million • $266,000 for reimbursement for mandatory arrest for repeat offenders.
City-County Assistance Account (6050)	$34.6 million (due to reduced REET revenues)	$43.8 million
Fire Insurance Premium Tax	$14.6 million	$16.9 million
Operating budget – Programs		
General Government		
Pensions	• Final Rates adjusted to account for UAAL reduction under **SB 5294**: • PERS employer rate: 8.86% • PSERS employer rate: 9.1% • LEOFF 2 employer rate: 5.12% • $143,000 for implementing changes to military service credits. 0.01% increase to state contributions to pay for additional benefits (**HB 1007**). • $1.06 million for implementing retire/rehire expansion (**HB 1056**). • $199,000 to implement moving 911 operators to PSERS **(HB 1055**). • $12 million increase for 2024-25 state appropriations to LEOFF 2 system. • 0.13% increase in state employer contributions to PSERS to fund moving 911 operators to PSERS.	• Select Committee on Pension Policy to study implications of possible Plans 1 merger (as suggested by **SB 5085**) or LEOFF 1 restatement (as suggested by **HB 2034**). Report by January 9, 2026. • Pension rates adjusted to take into account **SB 5357**. New employer rates: ▪ PERS 5.38% ▪ PSERS 6.91% ▪ LEOFF 2 employer rate: 5.32%
PERS 1 COLA	• 0.12% increase in employer contributions provided for PERS 1 COLA in **SB 5350**.	No PERS 1 COLA included.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	• 0.08% increase for state and local government employer contributions for PERS 1 COLA in **HB 1985.**	
Paid Family & Medical Leave Program	• $30,000 to implement changes to paid leave premiums calculations (**SB 5286**). • $2.9 million to implement changes of employer access to paid leave data (**SB 5586**). • $250,000 for an ESD study on impacts of PFML job protection standards on utilization of PFML benefits. • $5.6 million to increase PFML program staffing for processing claims and customer service. • $7.3 million for staffing to complete PFML technology upgrades for statutorily required components of PFML. • $100,000 for ESD report on how to collect demographic information of PFML and UI program participants.	• $10.8 million for additional staff to process PFML customer and employer inquiries. • $8.9 million completing statutorily required PFML implementation. • $5 million to implement changes to PFML job protections.
Miscellaneous HR & labor provisions of interest	• $15.4 million to LTSS program to implement IT project. • $3.54 million for PFML and LTSS programs for outreach to underserved communities, perform program evaluation, data management, and enhance customer experience. • $21.2 million to cover anticipated shortfall in federal funding for unemployment insurance program. • $1.73 million to L&I to implement repeal of ban on musculoskeletal injuries rules **(SB 5217).** • $572,000 to implement “good faith” standard for self-insured employers (**HB 1521**) • $15.4 million to LTSS program to implement IT project. • $64.2 million transfer from LTSS account to GF to repay 2024 startup costs. • $4.2 million to implement benefits portability for the WA Cares Fund (**HB 2467**). • $400,000 to fund a third party contracted PTSD study for public safety workers and nurses. Report to legislature required June 30, 2025. • $844,000 to incorporate all protected classes into	• $851,000 to implement restriction on including unnecessary driver requirements in job applications (**SB 5501**). • $852,000 to implement UI benefits for striking workers (**SB 5041**). • $102,000 to implement changes to public employee bargaining (**SB 5503**).

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	Equal Pay & Opportunity Act (**HB 1905**). • $404,000 to implement changes to temporary total disability benefits (**HB 1927**). • $2.23 million to implement increased safety for construction cranes (**HB 2022).** • $611,000 to implement new definition of family member for paid sick leave (**SB 5793**).	
Municipal Research and Services Center	$6.8 million $2.2 million for procurement technical assistance.	$6.8 million
Municipal Revolving Account	-	Sweep of $5 million from State Auditor municipal revolving account balance of local audit fees.
Elections	-	$500,000 to UW to study local government compliance with voting and elections laws and recommend best practices.
Public safety & Criminal Justice		
Training for law enforcement	• $3.4 million for six additional classes. Funds 23 Basic Law Enforcement Academy (BLEA) classes in 2024 and 2025, with at least three classes in Spokane each year and the remainder at the Burien campus. • $12 million for six additional BLEA classes, starting in 2024, at three new regional training academies: Pasco, Snohomish, and Clark County. • $4.4 million to eliminate 25% local government match for BLEA. • $50,000 to study establishing a regional BLEA and/or corrections officer academy on the Kitsap Peninsula.	• Funds 23 BLEA classes per year in 2026 and 2027, with two per year in each of four regional academies in Arlington, Pasco, Spokane, and Vancouver. Remaining classes in Burien. • Reinstates 25% local match for BLEA and basic corrections officer training programs.
Crisis intervention training	$1.8 million for *Trueblood* phase one regions.	$1.8 million for *Trueblood* phase one, two, and three regions.
Co-responder team funding	$5.3 million to cities and counties to assist with alternative response, including: • $4 million to AWC to provide funds to cities to create alternative response team programs around the state. • $2 million to support behavioral health co-responder services on nonlaw enforcement emergency medical response teams.	$5.2 million to cities and counties to assist with alternative response, including: • $4 million to AWC to provide funds to cities to create alternative response team programs around the state. • $1.2 million to support Whatcom County alternative response team.
Law enforcement behavioral health & suicide prevention program	$5 million to the CJTC for law enforcement wellness programs, including:	$5 million to the CJTC for officer wellness programs, including:

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	• $3 million for grants to local law enforcement agencies for wellness programs. • $2 million for a wellness app. $1.3 million for first responder wellness (**HB 2311**).	• $3 million for grants to local law enforcement agencies for wellness programs. • $2 million for a wellness app.
Multijurisdictional drug task forces	$2.7 million, replacing the funds redirected from the Byrne grant program, including $50,000 for three roundtables to review policies, regulations, and fiscal investments in multijurisdictional drug task forces and report to legislature.	Funding not included.
Public safety funding	Funding not included.	• $100 million for public safety funding grants to support recruiting, hiring, retaining, and training officers and co-responders (**HB 2015**). • $635,000 to CJTC to administer grants.
Retail crime task force	$2.2 million $1 million for a statewide organization to conduct a retail crime pilot program focused on diversion-oriented programs.	Funding not included.
Drug & gang prevention	$1 million grant program.	$1 million grant program.
Impaired driver safety account	$1.1 million	$1.2 million
Small & rural court facilities grants for increased security	$2 million for grant matching funds to small rural municipal county courts for increasing court security.	$1 million for grant matching funds to increase small rural court security.
Public defense and prosecution recruitment and training	• $611,000 to OPD for a rural public defense program (**SB 5780**). • $442,000 to OPD for public defense recruitment and internship program. • $694,000 to CTJC for a rural prosecution program.	Funding not included.
Public defense grants	$900,000 to cities.	• $900,000 for grants to cities. • Additional $2.7 million for public defense grants to cities.
Vacating & resentencing under *State v. Blake* decision & refunding LFOs	$115.8 million in continued response to the *State v. Blake* decision, including: • $11.5 million to assist cities with costs of complying with the *State v. Blake* decision. AOC must collaborate with cities to adopt a standardized	• $7.7 million to AOC to refund legal financial obligations vacated under *Blake* and an additional $1.7 million for the activities of the AOC including contracting with cities and counties to disburse legal financial obligations.

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	process, including coding for application to *Blake* convictions. • $51.4 million to the Administrative Office of the Courts to establish a direct refund process to individuals and an additional $1.6 million for the activities of the office relating to resentencing and refunding legal financial obligations and costs. • $5.2 million to the Office of Civil Legal Aid to continue legal information, advice, assistance, and representation for individuals eligible for civil relief under *State v. Blake.* • $3.4 million to the Administrative Office of the Courts for resentencing or vacating convictions. • $963,000 to the Office of Public Defense to provide statewide attorney training, technical assistance, and data reporting.	• $7.6 million to AOC to assist cities and counties with costs to comply with *Blake*. • $8.6 million to the Office of Public Defense to assist cities and counties with public defense services related to *Blake,* including SPAR grants.
Therapeutic courts	$29.6 million for therapeutic courts: • $9 million to the Health Care Authority to maintain funding for new therapeutic courts created or expanded during 2021. • $20.6 million to the Administrative Office of the Courts for therapeutic court programs.	Funding not included.
Medicated assisted opioid treatment in jails	$17.3 million to expand opioid disorder medication in city, county, regional, and tribal jails.	Funding not included.
Human Services		
Community Behavioral Health	Significant investments in the community behavioral health system, including: • $55 million for community treatment (PACT) teams. • $4.5 million for mental health services for mentally ill offenders in county or city jails and connection to services after release from confinement. • $21.5 million for crisis triage, relief, or stabilization centers. • $11.6 million for clubhouse programs. • $17 million for substance use disorder peer support services. • $46.5 million for the recovery navigator program, including funding for recovery navigator teams to	Continued investments in the community behavioral health system, including: • $78.5 million for assertive community treatment (PACT) teams. • $4.1 million for mental health services for mentally ill offenders in county or city jails and connection to services after release from confinement. • $38.1 million for clubhouse programs. • $17 million for substance use disorder peer support services. • $61.2 million to support the housing needs of individuals with behavioral health disorders. Includes funds for crisis response teams, housing programs,

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	provide outreach and case management services for law enforcement assisted diversion. • $44.4 million for behavioral health mobile crisis response teams. • $2.6 million for a substance use or drug overdose prevention campaign (**HB 1956** or **SB 5906**). • $3 million for health engagement hubs. • $3.7 million for street medicine teams. • $1.3 million for a public health nurse pilot • $5.2 million to expand distribution of naloxone and $1.2 million to purchase supply of naloxone for first responders. • $900,000 for public health vending machines • $3 million to increase access to buprenorphine and $1.5 million to establish high-intensity community-based teams to provide buprenorphine to people with opioid use disorder. • $1.4 million for young adult post inpatient housing (**HB 1929**). • $2.2 million for behavioral health crisis system coordination (**SB 6251**) • $4 million for opioid and fentanyl data dashboards.	recovery navigators, stabilization teams, and more. • $14 million for a substance use or drug overdose prevention campaign. • $9.5 million for health engagement hub pilot program sites (**SB 5536**). • $5.3 million to continue existing street medicine contracts with Tacoma, Everett, and Spokane, as well as King and Kitsap County. • $6.9 million to expand distribution of naloxone to community health programs, other community settings, and first responders. • $2 million to increase access to buprenorphine. • $2.7 million to launch a tele-buprenorphine hotline to increase access to medications for opioid use disorder. • $4.5 million for young adult post inpatient housing.
Forensic mental health	$108.7 million for forensic mental health and to continue implementation of the *Trueblood* Settlement, including: • $18.2 million to phase-in *Trueblood* settlement competency evaluations, competency restoration, forensic navigators, crisis diversion and supports, education and training, and workforce development. • $14.3 million to improve the timeliness of competency evaluation services for individuals in local jails. • $10.3 million to provide behavioral health and stabilization services in King County. • $7.6 million to DSHS to hire additional forensic evaluators to provide in-jail competency and community-based evaluations. • $8 million, including $7 million for *Trueblood* phase one and phase two regions. $8 million to continue diversion grant programs.	• $18.2 million to phase-in *Trueblood* settlement competency evaluations, competency restoration, forensic navigators, crisis diversion and supports, education and training, and workforce development. • $14.3 million to improve the timeliness of competency evaluation services for individuals who are in local jails. • $8 million, including $7 million for *Trueblood* phase one and phase two regions.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
Foundational public health	$301.2 million	$300.2 million
Housing & Homelessness		
Housing and homelessness	• $150 million for covenant homeownership program (**HB 1474**). • $150 million to transition those living in encampments to safer housing, requiring $120 million to be used for those living on state-rights-of-way. • $130 million for HEN program. • $136 million for emergency housing and rental assistance. • $62 million for grants to support O&M costs of permanent supportive housing. • $45.6 million for homeless services contracts. • $43 million for grants to local government to maintain programs impacted by loss of document recording fees. • $34 million for grants for local governments for homeless housing programs and services. • $29 million for homeless families, youth prevention and diversion. • $14 million for Consolidated Homeless Grant Program. • $4.2 million for foreclosure prevention assistance.	• $200 million for covenant homeownership program. • $137 million for HEN program. • $117.6 million for grants to local governments to maintain programs impacted by loss of document recording fees. • $111 million for grants for local governments and NGOs for homeless housing programs and services. • $90 million to transition those living in encampments to safer housing. • $30.4 million for homeless families, youth prevention and diversion. • $25 million for grants to support building operations, maintenance and service costs of permanent supportive housing projects. • $22.5 million for housing assistance, including rental subsidies, permanent supportive housing, and low- and no-barrier housing beds for unhoused individuals. • $6.5 million for the Consolidated Homeless Grant Program. • $1.2 million for foreclosure prevention assistance. • $1 million for diversions services for those at risk of losing stable housing or are homeless that are determined to have a high probability of returning to stable housing.
Land Use & Environment		
Stormwater nonpoint pollution	• $5.2 million to study the tire chemical 6PPD's impact on stormwater runoff and determine best management practices to filter out/treat. • $2.7 million to develop a strategy and recommendations to eliminate 6PPD in tires.	$8.5 million for Ecology to address and mitigate 6PPD (tire chemical lethal to salmonids), including to identify effective management practices for stormwater treatment. Including: • $4.4 million to identify effective best management practices to treat 6PPD in stormwater. • $2.7 million to develop a strategy and recommendations to eliminate 6PPD in consumer products.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
PFAS and water quality	$100,000 for Dept. of Health to convene a nonregulatory stakeholder forum to discuss solutions to PFAS contamination of surface and groundwater.	• $4 million to investigate and monitor sources and impacts of PFAS, including a study of how to manage discharges at municipal wastewater treatment facilities. • $196,000 to implement **SB 5033**, required PFAS testing of biosolids.
Growth Management Act Planning Grants	• $20 million for updating comprehensive plans, with funding also provided to incorporate **HB 1220** (2021) and **SB 5412** (SEPA exemption for housing). • $41 million for integrating new climate planning requirements into comprehensive plans (**HB 1181**). • $10 million for greenhouse gas reduction sub element of comprehensive plans (**HB 1181**). • $6 million for grants and technical assistance for planning for housing supply. • $2 million to implement **HB 1110** (middle housing). • $3 million for grants to local governments to implement **SB 5290** (local permit review). • Proviso stating that smaller cities and counties will receive proportionally more Growth Management Act grant funding and technical assistance than larger jurisdictions.	• $22.5 million for local government climate planning implementation. • $18 million for updating comprehensive plans and development regulations to comply with the Growth Management Act. • $3.8 million to support implementation of various land use bills (**HB 1096** (lot splitting), **HB 1183** (development regulations), **HB 1491** (transit density), **SB 5148** (housing element audits), **SB 5509** (childcare zoning), **SB 5559** (subdivision reform), & **SB 5587** (housing gaps report & infill housing). • $1.7 million to increase middle housing.
Clean energy technologies	• $50 million to implement programs and incentives that promote alternative fuel vehicles. • $138 million ($69 million/year) for development of community electric vehicle charging infrastructure. • $39 million ($19.5 million/year) for grants to provide solar and battery storage community solar projects for public assistance organizations serving low-income communities. • $10 million to support municipalities in siting and permitting of clean energy projects. • $20.5 million for grants to assist owners of public buildings conduct energy audits. Transfer to capital budget: • $138 million for community electric vehicle charging infrastructure. • $39 million for grants to community solar projects. Adds (from Climate Commitment Act revenue):	• $5 million to support local governments in siting and permitting clean energy projects. • $13 million to assist owners of public buildings conduct energy audits. • $10 million to assist local governments, local organizations, and tribes to access federal tax incentives and grants.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	• $800,000 to establish a Washington State green bank. • $2.5 million to create a web portal for state and federal grant opportunities and to conduct marketing and outreach. • $5 million to assist local governments, local organizations, and tribes to access federal tax incentives and grants. • $4.5 million to support local governments and organizations, and tribes in applying for and reporting on federal grant awards. • $600,000 for cities and counties to establish permitting processes using the National Renewable Energy Lab's online software	
Climate mitigation and resiliency	• $10 million in Fire Wise grants to local governments and landowners to reduce forest fuels wildfire risk. • $4 million in BIL funding for coastal climate hazards for assessing vulnerabilities with communities, provide technical assistance, and increase local capacity to implement effective projects. • $1.7 million for wildfire reconstruction grants. ***See* Growth Management Planning Grants** for climate planning.	$1.9 million for coastal hazard monitoring and resilience, including grant technical assistance to local governments and tribes.
Urban and Community Forest Grant Program	$6 million in assistance to local communities to increase their capacity for urban forestry activities and programs.	$3 million for investment in urban forestry.
Public Works & Infrastructure		
Public Works Assistance Account (PWAA)	-	$288 million transfer from PWAA to state general fund in FY 2026. *See also PWAA under **Capital Budget.***
Local Solid Waste Financial Assistance	• $24 million for Local Solid Waste Financial Assistance grants. • $500,000 for Ecology to inform the development of legislative proposals for design and implementation of a producer responsibility program for consumer packaging.	$24 million for Local Solid Waste Financial Assistance grants.

<table>
<tr><th></th><th>Final 2023-25 (as amended by 2024 supplemental)</th><th>Final 2025-27 budget</th></tr>
<tr><td>Utility assistance</td><td>$35 million for grant funding through existing network of federal low-income home energy assistance.
$300,000 for Commerce to develop recommendations for a statewide energy assistance program for low-income households
$150 million for public and private utilities to provide one-time bill rebates for low- and moderate-income residential electricity customers.
$300,000 for a feasibility study of a statewide low-income assistance program for water utility customers.</td><td>$25 million for grant funding through existing network of federal low-income home energy assistance.</td></tr>
<tr><td colspan="3">Capital budget</td></tr>
<tr><td colspan="3">Public Works & Infrastructure</td></tr>
<tr><td>Public Works Assistance Account (PWAA)</td><td>$400 million
Continues $114 million ($57 million/year) transfer for Move Ahead WA Account.
$35 million for Water Pollution Control Revolving Account.
$3.5 million for Drinking Water Assistance Account.
$5 million for CARB revolving loans.
$300,000 for study on public utilities relocation costs.</td><td>$365 million*:
$265 million from PWAA.
$100 million in state construction bonds.
New and historic diversions from PWAA total resources (estimated at $754 million in 2025-27):
$288 million to the general fund (new)
$114 million ($57 million/year) transfer to general fund (temporary redirection of existing transfers to the Move Ahead WA Account).
$41 million to Water Pollution Control Revolving Account.
$25 million to Drinking Water Assistance Account.
*Enough to protect existing commitments and allow PWB to potentially offer a new loan round in 2025-27.

See also PWAA under Operating Budget.</td></tr>
<tr><td>Stormwater Financial Assistance Program</td><td>$68 million</td><td>$60 million</td></tr>
<tr><td>Puget Sound Nutrient Reduction WWTP Grant Program</td><td>$9 million</td><td>$10 million</td></tr>
</table>

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
Drinking Water State Revolving Fund Loan Program (DWSRF)	• $131 million for DWSRF Construction Loan Program. • $3.5 million for DWSRF State Match dollars for federal funds.	• $120 million for water system infrastructure construction projects through DWSRF. • $25 million for DWSRF state match dollars from PWAA.
Water Pollution Control Revolving Loan Program	$670 million, including: • $200 million federal • $435 million state • $35 million from PWAA	$614 million including: • $214 million federal • $400 million state $41 million PWAA
Centennial Clean Water Grant Program	$40 million	$40 million
Community Economic Revitalization Board (CERB)	$25 million for CERB Capital Construction funds.	$81.3 million for CERB Capital Construction.
Broadband grants and loans	$200 million, including: • $50 million for State Broadband Office as match for Broadband Equity, Access, and Deployment state grants program from IIJA. • $150 million federal. • $75,000 for a State Broadband Office feasibility study for increasing broadband access in unserved areas through satellite networks. • $95.6 million federal as match for Broadband Equity, Access, and Deployment (BEAD) program state grants.	$1.3 billion, including: • $114 million as match for Broadband Equity, Access, and Deployment state grants program from IIJA. • $1.2 billion federal.
Regional Approaches Grant Program	-	$2 million
Land Use & Environment		
Puget Sound Restoration and Salmon Recovery Grants	• $120 million for Salmon Recovery Funding Board (SRF) grants, plus an additional $25 million for riparian area grants. • $70 million for Puget Sound acquisition and restoration, including estuary/salmon restoration. • $8 million for Washington Coastal Restoration & Recovery.	• $105 million for Salmon Recovery Funding Board (SRF) grants, plus an additional $20 million for riparian area grants. • $60.5 million for Puget Sound acquisition and restorations. • $9.6 million for Washington Coastal Restoration & Recovery.
PFAS & Water Quality	$11.3 million to address PFAS at three water treatment facilities.	$14.5 million to address PFAS cleanup.
Remedial Action Grants	$115 million	$84.4 million

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Urban and Community Forest Grant Program	$13.5 million	$6.2 million
Floodplains by Design Grant Program	$67 million	$75.7 million
Aquatic Lands Enhancement Account	$5.8 million	$4.3 million
Washington Wildlife & Recreation Program	$120 million	$120 million
Youth recreational facilities	$10.4 million for specific projects.	$7.6 million for specific projects.
Youth and community outdoor athletic facilities	$12.5 million	$19.8 million for specific projects.
Fish Barrier Removal Board	$70.4 million to fund identified projects and agency administration.	$32.5 million to fund identified projects and agency administration.
Air quality & greenhouse gas reduction	$36.4 million to Ecology: • $21.4 million for Improving Air Quality in Overburdened Communities Initiative. • $15 million for landfill methane capture grants. • Directs $5 million to a specific landfill methane project.	• $10.1 million for landfill methane capture grants. • $4.1 million for community participatory budgeting program for mitigating climate change impacts on overburdened communities.
Clean energy & climate resilience and mitigation	$150 million to Commerce: • $50 million for Clean Energy Fund program. • $50 million for energy retrofits and solar power for public buildings. • $40 million for Weatherization Plus Health program. Adds (from Climate Commitment Act revenue): • $4 million of clean energy retrofit dollars for grants (administered by AWC) for energy audits to city-owned tier 1 & 2 covered buildings. • $25 million for green jobs and infrastructure grants. • $50 million for Clean Energy Community non-competitive grants. • $38 million for Community Solar Resilience Hubs* • $105 million for Community EV Charging grants* • $45 million for Clean Building Performance grants. • $45 million for hard-to-decarbonize sector and economic development grants.	• $10 million for Clean Energy Community grants. • $23 million for Community EV charging grants • $26 million for Clean Energy Fund program. • $30 million for Weatherization Plus Health grants. • $20 million for Solar and Energy Storage grants. • $11 million for Energy Retrofits for Public Buildings grants. • $5 million for Clean Buildings Performance grants. *Extended 2023-25 appropriation of clean energy retrofit dollars for grants (administered by AWC) for energy audits of city-owned tier 1 & 2 buildings into FY 2026.*

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	*Transfer from operating budget	
Housing & Homelessness		

Housing Trust Fund	$527 million, including:
	• $180.6 million for housing to benefit low-income and special needs populations, including permanent supportive housing.
	• $100 million for Apple Health & Homes.
	• $81.3 million for identified projects.
	• $69 million for housing for those with developmental disabilities.
	• $60 million for affordable homeownership (80-100% AMI).
	• $30 million for affordable housing preservation.
	• $21 million for acquisition and preservation of mobile homes.
	• $20 million for rapid conversion or acquisition of housing to address extremely low-income and unhoused populations.
		$605 million, including:
		• $536 million for housing to benefit low-income and special needs populations, including permanent supportive housing, including:
		  ◦ $215 million multifamily rental housing.
		  ◦ $100 million for Apple Health & Homes.
		  ◦ $75 million for first-time low-income homeownership.
		  ◦ $62 million for identified projects.
		  ◦ $50 million for housing for those with developmental disabilities.
		  ◦ $50 million for affordable housing preservation.
		  ◦ $30 million for mobile home park preservation.
		  ◦ $10 million for rapid conversion or acquisition of housing to address extremely low-income and unhoused populations.
		  ◦ $5 million for farmworker housing.
		  ◦ $5 million for urgent repair grants.

Additional investments in housing and shelters	• $83.2 million for Inflation Reduction Act (IRA) HOMES Program. • $60 million for Connecting Housing to Infrastructure (CHIP) grants to local governments (80% AMI or less). • $50 million to match private investment for grants and loans to support high-capacity transit-oriented development of at least 80 units (TOD). Dedicates $4 million to a local project • $40 million for weatherization. • $12.2 million for contaminated property redevelopment grants for affordable housing.	• $90 million for Connecting Housing to Infrastructure (CHIP) grants to local governments. • $22 million for identified projects. • $14.7 million for recovery residences grants. • $9 million for youth shelters and housing. • $8 million for identified transit-oriented housing projects. • $5 million for low-income home rehabilitation grants.

	Final 2023-25 (as amended by 2024 supplemental)	Final 2025-27 budget
	• $6 million for rural home rehabilitation. • $5 million for Landlord Mitigation.	
Human Services		
Behavioral Health Community Capacity	$287.5 million for behavioral health capacity grants, including: • $29.4 million for competitive community behavioral health grants to address regional needs. • $24 million for intensive behavioral health treatment facilities for long term placement of patients with complex needs. • $18 million for grants to community providers to increase capacity to serve children and minor youth. • $7.5 million for grants to community providers to prevent closure of existing behavioral health facilities. • $181.5 million for 33 projects for regional behavioral health and substance use services. • $1 million for competitive community behavioral health grants. • $4.2 million for opioid recovery and care access. • $48.4 million for regional behavioral health and substance use projects.	$119.8 million, including: • $70 million for competitive community behavioral health grants to address regional needs, including: preventing closure of existing facilities, youth and adult bed capacity, facilities that serve specialized populations, crisis relief centers, and more. • $49.8 million for 11 specific local crisis stabilization projects.
Crisis Stabilization Facility – *Trueblood*	$5 million	$15 million, including: • $5 million for Phase 3 *Trueblood* facility. • $10 million for one crisis stabilization facility in south King County.
Transportation budget		
Statutory transfers to local governments	• $512.1 million	• $494 million • Additional $36.2 million over next 3 biennia for city distribution of 6-cent increase to motor vehicle fuel tax.
Transportation Improvement Board (TIB)	• $287 million, including:$3.9 million to Small City Pavement and Sidewalk Program. • $14.6 million for Complete Streets grants. • $9 million in preservation funding for cities.	$310.8 million, including: • $3.9 million to Small City Pavement and Sidewalk Program. • $24.6 million for Complete Streets grants.

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		• $9.3 in preservation funding for cities. Legislature intends to provide an additional $21 million in 2027-29 for the Complete Streets Program.
Safe Routes to Schools Grants	$98 million	$83.3 million
Pedestrian and Bicycle Safety Programs & Grants	$90.7 million $5 million to assist local jurisdictions in addressing emergent issues related to safety for pedestrians and bicyclists.	$81.7 million
Safety and Active Transportation	-	• $33.2 million for the Sandy Williams Connecting Communities Pilot Program for projects to reconnect communities bifurcated by state highways. • $500,000 for grants to local jurisdictions to implement network-wide traffic conflict screening programs.
Freight Mobility Strategic Investment Board	$50.9 million, including: • $731,000 for duties and best practices study for preventing or mitigating the impacts of freight projects on overburdened communities (HB 1084). • $400,000 to develop a truck parking solutions implementation plan. • $43.8 million for recommended project list. • $5.2 million for projects identified in consultation with the Board and other stakeholders.	$44.2 million, including: • $35.5 million for recommended project list.
Fish passage	• Retains proviso language to coordinate with Fish Barrier Removal Board on watershed approach to include local culverts. • Adds language to explore innovative funding partnerships to leverage state and local funds to match opportunity for federal funding under BIL.	• Retains proviso language to coordinate with Fish Barrier Removal Board on watershed approach to include local culverts. • Includes language allowing partnerships to leverage state and local funds to match opportunity for federal funding under BIL.
Homeless encampments	$13.5 million to address homeless encampments on WSDOT-owned rights-of-way in coordination with local governments, including: • $1 million for safety improvements and debris cleanup in Seattle. • $1 million in coordination with the City of Tacoma. • $1 million in coordination with the City of Spokane. • $1.5 million to contract with the City of Fife.	$9.2 million to address homeless encampments on WSDOT-owned rights-of-way in coordination with local governments and social service organizations to direct people to housing and prevent future encampments. • A minimum of $2 million dedicated to litter removal. • $1 million in coordination with the City of Spokane. • $1 million for safety improvements and debris cleanup in Seattle.

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	*See also Housing and Homelessness in **Operating budget***	• $1 million in coordination with the City of Tacoma. • $1.2 million to contract with the City of Fife. *See also Housing and Homelessness in **Operating budget***
Rural mobility grant	$32.7 million	$32.2 million
Alternative fuel and electric vehicle infrastructure	• $33.7 million for clean alternative fuel vehicle charging and refueling infrastructure program. • $2 million for an e-bike lending library and ownership program offering competitive grants. • $15 million (from Climate Commitment Act revenue).	• $25 million for clean alternative fuel vehicle charging and refueling infrastructure program. • $3.5 million for an e-bike lending library and ownership program offering competitive grants.
Federal fund exchange pilot program	• $7.1 million for a federal fund exchange pilot program of Transportation Block Grant population funding and state funds at an exchange rate of 95 cents in state funds per $1 in federal funds.	$17.5 million for a federal fund exchange pilot program of Transportation Block Grant population funding and state funds at an exchange rate of 95 cents in state funds per $1 in federal funds.
Studies	-	• $250,000 to update the 2013 memorandum of understanding between AWC and WSDOT for the construction, operations and maintenance responsibilities for city streets as part of state highways. • $140,000 for the JTC to update the 2019 assessment of city transportation funding needs. • $200,000 for the JTC to study alternative new methods for local governments to fund sidewalk improvements.
FHA bridge load rating	-	$5 million for the County Road Administration Board to provide grant dollars to counties and cities for the costs associated with obtaining a new federal highway administration load rating.

GORDON THOMAS HONEYWELL
GOVERNMENT RELATIONS

2025 Bills Likely to Return in 2026

Below is a list of bills that did not make it through this legislative session. Although all bills that did not pass will automatically be reintroduced and reconsidered during the 2026 session, the list below highlights legislation that is expected to receive significant discussion during the 2026 session. We encourage you to review and prepare for the continuation of these policy discussions.

Misdemeanor Charge Dismissal Framework: House Bill 1113, sponsored by Rep. Darya Farivar (D-46th LD), establishes a framework for courts of limited jurisdiction to dismiss certain misdemeanor and gross misdemeanor charges if defendants comply with court-ordered conditions aimed at rehabilitation. Courts may dismiss charges upon a defendant's substantial compliance with conditions over a continuance period of 6 to 12 months, which must be tailored to support rehabilitation and address factors such as behavioral health disorders, housing instability, or employment challenges. Exclusions include serious offenses such as DUI-related crimes, domestic violence, firearm-related charges, animal cruelty, and offenses involving sexual motivation or minors.

Neighborhood Cafes: House Bill 1175, sponsored by Rep. Mark Klicker (R-16th LD), mandates that cities and towns allow neighborhood cafés and stores in residential areas, with provisions regulating parking, hours of operation, and additional local controls such as maximum square footage. Neighborhood cafés serving alcohol must also offer food, and stores in residential zones are prohibited from selling nicotine products. The bill exempts certain actions related to its implementation from environmental review under the State Environmental Policy Act (SEPA) and requires cities planning under the Growth Management Act to incorporate these requirements into their comprehensive plan updates in 2027, while other cities must implement the requirements within two years of the bill's effective date.

Commerce Oversight of Shelter Permitting: House Bill 1195, sponsored by Rep. Strom Peterson (D-21st LD), facilitates the siting, permitting, and operation of permanent supportive housing, transitional housing, indoor emergency housing, and indoor emergency shelters. Counties and cities must approve permit applications for these facilities through administrative processes, prohibiting local comprehensive plans or regulations from precluding such developments in residential or commercial zones within urban growth areas contiguous with cities. The Department of Commerce is empowered to resolve disputes, enforce compliance, and withhold certain revenues from noncompliant local governments, while exemptions apply to critical areas, natural hazard zones, and lands of long-term commercial significance.

Competency Evaluations: House Bill 1218, sponsored by Rep. Darya Farivar (D-46th LD), introduces significant changes to Washington State's forensic mental health system, focusing on competency evaluation and restoration services. The bill aims to reduce demand for forensic services, improve diversion options, and enhance community-based behavioral health services. Key provisions include expanding the role of forensic navigators to assist individuals referred for competency evaluation for class B and C felonies and misdemeanors, streamlining outpatient competency restoration eligibility, and requiring courts to dismiss charges if restoration is deemed unlikely. Additionally, it establishes a Behavioral Health Diversion Incentive Program to reduce inpatient competency referrals, creates a Behavioral Health Diversion Fund, and mandates counties to develop diversion plans to reduce jail time for individuals with behavioral health needs.

Wildfire Building Codes: House Bill 1254, sponsored by Rep. Davina Duerr (D-1st LD), mandates phased statewide adoption of the International Wildland Urban Interface Code (IWUIC) to address wildfire risks. The bill requires the State Building Code Council to adopt the IWUIC by November 1, 2029, following the creation of statewide wildfire hazard maps, and allows local governments to use optional IWUIC codes until the statewide maps are finalized. The bill also mandates IWUIC application in high-risk areas identified through mapping, permits local governments to adopt amendments with fire marshal approval, and establishes a grant program to support mapping efforts.

Even-Year Local Elections: House Bill 1339, sponsored by Rep. Mia Gregerson (D-33rd LD), allows local governments to move their elections from odd-numbered to even-numbered years to boost voter turnout. The bill introduces a new option for cities, towns, and special purpose districts to transition their elections to even-numbered years through mechanisms such as legislative adoption of an ordinance, voter approval of a referred ordinance or charter amendment, or voter-initiated initiatives or charter amendments. Key provisions include requirements for two public hearings held at least 30 days apart, adjustments to elected officials' term lengths to align with the new schedule, and a funding contingency clause making implementation dependent on specific appropriations by June 30, 2025.

Homelessness Regulation Framework: House Bill 1380, sponsored by Rep. Mia Gregerson (D-33rd LD), establishes a framework for regulating the use of public property by individuals experiencing homelessness, requiring such regulations to be "objectively reasonable" in terms of time, place, and manner. The bill applies to laws enacted by cities, towns, counties, and the state, including those governing capitol building lands. It allows individuals to challenge unreasonable laws in court and assert an affirmative defense, prohibits monetary damages, and includes an emergency clause for immediate enactment.

Public Defense Funding Reform: House Bill 1592, sponsored by Rep. Strom Peterson (D-21st LD), revises Washington State's public defense funding structure by shifting significant financial responsibility to the state and establishing new requirements for counties and cities. Beginning in fiscal year 2026, the state will cover 50 percent of public defense costs and assume responsibility for costs exceeding a five-year average of county and city expenditures, while counties must redirect supplanted funds to programs such as diversion, behavioral health services, and affordable housing. The bill also mandates robust data collection and reporting requirements, establishes eligibility standards for state funding, and allows rural counties to request the Office of Public Defense (OPD) to take over public defense services.

AI and Collective Bargaining: House Bill 1622, sponsored by Rep. Lisa Parshley (D-22nd LD), requires employers to bargain over the adoption or modification of artificial intelligence (AI) technologies that impact wages or performance evaluations. Bargaining is not required for updates to existing AI technologies made by third parties that do not meaningfully affect wages or evaluations. The bill also ensures existing contracts are not subject to the new requirements until they expire, are renewed, or reopened.

Independent Jail Oversight: Senate Bill 5005, sponsored by Senator Rebecca Saldaña (D-37th LD), establishes the Washington Jail Council within the Office of the Governor to oversee and improve the state's jail system. The council's purpose is to promote transparency, ensure safe and humane conditions for jail employees and incarcerated individuals, encourage rehabilitative reforms, and reduce litigation risks. The council is tasked with monitoring jail operations, conducting annual surveys, publishing reports, investigating systemic issues, and participating in unexpected fatality review teams to issue recommendations to the legislature and governing jail authorities.

Juvenile Interrogations: Senate Bill 5052, sponsored by Sen. Jesse Salomon (D-32nd LD), clarifies law enforcement authority to contact juvenile witnesses and victims not suspected of criminal activity. It specifies that attorney consultation requirements apply only to juveniles detained based on probable cause of criminal involvement, ensuring law enforcement can interact with juvenile witnesses and victims without triggering these requirements. The bill also adds provisions to ensure the admissibility of lawfully obtained evidence and includes legislative intent to provide consistent statewide interpretation of juvenile law enforcement interactions.

Prevailing Wage Adjustments: Senate Bill 5061, sponsored by Sen. Steve Conway (D-29th LD), requires annual adjustments to prevailing wage rates for most public works contracts to ensure wages reflect current rates during the duration of a project. The bill exempts small works roster projects and residential construction from the adjustment requirement and requires residential construction projects to include a designation in the contract, with provisions for reclassification to commercial rates if necessary.

Expanded Weapon-Free Zones: Senate Bill 5098, sponsored by Sen. Javier Valdez (D-46th LD), expands weapon-free zones to include neighborhood, community, or regional park facilities where children are likely to be present, state or local public buildings, and county fairs during public operating hours. Exceptions are provided for gun shows, color guards, and honor guards during permitted events, museum staff handling firearms as part of collections or exhibitions, and concealed pistol license holders in specific circumstances. Municipalities are required to post signage at common access points, and violations are classified as gross misdemeanors. The definition of "weapon" is updated to include additional instruments capable of causing death or bodily injury.

Short-Term Rental Tax: Engrossed Substitute Senate Bill 5576, sponsored by Sen. Liz Lovelett (D-40th LD), authorizes counties, cities, and towns in Washington State to impose a new local excise tax on short-term rental lodging transactions facilitated through short-term rental platforms. The bill establishes the framework for the tax, its rate, collection, and use of proceeds, as well as administrative requirements. Local governments may impose the tax at a rate not exceeding 4%, with proceeds deposited into the "essential affordable housing local assistance account" to fund affordable housing-related purposes, including construction, operations, rental assistance, and social services. Local governments may retain up to 15 percent of revenue for administrative costs and are required to publish annual reports on expenditures.

Clear and Objective Development Regulations and Design Standards: Senate Bill 5613, sponsored by Sen. Jesse Salomon (D-32nd LD), amends Washington's Growth Management Act to require cities and counties to adopt clear and objective development regulations and design standards for residential development. The Department of Commerce must form a stakeholder work group to analyze barriers to housing and develop model codes, which cities and counties must adopt or submit alternatives for approval by the Department by January 1, 2029. The bill expands the jurisdiction of the Growth Management Hearings Board to address noncompliance and allows alternative approval processes for aesthetic considerations if they do not reduce density below comprehensive plan levels.

Mandatory Hearing Examiners: Senate Bill 5719, sponsored by Sen. Jesse Salomon (D-32nd LD), mandates changes to Washington State law regarding the use of hearing examiners for land use and development decisions by counties and cities. Counties fully planning under the Growth Management Act (GMA) and cities with populations over 2,000 must adopt hearing examiner systems for quasi-judicial land use decisions, such as plat approvals, planned unit developments, variances, and conditional uses. Hearing examiner decisions are designated as final and appealable only through the courts, with jurisdictions allowed to specify whether substantial weight must be given to administrative decision-makers in appeals. Counties not fully planning under the GMA and cities with populations of 2,000 or less may adopt hearing examiner systems, but are not required to do so, with optional legislative review processes also permitted.

Permit Streamlining: Senate Bill 5729, sponsored by Sen. Chris Gildon (R-25th LD), streamlines the permitting process for affordable housing construction by deeming professionally prepared applications complete upon submission and limiting local governments' ability to impose substantial modifications. Applications consistent with development regulations and infrastructure capacity are deemed approved after six reviews unless violations are demonstrated, and certain types of projects are excluded from site plan review. The bill also imposes professional liability insurance requirements for engineers and architects and compliance restrictions to ensure adherence to development regulations and housing affordability standards.

2025-27 Budget
2025 Legislative Session

General Overview

The 2025 legislative session convened on January 13 and was scheduled for 105 days. As with all odd-numbered years, 2025 marked the beginning of Washington State's biennial budget cycle. The Legislature's primary responsibilities were twofold: to develop and adopt biennial operating, capital, and transportation budgets, and to debate, advance and adopt policy. The session began amidst significant turnover: 24 new legislators joined the House and Senate, nine new state senators took office, and several statewide executive positions changed hands, including newly elected Governor Bob Ferguson, Attorney General Nick Brown, Insurance Commissioner Patty Kuderer and Commissioner of Public Lands Dave Upthegrove. These changes led to notable shifts in dynamics both within the Legislature and between the legislative and executive branches.

Budget Shortfall

While a broad array of policy topics was on the agenda, the dominant issue throughout the session was a multi-billion-dollar operating budget shortfall. Revenue forecasts in September and November 2024 projected that expenditures would outpace revenues in both the current and upcoming biennia. The precise size and causes of the shortfall remain debated, but contributing factors likely included increased contractual obligations to state employees, the expiration of temporary federal COVID relief funding, and inflationary pressures. Just before the session began, a leaked email from Senate Democrats previewed a plan to reform Washington's regressive tax code by introducing new taxes targeted at the state's highest earners and largest corporations.

Beyond the budget, legislators grappled with a record number of policy proposals. Key themes included housing affordability, parental rights, unemployment benefits for striking workers, and public safety—including firearm regulations. A total of 2,387 bills were introduced (1,305 in the House, 1,082 in the Senate), with only 433 ultimately passing the full Legislature. On March 18, the state's revenue forecast was updated, projecting a $900 million drop in the four-year outlook compared to November 2024, bumping the budget deficit to $15 billion and further complicating budget negotiations. As required by law, the Legislature had to adopt a budget that balanced over two biennia, or four years, (2025-27 and 2027-29) prompting discussions around both spending cuts and new revenue sources.

Governor Ferguson released his own operating budget proposal, demonstrating how the Legislature could reduce spending at the agency level to reduce pressure on the general fund. In addition to continuing $3 billion in programmatic cuts proposed by outgoing Governor Jay Inslee, Ferguson added another $4 billion in reductions. He emphasized protecting vulnerable populations, investing $100 million in law enforcement and public safety, and improving the state's ferry system. However, he also warned that deeper cuts at the federal level — potentially affecting critical services like Medicaid—required Washington State to be adaptable, adjusting to meet the needs of Washingtonians should cuts go into effect. This appeared to mean the Legislature should not exhaust all possible revenue options during the 2025 session.

Revenue Proposals

Democratic lawmakers in both chambers released initial revenue proposals aimed at addressing the shortfall. Though the specifics varied, both proposals centered on increasing taxes on wealth and financial assets and lifting limits on property tax growth. The proposals were expected to generate $14–17 billion over four years.

Senate Democrats' Initial Revenue Proposal (March 2025):

- 5% employer payroll tax on payroll expenses exceeding the Social Security threshold ($176,100), for businesses with $7 million+ in total payroll.
- Adjust property tax levy growth to reflect population and inflation (replacing the 1% cap).
- $10 per $1,000 financial intangible asset tax (stocks, bonds, etc.) for those with over $50 million in assets.
- Repeal 20 tax exemptions deemed ineffective.
- State sales tax rate reduction from 6.5% to 6%.

House Democrats' Initial Revenue Proposal (March 2025):

- Additional 1% B&O tax surcharge on taxable income over $250 million.
- Increase in existing financial institution surcharge from 1.2% to 1.9% for institutions with income exceeding $1 billion.
- $8 per $1,000 financial intangible property tax, with the first $50 million exempt.
- Property tax levy cap increased to 3%, reflecting population and inflation.

Following public hearings for each revenue bill, budget writers integrated these revenue assumptions into their respective proposed spending plans. Governor Ferguson, however, criticized the magnitude of the proposed revenue increases, particularly the wealth tax components, citing likely legal challenges and a strong probability that the tax would be unable to provide immediate fiscal relief. He urged lawmakers to consider deeper budget cuts and more conservative revenue options.

Roughly ten days before adjournment, Democrats unveiled a revised revenue package, removing the most controversial proposals and scaling back others in response to the Governor's concerns. The package included the following (April 2025):

- Capital gains and estate tax increase.
- Business and occupation tax increase, and an increase to the Advanced Computing Surcharge (ACS) cap.
- Tax on services and nicotine products, including a prepayment on sales tax for certain businesses.
- Excise tax on zero emission vehicle tax credits.
- Modified tax preferences for certain industries.
- Lifting the state and local property tax cap (later abandoned in final negotiations after pushback from Governor Ferguson).

These changes were projected to generate approximately $12 billion, though further revisions to the proposals eventually brought the projected revenue closer to $9 billion over four years. For more details about each proposal's final form, please see the Legislature Adopted Revenue document.

Outcomes

The Legislature adopted both new revenue and programmatic cuts or delays to support a balanced budget over four years. The Legislature advanced cost-saving measures by unwinding or delaying several statutory programs, including:

- Delay implementation of 2023 law related to the Aged, Blind, and Disabled (ABD) Assistance Program, requiring recipients to pay the state back if they receive federal SSI disability payments for the same time period as the state assistance.
- Eliminates a 2023 law that created the Washington Employee Ownership Program that allows businesses to sell to an employee ownership structure.
- Delays the implementation of a 2024 law that addressed families receiving assistance through Temporary Assistance for Needy Families (TANF). Families receiving TANF must assign their rights to child support to the state as partial reimbursement for receiving assistance. The law would have required DSHS to pass through all child support regardless of TANF assistance; that is delayed until 2029.

The Legislature adjourned *Sine Die* on April 27 at approximately 6 p.m., having passed balanced budgets and accompanying revenue legislation in both chambers. There was much speculation that Governor Ferguson may veto some revenue bills, prompting a special session. Ultimately, the Governor honored the Legislature's work and signed all three budgets and accompanying revenue bills into law. Not surprisingly, the Governor did utilize partial veto authority to cut a total of $25 million in the operating budget, mostly attributed to studies and programs.

Budget Summaries

Operating Budget

The proposed state operating budget for the 2025–27 biennium is based on the March 2025 revenue forecast, which projects $71.0 billion in General Fund revenue, and assumes 3.5% average annual growth rate over two years. Annual average growth in revenues was 5.2% over fiscal year (FY) 2022 through FY 2024; an annual average growth of 3.5% reflects a decline in revenue growth to support the state budget. For reference, the 2023-25 biennial budget totaled $71.9 billion.

Total proposed spending for 2025-27 Operating Budget includes $77.9 billion from the General Fund and $150.4 billion across all funds. Of the increase in spending from 2023-25 to 2025-27, $4.4 billion from the General Fund and $6.8 billion overall are needed just to maintain current services, even without new programs. Budget writers reported that the key cost drivers included inflation in K–12 salaries, growing caseloads in childcare, low-income medical assistance, and long-term care. The budget funds and approves collective bargaining agreements for state employees, including for those who are not union-represented and does not include any furloughs or benefit changes.

The General Fund is projected to end with a $225 million balance. Total reserves are estimated at $2.3 billion, including $2.1 billion in the Budget Stabilization Account. The four-year outlook for 2027–29 anticipates a $673 million General Fund balance and $3.6 billion in reserves.

Transfers were made out of the General Fund, including:

- $77 million to the Disaster Response Account
- $70.1 million to the Home Security Fund.

Transfers into the General Fund include:

- $288 million from the Public Works Assistance Account
- $110 million from the State Treasurer's Service Account
- $89 million from the Washington Student Loan Account.

Investments made in the Operating Budget include maintaining funding to the following areas:

- $93 million for emergency food assistance programs
- $1.2 billion for homelessness and affordable housing including:
    - $200 million for the covenant homeownership program
    - $137 million for the housing essential needs program
    - $117 million for grants to local governments to maintain shelter space historically funded through document recording fee revenues
    - $111 million for grants to local governments and nonprofit organizations for homeless housing programs and services
    - $90 million to transition those living in encampments to safer housing
    - $25 million for grants to support permanent supportive housing

- $100 million is allocated to law enforcement grants
- $20 million to expand resources for crime victims
- $25 million to improve support for refugee and immigrant communities

The 2025-27 budget also includes $4.4 billion in new revenue, primarily from increases to the business & occupation tax, capital gains and estate taxes, and excise taxes on services. For more information on the revenue package approved by the Legislature this session, please refer to the Legislature Adopted Revenue document.

Transportation Budget

Transportation Budget writers faced a multi-billion shortfall over the budget's 10-year spending plan. This was exacerbated with the March 2025 revenue forecast, which projected a further $1.7 billion decrease in the fuel tax from the prior year's forecast. The fuel tax represents 44% of all forecasted transportation revenues, which presented significant challenges to balance the budget in the next four years. The final negotiated 2025-27 biennial transportation budget totals $15.5 billion, which is lower than both the House and Senate's initial proposals. Of the $15.5 billion, approximately 60% ($9.2 billion) is allocated for capital expenditures, and approximately 40% ($6.2 billion) will pay for ongoing operating expenditures.

The final budget relies on a variety of new and existing revenues, including a 6-cent fuel tax increase, and increases in several fees such as truck weight fees, passenger weight fees, filing fees and more. While the Legislature considered revenue proposals to replace the fuel tax, such as the road usage charge – a fee modeled after a program in Virginia that is calculated based on a car's average miles per gallon – the Legislature chose to not advance those proposals and instead increased revenues through the state's traditional transportation funding sources. Click here for a full list of new revenue sources.

Despite these increases, some planned projects were delayed, in order to maintain a balanced budget. The budget also includes a permanent transfer of 0.1% of the state sales tax to transportation, beginning in 2028, adding $300 million annually.

Capital Investments & Project Adjustments

Most capital funding supports ongoing projects from previous legislative packages and the Climate Commitment Act (CCA). However, many state and local projects not yet under contract have been deferred. To view the final 2025-27 Transportation Budget, click here.

- Fish passage barrier removal receives $1.09 billion this biennium—$125 million more than the last—and $1.12 billion is committed in future budgets.
- Washington State Ferries funding supports construction of a new hybrid-electric ferry and related electrification. The first vessel conversion is delayed by one year, with bids for new vessels due in May 2025. Fleet preservation funding increased by $100 million for 2025–27.
- Highway maintenance and preservation remains flat for 2025–27 but increases by $200 million in 2027–29.

Climate Commitment Act (CCA)
Appropriations totaled $1.36 billion for the 2025-27 biennium, including the following key investments:

- $127 million for ferry terminal electrification
- $33 million for the Sandy Williams Connecting Communities program
- $26.2 million for port electrification competitive grants
- $7.5 million for the high-speed rail program

Cost Management & Program Changes
To manage costs, the budget reduces or eliminates certain programs and administrative expenses. Savings include reduced travel for agency staff, expanded flexibility for WSDOT project delivery, and authorization for in-house ferry work. While funding for bike and pedestrian safety programs was preserved, reductions were made to transit coordination, rideshare, and transportation demand management grants.

Public Safety & Enforcement
New investments total $30 million for driver safety, including over $18 million for work zone speed cameras and $10 million for young driver education. An additional $16 million supports the Washington State Patrol, funding training, bonuses, and new trooper classes.

Capital Budget

The state's capital budget funds infrastructure and building construction for state and local communities through direct appropriations and grant programs. A percentage of the operating budget is dedicated to paying bonds issued to fund the budget. Of the three budgets, revenues in the capital budget were the most stable although not as ample as in previous years. In recent years there was an influx of funding into the capital budget from the federal government through American Rescue Plan (ARPA) funds that did not occur for the 25-27 biennium.

Key Investments
The 2025-27 Capital Budget appropriates $4.5 billion in new bond capacity and $7.5 billion in total funds, including cash, federal funds, and other revenue sources. To view the final 2025-27 Capital Budget and the associated project lists and grant programs, click here. Below are some highlights of the investments made within the final Capital Budget:

- $975 million for construction of and improvements to K-12 buildings
- $827 million for natural resources
- $605 million for the Housing Trust Fund
- $129 million for behavioral health facilities
- $365 million for the Public Works Assistance Account to finance infrastructure projects for cities, counties, and special purpose districts. Existing revenue streams are predicted to give the PWAA some $754 million in resources through the 2025-27 biennium. This year's budgets make a one-time additional diversion of $288 million on top of preexisting diversions of $180 million. To offset that, the capital budget gives the Board $100 million in state construction bonds and authority to spend $265 million from the

PWAA, which protects existing commitments and allows the Board to offer a new loan round.

- $81 million for the Community Economic Revitalization Board to assist communities with financing publicly owned economic development infrastructure improvements to encourage new business development and expansion.
- $32.5 million for the Brian Abbott Fish Barrier Removal Board to award grants for local culvert replacements.
- $125 million for grant programs funding local clean energy and climate resilience and mitigation projects.

GORDON THOMAS HONEYWELL
GOVERNMENT RELATIONS

Bills Impacting Cities
2025 Legislative Session

Below is a list of bills that passed this session and impact city operations and interests, or will likely require a change in city code. We encourage you to review and prepare for the requirements outlined in the following bills. For reference, click this link to view all bills approved by the Legislature, even those without a nexus to city government.

Criminal Justice

Managing Sexually Violent Predators: House Bill 1133, sponsored by Rep. Mari Leavitt (D-28th LD), introduces procedures for obtaining records relevant to civil commitment determinations for sexually violent predators, clarifies legal processes, and imposes restrictions on offenders' eligibility for supervision compliance credits. The bill formalizes a civil investigative demand process for prosecuting agencies to access records from public agencies, prohibits compliance credits for offenders concurrently serving less restrictive alternatives, and updates cross-references to align with the new procedures. It also includes a severability clause to preserve the act's validity if any provision is deemed invalid. The Governor signed the bill on April 16 and the bill goes into effect on July 27, 2025.

Comprehensive Firearm Regulation: House Bill 1163, sponsored by Rep. Liz Berry (D-36th LD), establishes a permit-to-purchase system and new training requirements for firearm purchases and concealed pistol licenses (CPLs). Key provisions include mandatory permits for firearm purchases requiring fingerprints, certified safety training, and eligibility checks, as well as enhanced CPL requirements such as live-fire training. Firearm dealers must verify permits and maintain transaction records, while the Washington State Patrol oversees permit issuance, background checks, and annual reporting on permit and CPL data. The Governor signed the bill into law on May 20 and the bill goes into effect on May 1, 2027.

Court Interpreter Standards: House Bill 1174, sponsored by Rep. Strom Peterson (D-21st LD), seeks to enhance language access in the legal system by updating interpreter standards and procedures. The bill replaces outdated terminology, establishes criteria for appointing credentialed interpreters, and requires courts to develop language access plans that include procedures for identifying needs, appointing interpreters, and translating materials. Interpreter costs are not borne by individuals with limited English proficiency in government-initiated proceedings, and the Administrative Office of the Courts must reimburse participating state courts for half of interpreter costs, subject to funding. The bill was signed by the Governor on April 16 and goes into effect on July 27, 2025.

Fingerprint Background Checks: House Bill 1385, sponsored by Rep. Jamila Taylor (D-30th LD), expands fingerprint-based background checks for individuals working with vulnerable populations, including children, the elderly, and individuals with disabilities. The bill broadens the definitions of “applicant” and “qualified entity” to include volunteers and contractors, updates terminology to reflect a broader population, and authorizes the Washington State Patrol to facilitate state and national fingerprint-based criminal history checks for noncriminal justice purposes. It also ratifies the National Crime Prevention and Privacy Compact, authorizes federally recognized tribes to conduct background checks, and grants rulemaking authority to the Washington State Patrol to implement the new provisions. The bill was signed by the Governor on April 16 and goes into effect on July 27, 2025.

Civil Asset Forfeiture Reform: House Bill 1440, sponsored by Rep. Roger Goodman (D-45th LD), establishes a new framework to standardize civil asset forfeiture procedures, replacing existing processes in various statutes. Key provisions include extended deadlines for contesting forfeitures, shifting the burden of proof to seizing agencies to establish forfeiture by “clear, cogent, and convincing evidence,” protections for innocent owners and community property interests, and revenue allocation prioritizing victim restitution and behavioral health programs. The act applies to seizures occurring on or after January 1, 2026. The Governor signed the bill on May 17.

Hope Card Modernization: House Bill 1460, sponsored by Rep. Dan Griffey (R-35th LD), expands and streamlines the hope card program to improve accessibility, content, and trauma-informed support for protection order petitioners. The bill removes the requirement to include physical characteristics of the restrained person, adds firearm-related restrictions to the card’s content, and ensures petitioners can obtain cards without waiting periods or fees. It also mandates the Administrative Office of the Courts to oversee implementation, collaborate with expanded stakeholder groups, and ensure consistent court practices. The Governor signed the bill on May 12 and the bill goes into effect July 27, 2025.

Rape Pregnancy Sentencing: House Bill 1484, sponsored by Rep. Osman Salahuddin (D-48th LD), expands the list of aggravating circumstances that courts may consider when imposing exceptional sentences for rape. The bill broadens existing law to include cases where rape results in pregnancy, removing the limitation to child victims, thereby allowing courts to impose sentences above the standard range for adult victims as well. Additionally, it corrects a statutory reference related to sexually explicit conduct to align with the appropriate subsection. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Speeding Prevention Technology: House Bill 1596, sponsored by Rep. Mari Leavitt (D-28th LD), titled the BEAM Act, mandates the use of Intelligent Speed Assistance (ISA) devices for certain drivers with excessive speeding violations. The bill defines excessive speeding as driving 10 mph or more above the limit in areas with speed limits of 40 mph or less, or 20 mph or more above the limit in areas with higher speed limits. ISA devices monitor and limit vehicle speed based on GPS data, with protections for data privacy and penalties for tampering. Drivers must pay associated costs, including a $21 monthly fee, which funds program administration and financial assistance for indigent participants. The Governor signed the bill into law on May 12 bill takes effect on January 1, 2029.

Protection Order Reforms: Senate Bill 5202, sponsored by Sen. Jesse Salomon (D-32nd LD), enhances the protection order process to better support survivors of abuse and address firearm restrictions. The bill requires ongoing acceptance of electronic protection order petitions, allows previously protected minors to renew orders as adults, and provides mechanisms to modify or terminate ex parte orders in specific circumstances. It also expands the definition of unlawful firearm possession to include untraceable or undetectable firearms when an individual is under certain protection orders, elevating such possession to a class B felony. Courts of limited jurisdiction must allow electronic and mail submissions for protection order petitions by January 1, 2026, and provide electronic notifications about case progress, including firearm surrender updates and reminders about court appearances. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Law Enforcement Classification: Senate Bill 5209, sponsored by Sen. John Lovick (D-44th LD), formally recognizes the Department of Labor and Industries as a limited authority Washington law enforcement agency. This designation aligns L&I with other state agencies that enforce laws within specific subject areas, such as the Department of Natural Resources and the Liquor and Cannabis Board. The bill does not grant new enforcement powers to L&I but acknowledges its existing role within its specialized jurisdiction. The Governor signed the bill on April 8 and the bill goes into effect on July 27, 2025.

Officer Certification Process: Senate Bill 5224, sponsored by Sen. John Lovick (D-44th LD), enhances the certification and commissioning processes for law enforcement and corrections officers. The bill updates definitions, mandates background checks for officers transferring between agencies, and establishes procedures for certification lapse and reinstatement. It also revises the process for commissioning railroad police officers, requires all law enforcement personnel to complete basic training within specified timeframes, and mandates public access to hearing transcripts and decisions. The Governor signed the bill on May 19 and the bill goes into effect on July 27, 2025.

Law Enforcement Training: Senate Bill 5356, sponsored by Sen. Tina Orwall (D-33rd LD), expands training requirements for law enforcement, prosecutors, and Title IX investigators to improve responses to sexual and gender-based violence. The bill mandates the Washington Criminal Justice Training Commission (CJTC) to develop trauma-informed curricula for patrol officers and peace officers, with separate training programs for responding to sexual violence and gender-based violence. It adds the Washington Student Achievement Council as an advisor, updates child testimony provisions to allow testimony outside the defendant's presence for minors under 18, and requires periodic retraining for officers. The Governor signed the bill on April 22 and the bill goes into effect on July 1, 2026.

Ferry Conduct Rules: Senate Bill 5716, sponsored by Sen. Deborah Krishnadasan (D-26th LD), expands transit conduct rules to include the Washington State Ferries. The bill modifies the definition of "transit authority" to explicitly add the Washington State Ferries, ensuring that existing prohibitions on behaviors such as smoking, littering, playing loud music, spitting, carrying hazardous materials, consuming alcohol without authorization, obstructing operations, and damaging property apply to ferry passengers and facilities. Violations remain classified as misdemeanors, and no other changes to the law are made. The Governor signed the bill on May 12 and the bill goes into effect on July 27, 2025.

Public Safety Funding: House Bill 2015, sponsored by Rep. Debra Entenman (D-47th LD), establishes mechanisms to enhance funding for local law enforcement recruitment, retention, training, and public safety initiatives. The bill creates a supplemental criminal justice account, a local law enforcement grant program, and authorizes a local option sales tax for criminal justice purposes. Grant funds may be used to support hiring, training, and retaining law enforcement officers, peer counselors, and behavioral health personnel, with a focus on co-response teams and community policing efforts. Recruiting lateral hires is not an eligible use of these funds. Revenue generated from the optional sales tax can be used for criminal justice purposes, including domestic violence services, public defense, diversion programs, and behavioral health improvement. Cities and counties can impose a sales and use tax for criminal justice purposes at a rate of 0.1% by June 30, 2028. After that, the tax may be imposed, but by voter approval. The bill sunsets the local law enforcement grant program and supplemental criminal justice account on June 30, 2028, and terminates reporting requirements on December 31, 2029. The Governor signed the bill on May 19 and it goes into effect on July 27, 2027.

Economic Development

Tourism Promotion Assessment: Senate Bill 5492, sponsored by Sen. Marcus Riccelli (D-3rd LD), establishes an advisory group to evaluate the feasibility of an industry-funded self-supported assessment for statewide tourism promotion. The bill highlights the economic importance of the tourism industry, which generates $23.9 billion annually and supports over 230,000 jobs, while noting that state funding for tourism marketing lags behind competing states. It removes outdated provisions related to the initial appointments of the Tourism Marketing Authority board, reorganizes subsections for clarity, specifies the composition and responsibilities of the advisory group, and authorizes the Tourism Marketing Authority to incur expenditures for this purpose until June 30, 2026. The Governor signed the bill on April 30 and the bill goes into effect on July 27, 2025.

Associate Development Organization Funding Adjustments: Senate Bill 5677, sponsored by Sen. Adrian Cortes (D-18th LD), standardizes performance reporting requirements and clarifies funding allocations for associate development organizations (ADOs). The bill removes additional reporting obligations for ADOs in counties with populations over 1.5 million, ensuring uniform performance measures statewide. It specifies that the Department of Commerce must submit biennial performance results of ADO contracts to legislative committees by December 31 of each even-numbered year and prohibits the use of state general funds for local matching requirements. The bill maintains the locally matched allocation of up to $0.90 per capita for urban counties with a funding cap of $300,000 per organization, and retains the base allocation of $40,000 for rural counties. The Governor signed the bill on May 20 and the bill goes into effect on July 27, 2025.

Environment

Hydrofluorocarbon Emissions Reduction: House Bill 1462, sponsored by Rep. Davina Duerr (D-1st LD), aims to reduce greenhouse gas emissions associated with hydrofluorocarbons (HFCs) by transitioning to low and ultra-low global warming potential (GWP) refrigerants, promoting the use of reclaimed refrigerants, and establishing a regulatory framework to support these goals. The bill sets phased prohibitions on high-GWP HFCs starting in 2030, with increasingly stringent thresholds by 2033, while providing exemptions for reclaimed refrigerants and certain federally allowed uses. It also establishes a Refrigerant Transition Task Force to study barriers and opportunities for the transition and directs the Department of Ecology to adopt rules requiring low-GWP refrigerants in specific sectors by 2035. The Governor signed the bill on May 17 and the bill goes into effect on July 27, 2025.

Clean Buildings Compliance: House Bill 1543, sponsored by Rep. Beth Doglio (D-22nd LD), expands compliance options for building owners under Washington's clean buildings performance standards. The bill allows the Department of Commerce to develop alternative metrics for energy use and greenhouse gas emissions, alongside existing energy use intensity (EUI) targets, and provides conditional compliance pathways for building owners who meet these alternative metrics. It broadens exemptions for compliance, including historic preservation and financial hardship, and introduces requirements for Tier 2 buildings, such as benchmarking and operations planning, while prohibiting penalties from being passed on to tenants. The Governor signed the bill on May 13 and the bill goes into effect on July 27, 2025.

Cap-and-Trade Adjustments: House Bill 1975, sponsored by Rep. Joe Fitzgibbon (D-34th LD), amends Washington's Climate Commitment Act to refine auction price containment mechanisms, ceiling prices, and the Department of Ecology's authority to amend rules for linkage with other jurisdictions. The bill requires the Department to conduct market dynamic analysis, perform economic modeling, and adjust compliance obligations and reporting deadlines to ensure program implementability. It establishes a fixed price ceiling for 2026–2027, introduces flexibility in emissions reporting deadlines, and includes funding and severability provisions. The Governor signed the bill on May 17 and the bill goes into effect on July 27, 2025.

Fire Service

Wildfire Mitigation Standards: House Bill 1539, sponsored by Rep. Kristine Reeves (D-30th LD), establishes a work group to study and recommend wildfire mitigation and resiliency standards. Co-chaired by the Insurance Commissioner and the Commissioner of Public Lands, the group includes representatives from state agencies, the insurance industry, local emergency management, fire chiefs, small forest and rural landowners, utilities, and legislative members. Key tasks include aligning wildfire property mitigation standards with national benchmarks, enhancing community-level efforts, improving data sharing, increasing consumer transparency, and proposing a homeowner grant program to support retrofitting homes for wildfire resistance. The bill creates a new section of law, which will expire on December 31, 2025. The Governor signed the bill on May 17 and the bill goes into effect on July 27, 2025.

Prescribed Fire Liability: House Bill 1563, sponsored by Rep. Adam Bernbaum (D-24th LD), establishes the Prescribed Fire Claims Fund Pilot Program to address liability concerns and encourage the use of prescribed and cultural burns for forest health and wildfire prevention. The program, administered by the Office of Risk Management in consultation with the Department of Natural Resources, provides reimbursement for eligible losses caused by burns conducted under approved plans and permits. Reimbursement is capped at $2,000,000 per claim, with funding drawn from the newly created Prescribed Fire Claims Account. The bill creates a time-limited pilot program, with an expiration date of June 30, 2033, and includes an emergency clause to ensure immediate implementation upon passage. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Emergency Services Theft: Senate Bill 5323, sponsored by Sen. Judy Warnick (R-13th LD), enhances penalties for theft and possession of firefighter and EMS equipment critical to emergency response. The bill classifies theft or possession of such property as first-degree offenses if the loss significantly hinders emergency response or exceeds $1,000 in value, and expands coverage to property taken from fire department vehicles, stations, and EMS facilities. It aims to address theft of equipment essential to emergency services with heightened penalties. The Governor signed the bill on May 15 and the bill goes into effect on July 27, 2025.

Fire Loss Reporting: Senate Bill 5419, sponsored by Sen. John Lovick (D-44th LD), centralizes fire loss reporting with the Insurance Commissioner and strengthens confidentiality protections for insurers. The bill requires insurers to report fire losses within 90 days of closing a claim or conducting significant adjustments, including details such as property address, date of loss, and cause of loss. Confidentiality protections exempt fire loss reports from public disclosure and civil subpoenas, while allowing limited information sharing with law enforcement and regulatory agencies. The Governor signed the bill on May 12 and the bill goes into effect on July 27, 2025.

Homelessness and Human Services

Pet-Friendly Emergency Shelters: House Bill 1201, sponsored by Rep. Mari Leavitt (D-28th LD), requires local governments to incorporate companion animal cosheltering into their emergency management plans and operations. Political subdivisions must identify emergency shelters that can accommodate persons with companion animals, provide companion animal emergency preparedness information on their websites, and ensure compliance with FEMA disaster assistance policies. The bill emphasizes the importance of addressing gaps in public preparedness and cosheltering opportunities during disasters or extreme weather events. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Homeless Housing Funding: House Bill 1260, sponsored by Rep. Suzanne Schmidt (R-4th LD), modifies the distribution of document recording surcharge funds to ensure cities operating their own homeless housing programs receive proportional shares without county administrative deductions. The bill limits county administrative costs to 10 percent of retained funds and allows cities to use up to 10 percent of their share for administrative costs. It prohibits counties from deducting administrative costs from funds distributed to cities operating their own homeless housing programs. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Homelessness Data Collection: House Bill 1899, sponsored by Rep. Janice Zahn (D-41st LD), revises the state homeless census by removing the annual mandate and allowing the Department of Commerce to set the schedule. The bill eliminates requirements for coordination with federal HUD standards, as well as provisions for an online housing referral system, continuous case management, and an organizational quality management system. Confidentiality protections for personal information remain intact, and the Department must continue to publish annual summary data by county. The bill was signed by the Governor on April 24 and goes into effect on July 27, 2025.

Mobile Market Program: Senate Bill 5214, sponsored by Sen. Sharon Shewmake (D-42nd LD), establishes a mobile market program within the Department of Health to expand access to fresh, healthy foods for participants in the Women, Infants, and Children (WIC) and Senior Farmers Market Nutrition Programs. The program, contingent on funding from the U.S. Department of Agriculture, aims to support local farmers while addressing nutritional needs in underserved communities through nonprofit-operated mobile markets. The Department is authorized to define the program through rulemaking and may seek federal approval to allow mobile markets to accept program benefits. The act will take effect on March 1, 2026. The Governor signed the bill on April 22.

Essential Needs Program Expansion: Senate Bill 5232, sponsored by Sen. Claire Wilson (D-30th LD), expands eligibility and funding flexibility for the Essential Needs and Housing Support (ENHS) program. It clarifies that ENHS is not an entitlement program, allows low or extremely low-income elderly or disabled adults to receive support without requiring a referral from the Department of Social and Health Services, and permits the use of funds for direct cash assistance tied to housing stability plans. The bill also aligns administrative expense rates with other Home Security Fund programs and removes certain eligibility requirements, such as citizenship or Social Security number status. The Governor signed the bill on May 20 with a partial veto removing section five of the bill regarding the expansion of eligibility for the program. The bill goes into effect on July 27, 2025.

Nonprofit Property Tax Exemption: House Bill 1094, sponsored by Rep. Amy Walen (D-48th LD), expands property tax exemptions for nonprofit-owned properties loaned, leased, or rented to government entities or other nonprofits to provide character-building, benevolent, protective, or rehabilitative social services. It clarifies that the sale of donated merchandise by nonprofits is an exempt use if proceeds further the organization's mission. The bill specifies that these changes apply to taxes levied for collection starting in 2026. The bill was signed by the Governor on April 7 and goes into effect on July 27, 2025.

Housing

Condominium Warranty Reform: House Bill 1403, sponsored by Rep. Jamila Taylor (D-30th LD), simplifies condominium construction and warranty requirements to promote homeownership and streamline development of smaller buildings and accessory dwelling units. The bill introduces changes to implied warranties, express warranties, and the applicability of construction standards for condominiums and multiunit residential buildings. It provides an express warranty alternative for certain condominiums, exempts accessory dwelling units from specific construction standards, and includes transitional provisions phasing in new definitions and standards by 2028. The Governor signed the bill on May 7 and the bill goes into effect on July 27, 2025.

Eviction Court Commissioners: House Bill 1621, sponsored by Rep. Nicole Macri (D-43rd LD), authorizes superior courts to appoint housing court commissioners to expedite unlawful detainer proceedings and address delays caused by increased eviction filings. The bill allows courts, with county legislative approval, to appoint attorneys as commissioners to handle eviction cases, requiring appointees to undergo training in landlord-tenant law and eviction procedures. Commissioners may perform duties such as holding hearings, issuing orders, and supervising cases under the oversight of superior court judges, with the bill effective immediately upon passage. The Governor signed the bill on May 13 and the bill goes into effect immediately.

Homeownership Assistance Expansion: House Bill 1696, sponsored by Rep. Jamila Taylor (D-30th LD), expands the Covenant Homeownership Program to address racial disparities in homeownership. The bill raises the eligibility threshold from 100 percent to 120 percent of the area median income (AMI) and allows county-specific adjustments based on housing needs. It introduces loan forgiveness for down payment and closing cost assistance loans after five years of repayment for participants with incomes at or below 80 percent of AMI, replacing the prior requirement of repayment upon sale of the home. Additionally, the bill modifies the oversight committee’s membership, replacing a representative of community-based affordable housing developers with one from nonprofit housing counseling organizations to focus more on addressing historical inequities in homeownership. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Affordable Housing Development: Senate Bill 5587, sponsored by Sen. Annette Cleveland (D-49th LD), titled the “Affordable Housing Action Act,” seeks to address affordable housing shortages by requiring counties to report biennially on housing gaps and progress in meeting housing needs at various income levels. The bill prioritizes state funding for public works projects that encourage infill development or increase affordable housing in counties with identified housing gaps and prohibits local governments from imposing conditions that undermine affordability. It also mandates collaboration between the Washington Center for Real Estate Research, the Washington Housing Finance Commission, and the Office of Financial Management to develop metrics for assessing housing needs and progress. The Governor signed the bill on May 20 and the bill goes into effect on July 27, 2025.

Property Tax Exemptions for ADUs: Senate Bill 5529, sponsored by Sen. Chris Gildon (R-25th LD), expands property tax exemptions for accessory dwelling units (ADUs) rented to low-income households to include counties with populations between 900,000 and 1,500,000, in addition to counties with populations of 1,500,000 or more. For counties with populations between 900,000 and 1,500,000, the exemption applies only to detached ADUs, and a resolution must be passed by the city or county legislative authority to authorize the exemption. The bill strengthens compliance requirements, including annual verification of tenant income, restrictions on rent charged, and prohibitions on exemptions for ADUs occupied by immediate family members, while requiring tenant support policies and administrative oversight mechanisms. The Governor signed the bill on May 7 and the bill goes into effect on July 27, 2025.

Eviction Notice Procedures: House Bill 1003, sponsored by Rep. Peter Abbarno (R-20th LD), standardizes eviction notice requirements by mandating certified mail sent from within the state to the recipient's last known address. The bill extends the waiting period for tenants to respond to eviction notices sent by mail from one day to five days and requires termination notices to specify the date by which the recipient must vacate the premises or comply with specified terms. The bill was signed by the Governor on April 11 and goes into effect on July 27, 2025.

Rent Stabilization: House Bill 1217, sponsored by Rep. Emily Alvarado (D-34th LD), caps annual rent increases at seven percent, prohibits increases during the first 12 months of tenancy, and establishes stricter notice requirements for rent increases. The bill includes exemptions for newly constructed units, public housing authorities, and certain nonprofit-owned properties, while also capping security deposits and move-in fees at one month's rent. Tenants may terminate leases without penalty for unauthorized rent increases, and the bill mandates a social vulnerability assessment on the impacts of rent stabilization by 2028. The bill takes effect immediately.

Common Interest Community Governance: Senate Bill 5129, sponsored by Sen. Jamie Pedersen (D-43rd LD), modernizes and consolidates laws governing common interest communities (CICs), including condominiums, cooperatives, and homeowners' associations. The bill streamlines governance, clarifies rights and responsibilities, and addresses emerging issues such as electric vehicle charging stations and heat pumps. Key updates include revised rules for meetings, voting, and reserve accounts, as well as protections against unreasonable restrictions on heat pump and EV charging station installations. Most provisions take effect on July 27, 2025, with some delayed until January 1, 2026, or January 1, 2028. The bill was signed by the Governor on April 17.

Manufactured Home Sales: Senate Bill 5298, sponsored by Sen. Noel Frame (D-36th LD), expands notification and procedural requirements for the sale of manufactured/mobile home communities to enhance tenant and eligible organization purchase opportunities. It requires owners to notify tenants, tenant organizations, and various state and local entities of an intent to sell, and introduces specific content, timing, and delivery requirements for such notices. The bill emphasizes good faith during negotiations, allows eligible organizations to compete to purchase, mandates updates to the Department of Commerce on the sale status, and provides remedies for noncompliance, such as injunctive relief and damages. The Governor signed the bill on May 7 and the bill goes into effect on July 27, 2025.

Tenant Protections: Senate Bill 5313, sponsored by Sen. Jamie Pedersen (D-43rd LD), expands tenant protections by prohibiting rental agreements from including provisions such as nondisclosure agreements about lease terms, class action waivers, mandatory arbitration agreements unless specific conditions are met, or late fees for rent paid within five days of the due date. It also prohibits landlords from requiring tenants to pay rent exclusively through electronic means and clarifies existing restrictions on attorney fees and arbitration agreements. Tenants may recover damages, including up to two times the monthly rent, court costs, and attorney fees for violations, with the bill applying prospectively to leases entered into or renewed after its effective date. The Governor signed the bill on May 7 and the bill goes into effect on July 27, 2025.

Human Resources

Minor Work Hours: House Bill 1121, sponsored by Rep. Stephanie McClintock (R-18th LD), revises restrictions on the working hours of 16- and 17-year-old minors enrolled in career and technical education (CTE) programs. The bill directs the Department of Labor and Industries to update its rules to allow these minors to work the same number of hours and days during school weeks as they are permitted to work during nonschool weeks, provided the work is performed for an employer approved by their program. The effective date for these changes is July 1, 2026, and “career and technical education program” is defined to include Core Plus programs approved by the Office of the Superintendent of Public Instruction or the minor’s school district. The bill was signed by the Governor on April 21 and goes into effect on July 1, 2025.

Paid Family Leave Expansion: House Bill 1213, sponsored by Rep. Liz Berry (D-36th LD), expands worker protections and modifies employer responsibilities under the Paid Family and Medical Leave program. Key provisions include reducing the minimum claim duration from eight to four hours, expanding employment restoration rights to employees regardless of employer size, and requiring health benefits to be maintained during leave. The bill also establishes a grant program for small employers with fewer than 50 employees to offset costs associated with employee leave, including temporary worker wages and health care benefits. The Governor signed the bill on May 17 and the bill goes into effect on January 1, 2026.

Local Government Retirement Enrollment: House Bill 1270, sponsored by Rep. Dan Bronoske (D-28th LD), expands automatic enrollment in deferred compensation plans to include employees of counties, municipalities, and other political subdivisions offering their own plans. The bill allows these entities to automatically enroll newly hired employees in their respective plans while maintaining the option for employees to opt out. It excludes local plans from the automatic enrollment requirements of the state plan and requires enrollment to align with the terms of their plan documents. The bill was signed by the Governor on April 24 and goes into effect on July 27, 2025.

Self-Insured Employer Decertification: House Bill 1275, sponsored by Rep. Shaun Scott (D-43rd LD), establishes reimbursement requirements for decertified self-insured employers to cover worker compensation payments made by the Department of Labor & Industries. The bill authorizes the department to pay compensation owed to claimants on behalf of decertified employers and mandates that these employers reimburse the department through periodic charges, paid at least quarterly. Additionally, the bill grants the department rulemaking authority to implement these provisions. The bill was signed by the Governor on April 16 and goes into effect on July 27, 2025.

Employee Personnel Records: House Bill 1308, sponsored by Rep. Julia Reed (D-36th LD), enhances employee rights to access and correct their personnel records. Employers must provide personnel files at no cost within 21 calendar days of a request and furnish discharge statements upon request. Employees may annually petition for the removal of irrelevant or erroneous information, with the right to include a rebuttal, and are granted a private right of action to enforce these provisions. Statutory damages escalate based on delays in compliance, and public employers must adhere to existing public records laws. The Governor signed the bill on May 13 and the bill goes into effect on July 27, 2025.

Criminal Record Protections: House Bill 1747, sponsored by Rep. Lillian Ortiz-Self (D-21st LD), strengthens protections for job applicants and employees with criminal records under the Washington Fair Chance Act. The bill prohibits employers from inquiring about criminal records until after a conditional job offer, bars adverse actions based on arrest records or juvenile convictions, and requires employers to document specific factors when making decisions based on adult conviction records. It increases penalties for violations, expands exemptions for positions under federal contracts prohibiting hiring individuals with criminal records, and revises enforcement provisions to allow the attorney general to waive penalties for minor violations. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Paid Sick Leave Expansion: House Bill 1875, sponsored by Rep. Osman Salahuddin (D-48th LD), amends paid sick leave laws to allow employees and transportation network company (TNC) drivers to use accrued paid sick leave for immigration-related proceedings involving themselves or their family members. It specifies acceptable verification documentation, such as a written statement or documentation from an advocate, attorney, or clergy member, and prohibits verification requirements that disclose personally identifiable information about immigration status or protections. The bill retains all other aspects of paid sick leave policies, including accrual rates and carryover limits, while adding privacy protections for immigration-related information. The bill was signed by the Governor on April 25 and goes into effect on July 27, 2025.

Expanded Bargaining Rights for Law Enforcement: Senate Bill 5040, sponsored by Senator Derek Stanford (D-1st LD), expands the definition of "uniformed personnel" for collective bargaining to include more law enforcement officers and other public safety employees. The bill removes population thresholds that limited applicability to certain cities, towns, and counties, and includes law enforcement officers employed by municipal airports. It broadens the scope of collective bargaining rights and employment-related provisions, potentially impacting negotiations on wages, working conditions, and benefits for covered personnel. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Unemployment Benefits for Strikes: Senate Bill 5041, sponsored by Sen. Marcus Riccelli (D-3rd LD), allows workers unemployed due to strikes to qualify for temporary unemployment benefits under specific conditions. Disqualification for benefits ends either two weeks after the strike begins or upon its termination, and benefits are subject to a one-week waiting period. Employers involved in strikes bear the financial responsibility for benefits paid, and the Department of Employment Security must submit annual reports on the impact of strikes through 2035. The bill takes effect on January 1, 2026, with key provisions expiring on December 31, 2035.

Hate Crime Victim Protections: Senate Bill 5101, sponsored by Sen. Javier Valdez (D-46th LD), expands workplace protections and rights for victims of hate crimes, aligning them with those afforded to victims of domestic violence, sexual assault, and stalking. The bill ensures victims can take leave for legal, medical, or safety-related purposes, request reasonable safety accommodations, and are protected from workplace discrimination. It incorporates hate crimes committed through online or internet-based communication and establishes confidentiality requirements for related information, with an effective date of January 1, 2026.

Workplace Immigration Coercion Protections: Senate Bill 5104, sponsored by Sen. Bob Hasegawa (D-11th LD), prohibits workplace coercion based on immigration status and establishes penalties for violations. The bill defines coercion as threats related to an employee's or their family member's immigration status to deter them from exercising rights under labor laws and treats each act of coercion against each employee as a separate violation. Civil penalties range from $1,000 for a first violation to $10,000 for subsequent violations, adjusted for inflation every three years starting in 2028, and are deposited into the supplemental pension fund. It ensures confidentiality for employees during investigations, sets a clear process for complaints and appeals, and prohibits employers from using withheld records to challenge penalties. The act is set to take effect on July 1, 2025.

Islamic Holidays Recognition: Senate Bill 5106, sponsored by Sen. Yasmin Trudeau (D-27th LD), recognizes Eid al-Fitr and Eid al-Adha as days of significance. Eid al-Fitr, marking the end of Ramadan, and Eid al-Adha, commemorating the Islamic tradition of sacrifice, are defined based on the lunar Islamic calendar, causing their dates to shift annually. The bill specifies these recognitions are symbolic and do not create entitlements to time off or other benefits. The bill was signed by the Governor on April 8 and goes into effect on July 27, 2025.

Pregnancy Accommodations Expansion: Senate Bill 5217, sponsored by Sen. T'wina Nobles (D-28th LD), strengthens workplace accommodations for pregnancy and related health conditions. The bill broadens the definition of "employer" to include those with one or more employees and religious or sectarian organizations not organized for private profit, ensures paid breaks for expressing milk without requiring the use of paid leave, and mandates that the Department of Labor and Industries provide online educational materials outlining employer and employee rights. Additionally, it allows breastfeeding individuals to request a delay or exemption from jury service by submitting an attestation form, without requiring a doctor's note, and extends eligibility for jury duty excusal or delay to individuals breastfeeding or expressing milk for infants under 24 months, rather than the previous 12-month threshold. The Governor signed the bill on May 20 and the bill goes into effect on January 1, 2027.

Pension Service Credit Expansion: Senate Bill 5306, sponsored by Sen. Jeff Holy (R-6th LD), allows retired LEOFF Plan 2 members to purchase service credit for unpaid leave without returning to work. Members can purchase up to two years of service credit based on their salary at the time the leave was granted, adjusted for cost-of-living and other pay increases during the leave period. The bill does not alter the existing maximum service credit limit for unpaid leaves of absence or the requirement to pay employer, member, and state contributions plus interest. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Public Bargaining Reorganization: Senate Bill 5435, sponsored by Sen. Bill Ramos (D-5th LD), reorganizes public employee collective bargaining laws into subchapters for improved clarity and usability. The bill does not introduce substantive changes but restructures the chapter to enhance navigability and repeals two outdated or redundant sections. It also directs the code reviser to update cross-references throughout the law to reflect the new structure. The Governor signed the bill on May 16 and the bill goes into effect on July 27, 2025.

Law Enforcement Arbitration: Senate Bill 5473, sponsored by Sen. Steve Conway (D-29th LD), makes minor adjustments to grievance arbitration procedures for law enforcement personnel. The bill clarifies that arbitration requests must align with procedures established in collective bargaining agreements and removes the requirement for staggered term expirations for arbitrators on the roster, simplifying roster management. No recent actions, hearings, or amendments have been reported. The Governor signed the bill on April 30 and the bill goes into effect on July 27, 2025.

Driver's License Requirements: Senate Bill 5501, sponsored by Sen. Derek Stanford (D-1st LD), prohibits employers from requiring a valid driver's license as a condition of employment unless driving is an essential job function or related to a legitimate business purpose. Employers are also restricted from including such requirements in job postings unless driving is reasonably expected to be essential. The bill establishes enforcement mechanisms, allowing investigations, penalties, and damages for violations, and expands the department's rulemaking authority to cover the entirety of relevant employment law. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Public Employee Bargaining: Senate Bill 5503, sponsored by Sen. Javier Valdez (D-46th LD), revises public employee collective bargaining processes to strengthen worker protections and streamline procedures. The bill requires the Public Employment Relations Commission (PERC) to mandate proof submissions during organizing petitions, allows PERC to set hearing dates without party consent, and updates processes for consolidating bargaining units and selecting interest arbitrators. It also prohibits public employers from requiring workers to waive statutory claims in grievance settlements. The Governor signed the bill on May 20 and the bill goes into effect on July 27, 2025.

Liquor/Cannabis

Expanded Alcohol Service: House Bill 1515, sponsored by Rep. Julia Reed (D-36th LD), modernizes the regulation of alcohol service in public spaces through temporary authorizations expiring on December 31, 2027. It allows local governments to request approval from the Liquor and Cannabis Board (LCB) for expanded outdoor and indoor alcohol service in public spaces under specific conditions, including shared service areas, flexible barriers, and joint operating plans for events. Jurisdictions hosting international sports events in June or July 2026 may also request expanded service, with reporting requirements due by September 1, 2026. The Governor signed the bill on May 19 and the bill goes into effect on July 27, 2025.

Brewery Food Service Flexibility: House Bill 1602, sponsored by Rep. Kevin Waters (R-17th LD), expands food service options for domestic breweries and microbreweries by allowing subcontracting or subleasing arrangements with third-party food service providers, such as mobile food units or independent food establishments, to meet food service requirements tied to certain liquor licenses. The bill ensures subcontracted or subleased areas are substantially separated from nontax-paid alcohol storage and updates the definition of “restaurant” to include breweries and microbreweries using subcontracted food services. Additionally, it aligns dog-friendly premises rules with the new food service options and clarifies licensing adjustments and health compliance responsibilities. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Cannabis Advertising Regulations: Senate Bill 5206, sponsored by Sen. Drew MacEwen (R-35th LD), revises cannabis retailer advertising regulations to limit content, placement, and proximity to sensitive locations. The bill prohibits advertising within 1,000 feet of game arcades admitting persons under 21, increases allowable signage on licensed premises to four signs on the building’s main entrance side, and exempts small signs with general information from advertising restrictions. It prohibits transit-related ads, content depicting alcohol or tobacco, and advertising practices targeting youth, while allowing local authorities to enforce stricter rules. The Governor signed the bill on May 20 and the bill goes into effect on January 1, 2026.

Local Tax Policy Changes

Public Safety Funding: House Bill 2015, sponsored by Rep. Debra Entenman (D-47th LD), establishes mechanisms to enhance funding for local law enforcement recruitment, retention, training, and public safety initiatives. The bill creates a supplemental criminal justice account, a local law enforcement grant program, and authorizes a local option sales tax for criminal justice purposes. Grant funds may be used to support hiring, training, and retaining law enforcement officers, peer counselors, and behavioral health personnel, with a focus on co-response teams and community policing efforts. Recruiting lateral hires is not an eligible use of these funds. Revenue generated from the optional sales tax can be used for criminal justice purposes, including domestic violence services, public defense, diversion programs, and behavioral health improvement. The bill sunsets the local law enforcement grant program and supplemental criminal justice account on June 30, 2028, and terminates reporting requirements on December 31, 2029. The Governor signed the bill on May 19 and the bill goes into effect on July 27, 2025.

Agritourism Tax Relief: House Bill 1261, sponsored by Rep. Sam Low (R-39th LD), amends existing law to provide tax relief for incidental uses on open space land, farm and agricultural land, and timberland. It expands definitions for “appurtenance” and “incidental use,” allowing compatible activities such as farm festivals, weddings, and minor structural upgrades without removal of tax classification unless limits are exceeded. The bill also reduces the lookback period for calculating back taxes from seven years to four years for certain removals of farm and agricultural land classification occurring after September 1, 2025. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Small Airport Funding Flexibility: House Bill 1650, sponsored by Rep. Tom Dent (R-13th LD), expands the allowable uses of local real estate excise tax (REET) revenues to include capital projects for airports with fewer than 10,000 annual enplanements, as determined by Federal Aviation Administration data, and those included in the Washington Aviation System Plan or National Plan of Integrated Airport Systems. The bill clarifies exclusions related to airport fuel systems, explicitly excluding the installation or improvement of fuel systems for distributing leaded fuel at airports, and adjusts terminology for consistency. It also reorganizes subsection references to accommodate these new provisions. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Real Estate Excise Tax Flexibility: House Bill 1791, sponsored by Rep. Dave Paul (D-10th LD), expands allowable uses of local real estate excise tax revenues to include affordable housing and homelessness projects. The bill removes prior restrictions on using REET funds for operations and maintenance of capital projects and explicitly allows their use for planning, acquisition, construction, and improvement of facilities for affordable housing and homelessness. It also introduces a tax exemption for the sale of "qualified space" in affordable housing developments to nonprofit organizations, housing authorities, or public corporations for community purposes. The bill was signed by the Governor on April 24 and goes into effect on July 27, 2025.

Local Tax Notifications: Senate Bill 5315, sponsored by Sen. Chris Gildon (R-25th LD), standardizes notification requirements for local tax changes and bond retirements to improve tax administration and compliance. The bill requires local authorities to provide written notification to the Department of Revenue for any local sales and use tax changes, including supporting documentation such as ordinances, legal descriptions, and maps in cases of annexation. It also mandates public facilities districts to notify the department at least 75 days before retiring bonds issued for regional center projects. The bill enhances the Department of Revenue's ability to administer local tax changes by requiring written notifications and additional documentation for annexations and ensures timely communication regarding bond retirements. The Governor signed the bill on May 12 and the bill goes into effect on July 27, 2025.

Community Center Exemptions: Senate Bill 5516, sponsored by Sen. Steve Conway (D-29th LD), expands property tax exemptions for community centers to include surplus university property acquired by nonprofits for conversion into facilities offering nonresidential community services. The bill maintains exemptions for surplus school district property and allows community centers to loan or rent space to other parties. Tax exemptions will apply to qualifying properties for tax years 2026 through 2035, and minor technical adjustments are made to numerical formatting and references to new subsections. The Governor signed the bill on May 17 and the bill goes into effect on July 27, 2025.

Planning/Land Use/Building Permits

Urban Services to Tribal Lands: House Bill 1039, sponsored by Representative Peter Abbarno (R-20th LD), modifies the Growth Management Act to allow cities and federally recognized Indian tribes to contract for the extension of urban governmental services beyond urban growth boundaries to tribal lands under specific conditions. It establishes a legal framework for agreements between cities and tribes to extend services to tribal lands contiguous to city boundaries, with a deadline of December 31, 2028. The bill introduces a narrowly tailored exception to restrictions on urban development outside urban growth areas, facilitating urban development on tribal lands through mutual agreements. The Governor signed the bill on May 13 and the bill goes into effect on July 27, 2025.

Residential Driveway Parking: House Bill 1061, sponsored by Rep. Sam Low (R-39th LD), allows residential property owners to park vehicles across their driveways if permitted by local ordinances or resolutions. The bill applies only to driveways no longer than 50 feet and ensures that such parking does not obstruct sidewalks, other driveways, or the roadway. Technical changes standardizing numerical references in the statute are also included. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Lot Splitting: House Bill 1096, sponsored by Rep. Andrew Barkis (R-2nd LD), facilitates administrative lot splitting to expand middle housing and affordable ownership opportunities in cities under the Growth Management Act. The bill allows residential lots to be split into two through a streamlined administrative process without predecision public hearings, provided conditions such as compliance with development regulations, mitigation of renter displacement, and restrictions on further splitting are met. Cities with comprehensive plan updates due in 2027 must incorporate the requirements into their next update, while others must implement them within two years of the bill's effective date (July 27, 2025).

Growth Management Compliance: House Bill 1135, sponsored by Rep. Davina Duerr (D-1st LD), strengthens requirements for jurisdictions to amend noncompliant plans under the Growth Management Act before achieving compliance. The bill specifies that the Growth Management Hearings Board cannot issue a finding of compliance unless the jurisdiction has amended the portion of its plans or regulations previously found noncompliant, and allows individuals with standing to participate in compliance hearings. It also emphasizes prioritization of compliance hearings and reiterates existing timelines for board findings. The bill was signed by the Governor on April 7 and goes into effect on July 27, 2025.

Retrofit Housing: House Bill 1183, sponsored by Rep. Davina Duerr (D-1st LD), facilitates affordable and sustainable housing development by reforming building codes and development regulations. It adjusts setback and roof height limits for retrofits and passive house construction, prohibits façade modulation and upper-level setbacks for certain residential projects, and restricts off-street parking requirements for affordable housing. Additionally, it establishes maximum size limits for affordable housing units and requires local governments to incorporate these provisions into their regulations during their next comprehensive plan update. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Boundary Review Process: House Bill 1304, sponsored by Rep. Brandy Donaghy (D-44th LD), modifies the filing and review process for notices of intention submitted to boundary review boards. It establishes the effective filing date of a notice as the earlier of the chief clerk's sufficiency determination or automatic sufficiency after deadlines. The bill also introduces criteria for sufficiency, procedures for correcting insufficient notices, and mandates timely review, while aligning existing timelines for board actions with the new framework. The bill was signed by the Governor on April 11 and goes into effect on July 27, 2025.

Accessory Dwelling Unit Self-Certification: House Bill 1353, sponsored by Rep. Alex Ramel (D-40th LD), establishes a framework for cities to create self-certification programs for accessory dwelling unit (ADU) permit applications. Registered architects may self-certify compliance with applicable building codes for detached ADU projects, streamlining the permitting process. Cities must adopt rules requiring random audits of at least 20% of self-certified applications annually, penalties for failed audits, and professional liability insurance for participating architects. The bill clarifies that self-certified permits are treated as equivalent to those issued after full project review and includes safeguards such as reporting requirements and indemnification agreements signed by property owners, contractors, and architects. The bill was signed by the Governor on April 7 and goes into effect on July 27, 2025.

Disabled Veteran Parking: House Bill 1371, sponsored by Rep. Ed Orcutt (R-20th LD), expands parking privileges for persons with disabilities to include veterans with a 70% or higher disability rating who use service animals. Veterans qualifying under the new criteria are entitled to parking placards, special license plates, or identification cards free of charge, and must provide documentation as required by the Department of Licensing. The bill also establishes reporting requirements and administrative processes, with the act taking effect on October 1, 2025. The Governor signed the bill on May 17.

Transit-Oriented Development: House Bill 1491, sponsored by Rep. Julia Reed (D-36th LD), promotes transit-oriented development and affordable housing by requiring cities to allow multifamily housing in station areas near major transit stops and adopt minimum floor area ratios (FAR) for residential and mixed-use development. Rail station areas must have an average FAR of at least 3.5, while bus station areas must have an average FAR of at least 2.5 or 3.0 if up to 25% of bus station areas are exempted. Additional provisions include affordability requirements for residential developments, parking restrictions, a grant program to assist cities, a model TOD ordinance, antidisplacement measures, a surplus property pilot program, impact fee reductions, property tax exemptions, prohibitions on restrictive covenants, and categorical environmental exemptions for certain developments. The Governor signed the bill on May 13 and the bill goes into effect on July 27, 2025.

Multifamily Tax Exemptions: House Bill 1494, sponsored by Rep. Alex Ramel (D-40th LD), amends property tax exemption laws for new and rehabilitated multiple-unit dwellings in urban centers. The bill refines definitions, strengthens affordability requirements, enhances administrative oversight, and introduces antidisplacement measures to ensure alignment with housing needs. Key changes include clarifying affordability requirements for exemptions, updating transit proximity criteria, adding tenant relocation assistance provisions, and expanding eligibility for 20-year exemptions to cities with populations of at least 15,000. No new exemptions may be granted after January 1, 2032, and no extensions after January 1, 2046. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Diaper Changing Stations in Public Restrooms: House Bill 1562, sponsored by Rep. Victoria Hunt (D-5th LD), requires the installation of baby diaper changing stations in public restrooms under specific conditions. Newly constructed public buildings and those undergoing restroom renovations costing $15,000 or more must include a baby diaper changing station in at least one restroom accessible to women and one accessible to men, or in a gender-neutral restroom. Exemptions apply to health care facilities with single-patient restrooms, industrial or commercial buildings that prohibit entry to minors, and cases where installation is deemed infeasible or noncompliant with accessibility standards. Building owners or operators may remove a changing station if it is misused according to manufacturer standards. The Governor signed the bill on May 13 and the bill goes into effect on July 27, 2025.

Historic Landmark Designations: House Bill 1576, sponsored by Rep. Amy Walen (D-48th LD), prohibits designating properties as historic landmarks without the written consent of the property owner if the designation would restrict the use, alteration, or demolition of the property. The bill requires cities and code cities to adopt or amend regulations within one year to comply with the bill's requirements for properties zoned for residential or mixed use, with automatic preemption of conflicting local regulations if they fail to do so. Exceptions are provided for properties within historic districts established through local preservation ordinances or for properties more than 125 years old. The Governor signed the bill on May 12 and the bill goes into effect on July 27, 2025.

Electric Security Alarms: House Bill 1688, sponsored by Rep. Lisa Parshley (D-22nd LD), establishes statewide standards for the installation and operation of electric security alarm systems in jurisdictions without existing regulations. The bill requires compliance with international safety standards, warning signage, height requirements, and perimeter barriers, while allowing local governments to regulate or prohibit these systems through specific ordinances. Systems installed before the adoption of local regulations may continue to operate if they meet statewide standards. The bill was signed by the Governor on April 16 and goes into effect on July 27, 2025.

Conversion of Existing Buildings: House Bill 1757, sponsored by Rep. Amy Walen (D-48th LD), facilitates the addition of housing units within existing buildings in commercial, mixed-use, or residential zones by limiting local government restrictions. Cities must adopt ordinances to comply by June 30, 2026, and are prohibited from imposing additional permitting requirements beyond those generally applicable to residential development in the zone, though change of use permits may be required. The bill restricts cities from denying permits based on nonconformities such as parking or setbacks unless significant detriment to the surrounding area is demonstrated and exempts unchanged portions of buildings from energy code compliance solely due to the addition of dwelling units. The Governor signed the bill on May 7 and the bill goes into effect on July 27, 2025.

Building Permit Exclusion: House Bill 1935, sponsored by Rep. Davina Duerr (D-1st LD), excludes building permits from the definition and procedural requirements of "project permits." The bill refines the definition of "project permit" by explicitly removing building permits and adjusts related statutory provisions to align with this exclusion. These changes clarify the scope of project permits and streamline the application of procedural requirements for local governments. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Housing Accountability Act: Senate Bill 5148, sponsored by Senator Jessica Bateman (D-22nd LD), introduces a state-level review process for housing elements and related development regulations adopted by counties and cities under the Growth Management Act. The bill requires jurisdictions to submit these plans to the Department of Commerce for compliance review, with a decision issued within 90 days, and prohibits noncompliant jurisdictions from denying affordable or moderate-income housing developments without specific exceptions. It also establishes mandatory targeted reviews for up to 10 jurisdictions annually and directs the Department to publish minimum compliance standards within six months of the bill's effective date. The Governor signed the bill on May 13 and the bill goes into effect on July 27, 2025.

Preemption on Parking Requirements: Senate Bill 5184, sponsored by Sen. Jessica Bateman (D-22nd LD), establishes statewide limitations on minimum parking requirements for residential and commercial developments. Residential parking is capped at 0.5 spaces per multifamily dwelling unit and one space per single-family home, while commercial parking is capped at two spaces per 1,000 square feet. Exemptions are provided for affordable housing, senior housing, small residences, licensed childcare centers, and certain facilities, with accessible parking requirements under the ADA remaining unaffected. Cities and counties may request variances based on safety studies, and areas near major airports are exempt. The bill repeals prior parking requirement laws and directs the State Building Code Council to review accessible parking standards. Cities and counties with a population between 30,000 and 50,000 must implement the requirements within three years of the effective date of the bill. Cities and counties with a population of 50,000 or greater must implement the requirements of this act within 18 months of the effective date of the bill, which is July 27, 2025. The Governor signed the bill into law on May 7.

Energy Facility Appeals: Senate Bill 5317, sponsored by Sen. Keith Goehner (R-12th LD), exempts certain local government actions related to Energy Facility Site Evaluation Council (EFSEC)-certified energy facilities from appeals under state siting laws. The bill shields actions taken by cities or counties in partnership with EFSEC for technical assistance, advice, or reviews related to certified energy facilities from challenges based on inconsistency with preempted local codes. This amendment clarifies EFSEC's authority and limits the grounds for appealing local government actions in energy facility siting and operation. The Governor signed the bill on May 12 and the bill goes into effect on July 27, 2025.

Middle Housing Expansion: Senate Bill 5471, sponsored by Sen. Keith Goehner (R-12th LD), authorizes counties to permit middle housing, such as duplexes and triplexes, in urban growth areas (UGAs) and Limited Areas of More Intensive Rural Development (LAMIRDs) under certain conditions. The bill limits development standards and permitting processes for middle housing to be no more restrictive than those for single-family housing and allows up to four residential units per lot in these areas if infrastructure requirements, such as sewer service, are met. It also exempts county actions implementing these provisions from appeals under the State Environmental Policy Act (SEPA) and review by the Growth Management Hearings Board (GMHB). The Governor signed the bill on May 20 and the bill goes into effect on July 27, 2025.

Child Care Zoning: Senate Bill 5509, sponsored by Sen. Emily Alvarado (D-34th LD), mandates that cities, towns, and code cities allow child care centers as a permitted use in all non-industrial zones, with reasonable restrictions such as requirements for pickup and drop-off areas. The bill also requires jurisdictions to update their zoning regulations based on their comprehensive plan update schedule or, for non-GMA jurisdictions, within two years of the bill's effective date. Child care centers must also be conditionally approved in industrial and light industrial zones, except near high-hazard facilities, and cities retain flexibility to permit child care centers in other zones. The Governor signed the bill on May 13 and the bill goes into effect on July 27, 2025.

Comprehensive Plan Deadline Extension: Senate Bill 5558, sponsored by Sen. Keith Goehner (R-12th LD), adjusts Growth Management Act compliance timelines for comprehensive plan updates, design review processes, and housing density regulations. The deadline for Benton, Chelan, Cowlitz, Douglas, Franklin, Kittitas, Skamania, Spokane, Walla Walla, and Yakima counties to update their plans is extended to December 31, 2026, with subsequent updates due every 10 years. Cities must align design review and housing density requirements with their next periodic updates, while capital facilities plan updates for housing density compliance are deferred until June 30, 2034. The bill also aligns Accessory Dwelling Unit ordinance timelines with periodic updates. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Unit Lot Subdivisions: Senate Bill 5559, sponsored by Sen. Liz Lovelett (D-40th LD), streamlines the subdivision process for residential developments within urban growth areas by establishing procedures for "unit lot subdivisions." The bill introduces definitions for terms such as "parent lot," "unit lot," and "unit lot subdivision" and requires cities and towns in counties planning under growth management laws to adopt regulations allowing unit lot subdivisions. It mandates clear, objective, and streamlined procedures, prohibits public predecision meetings or hearings except where required by law, and specifies implementation deadlines tied to comprehensive plan updates or within two years of the bill's effective date. The Governor signed the bill on May 13 and the bill goes into effect on July 27, 2025.

Cladding Material Regulation: Senate Bill 5571, sponsored by Sen. Jessica Bateman (D-22nd LD), prohibits cities, code cities, and counties from mandating or excluding specific exterior cladding materials that comply with the state building code, with certain exceptions. Exceptions include historic districts, wildfire safety areas, and jurisdictions with unique architectural themes, such as Bavarian-style requirements. The bill also allows local governments to mandate fire-resistant siding materials for wildfire protection without violating the prohibition. The Governor signed the bill on May 13 and the bill goes into effect on July 27, 2025.

Shared Streets Framework: Senate Bill 5595, sponsored by Sen. Emily Alvarado (D-34th LD), establishes a framework for "shared streets" where pedestrians, bicyclists, and vehicles share roadway space under modified traffic rules. The bill allows local authorities to designate nonarterial highways as shared streets, provided they develop procedures for doing so, and permits state highways to be designated as shared streets only if they are primary roads through a central business district. Key provisions include modified right-of-way rules, exemptions from certain existing traffic regulations, and the ability for local authorities to set speed limits as low as 10 miles per hour without requiring a traffic study. The Governor signed the bill on May 17 and the bill goes into effect on July 27, 2025.

Permitting: Senate Bill 5611, sponsored by Sen. Jesse Salomon (D-32nd LD), streamlines local land use permitting processes and expands the use of binding site plans to include commercially zoned property allowing multifamily residential uses. It prohibits local governments from requiring or requesting deadline extensions at the initial submission of a project permit application, introduces refund provisions for permit fees if deadlines are missed, and mandates annual performance reporting on permit timelines. The bill also ensures equitable treatment of condominiums and cooperatives in zoning and permitting processes. The Governor signed the bill on May 7 and the bill goes into effect on July 27, 2025.

Child Care Facilities: Senate Bill 5655, sponsored by Sen. Deborah Krishnadasan (D-26th LD), standardizes occupancy load calculations for child care centers in multi-use buildings, such as churches, to encourage repurposing existing spaces. The bill requires that occupancy loads be calculated solely based on the areas used for child care services, aligning building code enforcement and fire safety standards with this method. Legislative findings emphasize the public benefit of using existing buildings for child care rather than new construction. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Public Works - Procurement

Public Works Bidding Requirements: House Bill 1549, sponsored by Rep. Mary Fosse (D-38th LD), modifies responsible bidder criteria for public works projects to enhance compliance with apprentice utilization and training requirements. The bill requires bidders on projects subject to apprentice utilization requirements to submit an apprentice utilization plan, with templates developed or approved by the Department of Labor and Industries (L&I), and exempts bidders who met utilization requirements on their previous project. It revises training requirements to focus on recent public works experience or completion of specific training, and mandates contracting agencies verify compliance using publicly available information. L&I must publish compliance records and maintain training completion data. Sections of the bill take effect in 2026 and 2027, with phased expiration dates. The bill was signed by the Governor on April 16 and goes into effect on July 27, 2025.

Subcontractor Licensing Requirements: House Bill 1633, sponsored by Rep. Natasha Hill (D-3rd LD), tightens requirements for subcontractor listing and licensing in public works bidding. The bill requires subcontractor names for HVAC, plumbing, and electrical work to be submitted "at" the published bid submittal time rather than "within one hour after." Prime contract bidders must provide proof of licensing for listed subcontractors, with errors in proof of licensing corrected within 48 hours of submission. It removes outdated provisions, including legislative intent language and reporting requirements, and eliminates licensing as a specific reason for substituting a subcontractor. The Governor signed the bill on May 17 and the bill goes into effect on July 27, 2025.

Prevailing Wage Oversight: House Bill 1821, sponsored by Rep. Julio Cortes (D-38th LD), expands the definition of "interested party" under prevailing wage laws to include joint labor-management cooperation committees and Taft-Hartley trusts, allowing these entities to monitor and enforce compliance. The bill regulates access to certified payroll records, restricting their use to filing complaints and prohibiting use for union organizing or commercial activities. It includes provisions for the expiration and effective dates of certain sections to ensure continuity. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Design-Build Bonding: House Bill 1967, sponsored by Rep. Janice Zahn (D-41st LD), clarifies bonding requirements for design-build public works contracts by exempting non-construction services and aligning bond amounts with construction costs. The bill specifies that performance and payment bonds are required only for the construction portion of the contract and must be in an amount no less than the value of that portion. It also provides procedural clarity regarding the timeline for bond submission. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Public Works - Transportation

EV Installer Certification: Senate Bill 5528, sponsored by Sen. Marko Liias (D-21st LD), establishes specialized certification requirements for electricians installing electric vehicle supply equipment (EVSE) on public works projects. Installations must be performed by individuals certified through the Electric Vehicle Infrastructure Training Program (EVITP) or a comparable accredited program, with exemptions for apprentices supervised by certified journey-level electricians and for contracts executed before the act's effective date. The Department of Labor and Industries is authorized to adopt rules for implementation, and the act takes effect on January 1, 2026.

Toll Rate Process: Senate Bill 5702, sponsored by Sen. Bill Ramos (D-5th LD), streamlines the toll rate-setting process by exempting the Transportation Commission from the Administrative Procedure Act (APA) when exercising its tolling authority. The bill establishes a new, expedited process for setting and adjusting toll rates, toll exemptions, and administrative fees, while maintaining public transparency and input. Key provisions include public notice at least 30 days before toll rate changes, adoption of toll rates in open meetings with remote participation options, emergency toll adjustments to meet legal or financial obligations, and transparency through publication of toll rates and policies on the Commission's website. The Governor signed the bill on May 16 and the bill goes into effect on January 1, 2026.

Transportation Funding and Reforms: Senate Bill 5801, sponsored by Sen. Marko Liias (D-21), makes extensive changes to transportation funding, infrastructure, tolling, public-private partnerships, and environmental considerations. Key provisions include a 6-cent per gallon fuel tax increase starting July 1, 2025, with annual inflation adjustments, higher electric vehicle registration fees, and new fees for luxury vehicles, motor homes, vessels, and aircraft exceeding specified price thresholds. The bill also establishes new grant programs for transit safety and active transportation, authorizes the acquisition of hybrid diesel-electric ferries, and requires environmental justice assessments for certain transportation investments. It repeals the Transportation Innovative Partnership Act, replacing it with a new public-private partnership framework, and reduces the number of voting members on the Transportation Commission from seven to five. The bill includes multiple effective dates, with some provisions phased in through 2028. The Governor signed the bill on May 20 and the bill includes various effective dates. This is a lengthy bill; here are some charts to assist in digesting its many sections: Revenue Summary Chart; Additional Policy Changes Chart

Highway Land Leasing: House Bill 1774, sponsored by Rep. Jake Fey (D-27th LD), authorizes the Washington State Department of Transportation (WSDOT) to lease unused highway land for community purposes under specified conditions. The bill expands eligible lessees to include public agencies, tribes, state historical societies, and nonprofit organizations, and establishes criteria for evaluating leases, including benefits to overburdened communities and lessee qualifications. Lease agreements must incorporate community benefits, limit use to designated purposes such as housing and salmon habitat restoration, and require legislative approval for nonprofit leases exceeding five years. The Governor signed the bill on May 17 and the bill goes into effect on July 27, 2025.

Solid Waste

Organic Waste Management: House Bill 1497, sponsored by Rep. Beth Doglio (D-22nd LD), establishes new standards for organic waste management across jurisdictions, businesses, schools, and multifamily buildings. Key provisions include mandatory color-coded waste collection containers by 2028, phased organic waste collection for multifamily residences, and penalties for businesses generating significant organic waste that fail to comply with management requirements. The bill also promotes food waste reduction in schools, expands farm-to-school programs, and updates the state building code to ensure sufficient space for organic waste collection in new buildings. The Governor signed the bill on May 17 and the bill goes into effect on July 27, 2025.

Photovoltaic Module Recycling: Senate Bill 5175, sponsored by Sen. Sharon Shewmake (D-42nd LD), extends deadlines for photovoltaic module stewardship plans and establishes an advisory committee to recommend program improvements with a focus on environmental justice. Manufacturers must submit stewardship plans by January 31, 2030, or within 30 days of their first sale, and sales without an approved plan are prohibited after January 31, 2031. The advisory committee, supported by an independent consultant, will develop recommendations for a safe and equitable recycling system, with a report due to the legislature by December 1, 2028. The bill was signed by the Governor on April 22 and goes into effect on June 30, 2025.

Extended Producer Responsibility: Senate Bill 5284, sponsored by Sen. Liz Lovelett (D-40th LD), establishes an extended producer responsibility (EPR) program for consumer packaging and paper products to enhance recycling and reduce waste. Producers must join or form producer responsibility organizations (PROs) to implement and finance statewide programs for waste reduction, recycling, and composting, meeting performance targets for recycling rates, source reduction, and postconsumer recycled content. The bill also requires curbside recycling in urban areas by 2030, mandates equity considerations to reduce service disparities, and includes penalties for noncompliance. The Governor signed the bill on May 17 and the bill goes into effect on July 27, 2025.

Utilities

Sewage Spill Notifications: House Bill 1670, sponsored by Rep. Victoria Hunt (D-5th LD), establishes new requirements for public notification of sewage spills. The bill mandates the Department of Ecology to develop a public-facing website by July 1, 2026, featuring timely and detailed information about sewage spills, including spill volume, treatment level, location, duration, and impacted waters. The website must also be designed to effectively communicate with individuals with limited English proficiency. The Governor signed the bill on May 17 and the bill goes into effect on July 27, 2025.

Utility Cost Securitization: House Bill 1990, sponsored by Rep. Peter Abbarno (R-20th LD), authorizes electrical, gas, and water utilities to use securitization financing for disaster-related costs and other rate recovery expenditures. The bill replaces prior provisions for "conservation investment" with broader "rate recovery expenditures" and establishes a framework for the issuance of "rate recovery bonds." It includes protections for bondholders, procedures for financing orders, and imposes non-avoidable rate recovery charges on customers, with adjustments to ensure timely bond repayment. The Governor signed the bill on May 17 and the bill goes into effect immediately.

PFAS Biosolids Management: Senate Bill 5033, sponsored by Sen. Jeff Wilson (R-19th LD), establishes requirements for PFAS sampling, testing, and reporting in biosolids. The Department of Ecology must publish guidance on sampling requirements by July 1, 2026, and facilities generating biosolids must conduct quarterly sampling for PFAS chemicals starting in 2027, with results due by September 30, 2028. The bill also requires an advisory committee to provide input on testing standards and directs the Department of Ecology to report PFAS levels and recommendations to the Legislature by July 1, 2029.

Excavation Safety Reform: Senate Bill 5627, sponsored by Sen. Bill Ramos (D-5th LD), makes significant amendments to Washington's Underground Utility Damage Prevention Act, focusing on improving excavation safety, enhancing utility damage prevention, and clarifying responsibilities for excavators and facility operators. Key changes include introducing new definitions such as "blind boring," "design locating," "force majeure," "positive response," and "work-to-begin date"; prohibiting blind boring without physical exposure of underground facilities; requiring excavators to provide a "work-to-begin date" in their notice and prohibiting excavation until positive response is received; mandating the use of a free web-based platform for submitting excavation notices; and increasing civil penalties for violations to as much as $25,000 for damaging hazardous facilities. The bill also expands the safety committee's role to review complaints and authorizes the Utilities and Transportation Commission to enforce violations. The Governor signed the bill on May 16 and the bill goes into effect on July 27, 2025.

Utility Connection Waiver: Senate Bill 5662, sponsored by Sen. Marcus Riccelli (D-3rd LD), allows municipal utilities to waive connection charges for affordable housing, emergency shelter, and permanent supportive housing, contingent on recorded covenants that restrict property use and include price restrictions and household income limits. Counties east of the Cascade Mountains with populations exceeding 500,000 may waive these charges without requiring upfront funding, provided a covenant is recorded to ensure the property remains dedicated to eligible uses. Developers must repay waived charges if the property is converted to ineligible uses. The Governor signed the bill on May 19 and the bill goes into effect on July 27, 2025.

Water Policy

Water System Classification: House Bill 1615, sponsored by Rep. Michelle Caldier (R-26th LD), clarifies classification criteria for public water systems and prohibits the use of default population numbers to reclassify systems from Group B to Group A. The bill ensures that actual usage data is used for classification and limits local governments from imposing additional requirements on Group B systems that conflict with these provisions. It declares an emergency, making the act effective immediately upon passage. The bill was signed by the Governor on April 16 and goes into effect immediately. The Governor signed the bill on April 16 and the bill goes into effect immediately.

Water System Oversight: House Bill 1947, sponsored by Rep. Andrew Engell (R-7th LD), expands regulatory oversight of certain Group B public water systems to require satellite management agency operation under specified conditions. The bill clarifies that existing satellite management agency requirements apply specifically to Group A systems and introduces new criteria for Group B systems, including those requiring water treatment, providing fire flow, having atmospheric storage, or serving 10 or more service connections. It also authorizes local boards of health to adopt stricter standards for Group B systems and clarifies enforcement responsibilities for the Department of Health and local health jurisdictions. The bill was signed by the Governor on April 11 and goes into effect on July 27, 2025.

Precode Water Rights: Senate Bill 5212, sponsored by Sen. Sharon Shewmake (D-42nd LD), modifies water rights law to allow the filing of adjudication claims for precode water uses in Water Resource Inventory Area 1 (WRIA 1), encompassing Whatcom and Skagit counties. The bill aligns WRIA 1 adjudication procedures with those used in the Yakima Basin, ensuring that claims for precode water uses can be included in the process. Claims filed under the new provisions are subordinate to certain pre-existing water rights, including those established before July 27, 1997, and do not impair existing water rights. The Governor signed the bill on May 17 and the bill goes into effect on July 27, 2025.

Behavioral Health

Health Information Disclosure: House Bill 1287, sponsored by Rep. Alicia Rule (D-42nd LD), aligns confidentiality rules for licensed and credentialed professionals with existing health care information disclosure standards under chapter 70.02. The bill introduces new provisions allowing the disclosure of health care information under specific circumstances and ensures that disclosures permitted under chapter 70.02 are explicitly permissible under these sections. No recent actions, hearings, or amendments have been reported. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Criminal Insanity Reform: House Bill 1359, sponsored by Rep. My-Linh Thai (D-41st LD), establishes a task force to review and modernize laws related to criminal insanity and competency to stand trial. The task force will include representatives from state agencies, courts, advocacy groups, and individuals with lived experience in the forensic mental health system, and is tasked with addressing barriers to administration, fairness, efficiency, and public safety. Additionally, the bill recodifies and decodifies sections of existing statutes to improve clarity and coherence, with a contingency clause requiring funding by June 30, 2025, for the act to take effect. The Governor signed the bill on May 19 and the bill goes into effect on July 27, 2025.

Juvenile Diversion Reform: House Bill 1391, sponsored by Rep. Julio Cortes (D-38th LD), expands and standardizes juvenile diversion programs to reduce reliance on formal court processes and improve youth outcomes. The bill raises the age limit for diversion agreements to a juvenile's 21st birthday, prohibits parents or guardians from preventing juveniles from entering diversion agreements, and ensures completed diversions are not part of a juvenile's criminal history. It mandates improved data collection and reporting on diversion outcomes, disaggregated by demographics. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Mental Health Parity: House Bill 1432, sponsored by Rep. Tarra Simmons (D-23rd LD), updates mental health parity laws to improve access to mental health and substance use disorder (MH/SUD) services. The bill mandates that health plans provide MH/SUD coverage consistent with generally accepted standards of care and eliminates barriers by standardizing medical necessity determinations and utilization review processes. It also prohibits restrictive utilization management practices for initial outpatient visits, requires compliance with federal parity standards, and authorizes the insurance commissioner to adopt rules for implementation. The Governor signed the bill on May 12 and the bill goes into effect on July 27, 2025.

Co-Response Services: House Bill 1811, sponsored by Rep. Osman Salahuddin (D-48th LD), enhances behavioral health crisis response by integrating co-response teams and establishing statewide training programs. It defines "co-response" as a multidisciplinary partnership between first responders and human services professionals to address behavioral health crises and complex medical needs, restricts regional crisis lines from dispatching law enforcement, and expands peer support privilege protections to co-response professionals. The bill also directs the University of Washington School of Social Work to establish a crisis responder training academy by January 1, 2026, with statewide expansion by January 1, 2027, offering optional certification in best practices for crisis response. The Governor signed the bill on May 19 and the bill goes into effect on July 27, 2025.

Mental Health Sales Tax Funding for Capital Facilities: Senate Bill 5696, sponsored by Sen. Curtis King (R-14th LD), expands the allowable uses of local sales and use tax revenue dedicated to chemical dependency and mental health treatment programs to include the construction of new facilities and modifications to existing facilities necessary for the delivery of these programs. The bill also recognizes these programs, along with therapeutic court programs, as integral to local government public safety efforts. The tax rate and other existing provisions remain unchanged. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Involuntary Treatment Counsel: Senate Bill 5745, sponsored by Sen. Manka Dhingra (D-45th LD), mandates counties to administer or fund legal representation for individuals detained under the Involuntary Treatment Act, with reimbursement mechanisms clarified. The bill authorizes the Health Care Authority to contract with the Office of Public Defense for representation at state facilities upon county request, and specifies the Attorney General's role in representing state-operated facilities in related proceedings. It updates definitions for "state hospital" and "state facility" and declares an emergency, taking effect immediately. The Governor signed the bill into law on May 12.

Child Care

Early Learning Facilities: House Bill 1314, sponsored by Rep. Lisa Callan (D-5th LD), expands and refines the early learning facilities grant and loan program to increase flexibility, address emergencies, and support capacity growth. The bill separates funding accounts, designates them as the Ruth LeCocq Kagi early learning facilities revolving and development accounts, and allows emergency grants for projects addressing natural disasters or health and safety threats. It also prohibits requiring matching funds from applicants facing financial hardship and prioritizes projects that increase capacity, such as converting ECEAP slots to full-day or extended-day programs. The bill was signed by the Governor on April 7 and goes into effect on July 27, 2025.

ECEAP Eligibility Expansion: House Bill 1351, sponsored by Rep. Adam Bernbaum (D-24th LD), modifies eligibility criteria and enrollment rules for the Early Childhood Education and Assistance Program (ECEAP). The bill revises the definition of an "eligible child" to include children at least three years old by August 31 of the school year, adjusts income thresholds, and introduces new eligibility pathways for children meeting specific risk factors or participating in certain early learning programs. It includes phased implementation and contingent effective dates tied to the enactment of Senate Bill 5752. The Governor signed the bill on May 13 and the bill goes into effect on July 27, 2025.

Child Care Workforce: House Bill 1648, sponsored by Rep. Tom Dent (R-13th LD), modifies child care provider qualification requirements by extending certification deadlines, creating alternative training pathways, and recognizing work experience as a qualification. The bill extends the implementation deadline for a community-based training pathway to August 1, 2030, or five years from the date of hire for providers hired after the bill's effective date, whichever is later. It also caps the cost of community-based training at $250 per person, ensures training pathways are accessible in multiple languages and culturally relevant, and requires the Department of Children, Youth, and Families to convene a stakeholder group to identify strategies for improving qualification processes and report to the legislature by December 1, 2026. The Governor signed the bill on May 15 and the bill goes into effect on July 27, 2025.

Miscellaneous

Vehicle Rescue Immunity: House Bill 1046, sponsored by Rep. Mari Leavitt (D-28th LD), provides civil liability immunity to individuals who forcibly enter locked vehicles to rescue vulnerable persons or domestic animals under specific conditions. The bill defines "vulnerable person" to include minors or individuals with certain impairments and "domestic animal" as household pets, excluding livestock. Immunity applies if the rescuer acts in good faith, determines the vehicle is locked, believes imminent harm is likely, notifies law enforcement or 911, uses only necessary force, and remains with the rescued individual or animal until authorities arrive. The Governor signed the bill on April 30 and the bill goes into effect on July 27, 2025.

Consumer Protections in Real Estate Transactions: House Bill 1081, sponsored by Rep. Brandy Donaghy (D-44th LD), establishes consumer protections for owners in solicited real estate transactions. The bill applies to transactions executed on or after January 1, 2026, where a buyer actively solicits the purchase of property not publicly listed for sale. It ensures property owners have the right to an appraisal at the buyer's expense, the ability to cancel purchase contracts without penalty under specific conditions, and requires clear disclosure of these rights in contracts. The bill exempts transactions involving licensed real estate brokers and ties violations to the Consumer Protection Act. The bill was signed by the Governor on April 21 and goes into effect on July 27, 2025.

Public Facilities District Sales Tax Credit Extension: House Bill 1109, sponsored by Rep. Cindy Ryu (D-32nd LD), extends the maximum duration for public facilities districts to collect sales and use tax credits from 40 to 55 years. The bill also clarifies statutory language by replacing "the regional center" with "a regional center" to improve consistency. The Governor signed the bill on May 17 and the bill goes into effect on July 27, 2025.

911 Funding Allocation: House Bill 1258, sponsored by Rep. Timm Ormsby (D-3rd LD), mandates revenue sharing of county 911 excise taxes with municipalities operating public safety answering points. The bill applies to counties east of the Cascade Mountains with populations between 530,000 and 1,500,000 that operate regional 911 systems transferring emergency calls to municipal systems. Beginning in 2026, counties must transfer a portion of excise tax revenues quarterly to municipalities handling emergency call disposition and dispatch. The Governor signed the bill on May 15 and the bill goes into effect on July 27, 2025.

Oath of Office Timing: House Bill 1573, sponsored by Rep. Lisa Parshley (D-22nd LD), revises the timeline for local elected officials in counties, cities, towns, and special purpose districts to take the oath of office. The bill specifies that the oath must be taken between the final certification of election results and the day before the term of office begins, removing previous options for earlier oath-taking and clarifying the timeline. It also includes minor language adjustments for consistency. The Governor signed the bill on May 17 and the bill goes into effect on July 27, 2025.

PRA Exemption for Employees Involved in Investigation: House Bill 1934, sponsored by Rep. Rob Chase (R-4th LD), expands privacy protections for individuals in employment investigations by requiring redactions of names, images, job titles, email addresses, and phone numbers of complainants, accusers, and witnesses in investigative records. It also mandates voice alterations in audio recordings to ensure anonymity while retaining inflection and tone. The bill includes an exception for elected officials, whose names and titles will not be redacted after investigations conclude, and clarifies that disclosure of redacted information requires consent. The Governor signed the bill on May 15 and the bill goes into effect on July 27, 2025.

Public Records Exemptions Review: Senate Bill 5049, sponsored by Senator Jeff Wilson (R-19th LD), clarifies the Sunshine Committee's meeting schedule by specifying it must meet four times a year, replacing the previous language requiring quarterly meetings. The bill does not alter the committee's composition, duties, or support structure, which remains focused on reviewing public disclosure exemptions, developing criteria for evaluations, and recommending whether exemptions should be continued, modified, or terminated. The bill takes effect on July 27, 2025. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Public Risk Pools Exemption: Senate Bill 5102, sponsored by Sen. Bob Hasegawa (D-11th LD), exempts proprietary financial data of public risk pools from public disclosure. This includes formulas, data used for calculating member contributions or assessments, and actuarial analyses and reports. The bill seeks to expand the scope of information exempt from public disclosure to safeguard sensitive proprietary information related to public risk pools' financial operations. The Governor signed the bill on April 19 and the bill goes into effect on July 27, 2025.

Electrical Inspector Qualifications: Senate Bill 5265, sponsored by Sen. Curtis King (R-14th LD), expands the eligibility criteria for electrical inspectors by recognizing out-of-state experience. Individuals with a journey-level electrician certificate issued by the Washington Department of Labor and Industries and at least eight years of electrical construction trade experience, four of which must follow licensure or certification by examination in another state with a reciprocal licensing agreement, would qualify for inspector positions. The bill retains provisions regarding the appointment, duties, and compensation of electrical inspectors, as well as the funding source for their salaries and expenses, which are paid from the electrical license fund. The bill takes effect on July 27, 2025. The bill was signed by the Governor on April 22 and goes into effect on July 27, 2025.

Unclaimed Property Management: Senate Bill 5316, sponsored by Sen. Paul Harris (R-17th LD), updates unclaimed property laws concerning funeral contracts, virtual currency, reporting thresholds, and administrative procedures. Prearrangement funeral service contracts are presumed abandoned after specified criteria, including the beneficiary's death or reaching 107 years of age. The bill mandates liquidation of virtual currency within 30 days before reporting, lowers reporting and notification thresholds, and establishes a six-year statute of limitations for holders to request refunds for property delivered in error. The bill was signed by the Governor on April 8 and goes into effect on July 27, 2025.

Community Center Libraries: Senate Bill 5365, sponsored by Sen. Jeff Wilson (R-19th LD), expands the allowable uses of park and recreation district facilities to include public library spaces under specific conditions. The bill clarifies that community centers classified as recreational facilities may house public libraries, provided the library occupies less than 50% of the usable space within the center and is operated in accordance with laws governing public libraries. No other changes to the statute are made by this bill. The Governor signed the bill on May 13 and the bill goes into effect on July 27, 2025.

TOPPENISH CITY COUNCIL
Regular Meeting Minutes
June 9, 2025

Mayor Saavedra called the meeting to order at 7:00 p.m.

ROLL CALL

Attendees:	Mayor Elpidia Saavedra, Mayor Pro Tem Loren Belton, and Councilmembers Naila Prieto Duval, George Garcia, Ron Hull, and Cristian Sanchez.
Absent:	Councilmember Josh Garza.
Staff:	City Manager Dan Ford, City Attorney Daniel B. Heid, Public Safety Director Joseph Mehline, Budget and Finance Director Adam Vaughn, Public Works Supervisor Daniel Musgrave, IT Services Manager Van Donley, City Clerk Heidi Riojas, and Communications Manager Sean Davido.

City Clerk Riojas conducted roll call for each City Councilmember to respond their attendance at the meeting. Mayor Saavedra, Mayor Pro Tem Belton, and Councilmembers Prieto Duval, Garcia, Hull, and Sanchez responded their attendance during roll call. Councilmember Garza was not present at the meeting.

APPROVE AGENDA

Mayor Pro Tem Belton moved, seconded by Councilmember Garcia to add item e to New Business for the Emergency Bypass Repair at the Wastewater Treatment Plant and the Contracts that need to be signed. Motion carried unanimously.

Mayor Pro Tem Belton moved, seconded by Councilmember Sanchez to approve the June 9, 2025, Agenda. Motion carried unanimously.

PUBLIC COMMENT

The City Council received comments from the public during the meeting.

CONSENT AGENDA

Councilmember Prieto Duval moved, seconded by Councilmember Hull to approve Consent Agenda items a through d:

a. Approve Minutes of the May 27, 2025, Regular Meeting.
b. Approve Minutes of the June 2, 2025, Study Session.
c. Approve Payroll Check Numbers 37178 through 37182 and Electronic Transfers DFT111 through DFT117 in the total amount of $187,514.29 dated June 6, 2025.
d. Approve Claims Checks Numbers 37183 through 37240, DFT108 and DFT109 in the total amount of $224,406.35 dated June 9, 2025.

Motion carried unanimously.

OLD BUSINESS

Resolution 2025-38: A Resolution of the City Council of the City of Toppenish, Washington, Establishing an Adopt-A-Park Program for the City of Toppenish.

Councilmember Prieto Duval moved, seconded by Councilmember Sanchez to approve Resolution 2025-38. Motion carried unanimously.

Discussion Regarding Picnic Tables.

CM Ford provided a follow up to the discussion held during the June 2, 2025, Study Session, informing the Council that the City had received a request from the Toppenish Lions Club to use picnic tables during its annual Lions Club Breakfast, held the morning prior to the Wild West Parade. He noted that, as discussed in the previous meeting, he would return with potential options for the City's involvement in supporting the event, particularly given limited staff resources. CM Ford reported that he had consulted with Jerry Boekholder, who represents both the Toppenish Lions Club and the Yakima Valley Rail and Steam Museum Association, to identify a solution that works for all parties. As a result of those discussions, a proposed option has been identified: the City would transfer ownership of at least 30 event tables to the Toppenish Lions Club for continued use in community events. CM Ford concluded by stating that he would prepare an agenda bill and resolution to formally document Council's decision, for consideration and approval under the Consent Agenda at the June 23, 2025, Regular Meeting.

NEW BUSINESS

Mayor Saavedra Read Ordinance 2025-04 Into the Records: An Ordinance of the City of Toppenish, Washington, Amending Chapter 15.01 of the Toppenish Municipal Code Entitled "Building Codes" to Update and Incorporate the 2021 Version of the Building Codes, Providing for a Severability Clause and Estab-Lishing an Effective Date.

Mayor Pro Tem Belton moved, seconded by Councilmember Sanchez to adopt Ordinance 2025-04. Motion carried unanimously.

Resolution 2025-39: A Resolution of the City Council of the City of Toppenish, Washington, Approving Amendment No. 1 to Task Order 2025-03 with HLA Engineering and Land Surveying, Inc. for Construction Services Associated with the Rentschler Lane Improvements Project.

Councilmember Hull moved, seconded by Councilmember Sanchez to approve Resolution 2025-39. Motion carried unanimously.

Resolution 2025-40: A Resolution of the City Council of the City of Toppenish, Washington, Approving and Authorizing Application to the Yakima County Supporting Investments in Economic Development (SIED) Board to Fund the Rentschler Lane Improvements Project.

Mayor Pro Tem Belton moved, seconded by Councilmember Prieto Duval to approve Resolution 2025-40. Motion carried unanimously.

Resolution 2025-41: A Resolution Adopting a Transportation Safety Action Plan and Establishing a Vision Zero Goal for the City of Toppenish, Washington.

Mayor Pro Tem Belton moved, seconded by Councilmember Prieto Duval to approve Resolution 2025-41. Motion carried unanimously.

Discuss Emergency Bypass Repair Contract at the Wastewater Treatment Plant.

CM Ford stated that he received contracts this afternoon for the work at the Wastewater Treatment Plant pertaining to the Emergency Declaration that Council recognized during its February 24, 2025, Regular Meeting. This is to receive authorization for the City Manager to execute the contracts to construct bypass repairs for the emergency at the Wastewater Treatment Plant in the amount of $83,682.72.

Mayor Pro Tem Belton moved, seconded by Councilmember Garcia to authorize the City Manager to sign the contracts to construct bypass repairs at the Wastewater Treatment Plant in consideration of the Emergency Declaration in the amount of $83,682.72. Motion carried unanimously.

COUNCIL MEETING REPORTS/COMMUNITY ANNOUNCEMENTS

The City Councilmembers provided reports of their activities since the last meeting and community announcements.

ADJOURNMENT

There being no further business to come before the Council, the meeting adjourned at 8:07 p.m.

____
ELPIDIA SAAVEDRA, MAYOR

____
HEIDI RIOJAS, CMC, CITY CLERK

CITY OF TOPPENISH

Request for Council Action

Agenda Bill No.: 25-053

Meeting Date:	June 23, 2025
Subject:	Event Tables for Lions Club
Attachments:	Resolution No. 2025-42
Presented by:	Dan Ford, PE – City Manager
Approved for Agenda by:	Dan Ford, PE – City Manager

Discussion:

In 2024 the City Council discussed the possibility of providing up to 20 picnic tables in parks adjacent to the Wild West Parade route in an effort to support the annual Lions Club breakfast event. A motion to “add the cost” was made and the motion passed. This motion did not include allowances for the parade in subsequent years and currently the City has been requested to provide 30 tables for the 2025 Lions Club Breakfast in conjunction to the Wild West Parade at no cost to the applicant.

The City Council discussed the picnic table issue at the June 2, 2025 study session and the June 9, 2025 regular meeting . Concerns over the ability for the City to provide the staff to load, move, set, and retrieve tables for the events was the focus especially when the City is extremely limited with Public Works staff who traditionally perform this effort.

The City Manager spoke with a representative of both the Lions Club and Rail & Steam, both of whom have an interest in event tables for their annual functions, and proposed to council that the City transfer ownership of at least 30 tables to the Lions Club in recognition of the Lions Club’s longstanding civic engagement and consistent contributions to the community through the planning and execution of public events that significantly benefit the residents of the City, the City intends to transfer ownership of up to 30 picnic tables to the Lions Club. This transfer is being made in lieu of charging rental fees, and in acknowledgment of the Lions Club’s historical and ongoing commitment to fostering inclusive, community-oriented events.

This action aligns with the City’s support of local nonprofit efforts that promote the public good and will be carried out in accordance with applicable provisions of Washington State law governing the disposition of municipal property to nonprofit entities for public benefit purposes.

The city will still have approximately 12 tables for use with Gazebo rentals in the park throughout the year.

Fiscal Impact:

No fiscal impact is anticipated.

Recommendation:

Approve Resolution No. 2025-42 to transfer ownership of at least 30 picnic tables to the Lions Club for their use in community-oriented events.

RESOLUTION NO. 2025-42

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TOPPENISH, WASHINGTON, AUTHORIZING THE TRANSFER OF OWNERSHIP OF AT LEAST THIRTY (30) SURPLUS PICNIC TABLES TO THE TOPPENISH LIONS CLUB, A NONPROFIT ORGANIZATION, IN RECOGNITION OF THEIR CIVIC CONTRIBUTIONS AND IN ACCORDANCE WITH WASHINGTON STATE LAW, AND ESTABLISH AN EFFECTIVE DATE

WHEREAS, the Toppenish Lions Club is a recognized nonprofit organization with a longstanding history of organizing and supporting community events that provide substantial civic, social, and cultural benefit to the residents of the City of Toppenish; and

WHEREAS, the City of Toppenish owns at least thirty (30) picnic tables that are no longer needed for municipal purposes and are considered surplus property; and

WHEREAS, the Toppenish Lions Club has historically utilized these tables in support of community events and will continue to use them in furtherance of its mission to serve the public interest; and

WHEREAS, the City Council finds that transferring ownership of the surplus picnic tables to the Toppenish Lions Club, in lieu of charging rental fees, is in the public interest and constitutes an appropriate acknowledgment of the organization's civic-minded contributions; and

WHEREAS, under RCW 39.33.020, the City is authorized to transfer surplus personal property to a nonprofit organization, provided that the property will be used for a public benefit; and

WHEREAS, the City Council has determined that the transfer of at least thirty (30) picnic tables to the Toppenish Lions Club complies with applicable laws and serves a valid public purpose.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TOPPENISH, WASHINGTON AS FOLLOWS:

Section 1. Surplus: The City Council hereby declares at least thirty (30) picnic tables as surplus property, no longer needed for municipal purposes.

Section 2. Transfer of Surplus: The City Council hereby authorizes the transfer of ownership of said surplus picnic tables to the Toppenish Lions Club, a qualified nonprofit organization, without compensation, in recognition of the organization's civic contributions and commitment to the public good.

Section 3. Approval: The City Manager, or their designee, is hereby authorized and directed to execute any necessary agreements or documentation to effectuate the transfer of ownership of the surplus picnic tables to the Toppenish Lions Club, consistent with this Resolution and applicable Washington State law.

Section 4. Corrections: The City Clerk, City Attorney and/or City Manager shall be empowered to correct any language here and above determined to be a scrivener's error or language incorrectly included in the above (or attached document).

Section 5. Effective Date: This Resolution shall be effective immediately upon passage and signatures hereto.

PASSED by the Toppenish City Council at its regular meeting held on June 23, 2025.

LOREN BELTON, Mayor Pro Tem

ATTEST:

HEIDI RIOJAS, CMC, City Clerk

APPROVED AS TO FORM:

DANIEL B. HEID, City Attorney

Payroll Check Register

Payroll for Period: 6/1-6/15, 2025

Description	Payment Type	Payment Number	Amount
ACH Payroll 6/1-6/15, 2025	Bank Draft	ACH Payroll	$119,046.71
IAFF-MERP	Regular	37300	$450.00
Northwest Administrators Trans	Regular	37301	$2,408.00
Teamsters Local 760	Regular	37302	$1,128.00
Toppenish Police Officer Association	Regular	37303	$735.00
Treasurer IAFF #2328	Regular	37304	$407.50
United Way Of Yakima Co.	Regular	37305	$3.00
Vimly Benefit Solutions, Inc.	Regular	37306	$87,305.63
Aflac (EFT)	Bank Draft	DFT0000119	$39.69
Aflac (EFT)	Bank Draft	DFT0000120	$152.08
Washington St Support Registry (EFT)	Bank Draft	DFT0000121	$746.95
MissionSquare (EFT)	Bank Draft	DFT0000122	$6,074.80
Nationwide Retirement Solutions (EFT)	Bank Draft	DFT0000123	$1,898.28
Dept of Retirement Systems (EFT)	Bank Draft	DFT0000124	$25,311.68
Internal Revenue Service (EFT)	Bank Draft	DFT0000125	$39,157.29
WCIF - PD Dental & Vision (EFT)	Bank Draft	DFT0000126	$1,493.20
	Grand Total		**$286,357.81**

Payroll Checks

Payroll Checks 37300-37306 and Electronic Transfers DFT0000119-DFT0000126.

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Toppenish, and that I am authorized to authenticate and certify to said claim.

Adam Vaughn, Finance Director

June 20, 2025

Date

City of Toppenish, WA

Check Report

By Check Number

Date Range: 05/23/2025 - 06/26/2025

Check Report **Date Range: 05/23/2025 - 06/26/2025**

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: AP Claims-AP Claims						
11561	Miller & Team Heating & AC	05/27/2025	Regular	0	$ (140.40)	NR37139
13127	Grace Brethren Church	05/30/2025	Regular	0	$ 24,969.00	37176
13126	Susan Brestar	05/30/2025	Regular	0	$ 11,465.00	37177
13099	Abadan Tri Cities	06/23/2025	Regular	0	$ 267.84	37241
10047	ADT Security Services, Inc.	06/23/2025	Regular	0	$ 47.51	37242
10099	Amazon Capital Services	06/23/2025	Regular	0	$ 414.13	37243
10109	American Public Works Association	06/23/2025	Regular	0	$ 459.00	37244
13114	Ascent Foundation & More, LLC	06/23/2025	Regular	0	$ 12,129.01	37245
10231	BCR Environmental Corporation	06/23/2025	Regular	0	$ 577,584.00	37246
13123	Blaze Plan Review	06/23/2025	Regular	0	$ 66.67	37247
10274	BNSF Railway Company	06/23/2025	Regular	0	$ 100.00	37248
10386	Cascade Engineering Services, Inc.	06/23/2025	Regular	0	$ 1,073.96	37249
10396	Castaneda, Ryan	06/23/2025	Regular	0	$ 430.00	37250
10412	Central Machinery Sales, Inc.	06/23/2025	Regular	0	$ 877.36	37251
10443	Chandler Distributing Co. Inc.	06/23/2025	Regular	0	$ 1,542.21	37252
10456	Cintas Corporation #605	06/23/2025	Regular	0	$ 606.68	37253
10467	City of Sunnyside - Finance Dept.	06/23/2025	Regular	0	$ 10.37	37254
10468	City of Toppenish	06/23/2025	Regular	0	$ 7,702.60	37255
10492	Code Publishing, LLC	06/23/2025	Regular	0	$ 435.92	37256
10506	Columbia Cleaners	06/23/2025	Regular	0	$ 129.47	37257
10526	Connetix Engineering, Inc.	06/23/2025	Regular	0	$ 678.75	37258
10614	Dan Ford	06/23/2025	Regular	0	$ 112.48	37259
10663	DeVries Business Records Management, Inc.	06/23/2025	Regular	0	$ 12.43	37260
13093	DKS Associates	06/23/2025	Regular	0	$ 39,362.71	37261
10747	Elwood Staffing Services, Inc.	06/23/2025	Regular	0	$ 966.68	37262
10795	Evergreen Rural Water of WA	06/23/2025	Regular	0	$ 565.00	37263
10817	Federal Express Corporation	06/23/2025	Regular	0	$ 29.99	37264
10955	GMP Consultants LLC	06/23/2025	Regular	0	$ 3,437.50	37265
11040	Hach Company	06/23/2025	Regular	0	$ 218.66	37266
11087	HLA Engineering and Land Surveying, Inc.	06/23/2025	Regular	0	$ 56,930.69	37267
11108	Howard's Tire Factory Inc	06/23/2025	Regular	0	$ 410.40	37268
11157	Intermountain Cleaning Service, Inc.	06/23/2025	Regular	0	$ 5,316.37	37269
11461	Mansfield Alarm Co. Inc.	06/23/2025	Regular	0	$ 185.32	37270
11501	Masters Telecom LLC	06/23/2025	Regular	0	$ 17.11	37271
11515	Media Control Systems. LLC	06/23/2025	Regular	0	$ 2,600.00	37272
11574	Mobile Modular	06/23/2025	Regular	0	$ 14,870.70	37273
11586	Moon Security Service, Inc.	06/23/2025	Regular	0	$ 96.19	37274
11607	Morton's Supply Inc.	06/23/2025	Regular	0	$ 1,802.11	37275
11630	Naila Duval	06/23/2025	Regular	0	$ 60.00	37276
11672	Northwest Code Professionals	06/23/2025	Regular	0	$ 7,389.24	37277
11695	Nutrien Ag Solutions, Inc.	06/23/2025	Regular	0	$ 2,833.21	37278
11710	ODP Business Solutions, LLC	06/23/2025	Regular	0	$ 254.94	37279
11753	Oxarc, Inc.	06/23/2025	Regular	0	$ 63.65	37280
11792	Paul Deccio Installations	06/23/2025	Regular	0	$ 5,076.00	37281
11934	Rathbun Iron Works, Inc.	06/23/2025	Regular	0	$ 5.38	37282
11970	Repaint Remedies	06/23/2025	Regular	0	$ 35,100.00	37283
12469	Standard Paint & Flooring LLC	06/23/2025	Regular	0	$ 3,586.57	37284
12497	Sunnyside Community Hospital Association	06/23/2025	Regular	0	$ 324.10	37285
12500	Sunnyside Sun Media LLC	06/23/2025	Regular	0	$ 396.00	37286
12549	The Bunker Tri-Cities LLC	06/23/2025	Regular	0	$ 228.88	37287
12550	The Healthy Worker	06/23/2025	Regular	0	$ 767.00	37288
12559	The Print Guys	06/23/2025	Regular	0	$ 198.88	37289
13128	Tia Hickman	06/23/2025	Regular	0	$ 545.00	37290
12620	Toppenish Police Officer Association	06/23/2025	Regular	0	$ 820.50	37291
12639	TransUnion Risk and Alternative Data Solution:	06/23/2025	Regular	0	$ 135.01	37292

12641	Treasurer IAFF #2328	06/23/2025	Regular	0	$	41	
12664	Tyler Technologies Inc.	06/23/2025	Regular	0	$	5,879.77	37294
12751	VESTIS	06/23/2025	Regular	0	$	84.72	37295
12867	Weinmann, Gene E.	06/23/2025	Regular	0	$	2,525.79	37296
12931	Workhub Software Inc.	06/23/2025	Regular	0	$	45.00	37297
12983	Yakima County GIS	06/23/2025	Regular	0	$	95.00	37298
13064	ZUS Bank Safekeeping	06/23/2025	Regular	0	$	22.00	37299
	Gonzalez Maravilla, Nallely	6/23/2025	Regular	0	$	241.27	37307
	Gonzalez, Justino	6/23/2025	Regular	0	$	52.47	37308
12889	Wex Bank (EFT)	06/26/2025	Bank Draft	0	$	10,492.63	DFT0000118

Bank Code AP Claims Summary

Payment Type	**Payable Count**	**Payment Count**	**Discount**	**Payment**
Regular Checks	61	61	0.00	$ 835,073.70
Manual Checks	0	0	0.00	$ -
Voided Checks	0	1	0.00	$ (140.40)
Bank Drafts	1	1	0.00	$ 10,492.63
EFT's	0	0	0.00	$ -
	62	**63**	**0.00**	**$ 845,425.93**

Accounts Payable Checks 37176-37299 & 37307-37308, DFT118 & Void Check 37139

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rende labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation agai City of Toppenish, and that I am authorized to authenticate and certify to said claim.

____
Adam Vaughn, Finance Director

June 20, 2025

CITY OF TOPPENISH
21 West 1st Avenue
Toppenish, WA 98948

CITY OF TOPPENISH
NOTICE OF PUBLIC HEARING
Six-Year Comprehensive Transportation (Streets) Improvement Program

Notice is hereby given that the City Council of the City of Toppenish, Washington, pursuant to the provisions of Chapter 35.77, Revised Code of Washington, intends for a 2025 Transportation Improvement Program (TIP) amendment and the 2026 TIP adoption to amend and revise the Six-Year Comprehensive Transportation (Streets) Improvement Program for the City of Toppenish as heretofore adopted.

Notice is hereby given that a public hearing on the proposed revisions will be held in the City Council Chambers, City Hall, at 7:00 p.m. on Monday, June 23, 2025, at which time all interested persons may attend and review the said proposed revisions and express their opinions thereon, after which the City Council will make a final determination concerning the proposed revisions.

A Spanish interpreter will be available. The City Council Chambers are handicap accessible. Additional arrangements to reasonably accommodate special needs will be made upon receiving twenty-four (24) hour advance notice. Contact City Clerk at (509) 865-6754 for assistance.

CIUDAD DE TOPPENISH
AVISO DE AUDIENCIA PÚBLICA
Programa de mejoramiento integral de transporte (calles) de seis años

Por medio de la presente se notifica que el Concilio de la Ciudad de Toppenish, Washington, de conformidad con las disposiciones del Capítulo 35.77, Código Revisado de Washington, tiene la intención de una enmienda al Programa de Mejora del Transporte (TIP) de 2025 y la adopción del TIP de 2026 para enmendar y revisar el Programa de Mejoramiento Integral de Transporte (Calles) de Seis Años para la Ciudad de Toppenish como hasta ahora adoptado.

Por medio de la presente se notificas que se llevará a cabo una audiencia pública sobre la revisión propuesta en la sala de juntas del Concilio de la Ciudad, Ayuntamiento de la Ciudad, el lunes, 23 de junio de 2025 a las 7:00 p.m., en momento en que todas las personas interesadas pueden asistir y revisar dichas revisiones propuestas y expresar sus opiniones al respecto, luego de lo cual el Concejo Municipal tomara una decisión final sobre las revisiones propuestas.

Un intérprete en español estará disponible. Las cámaras del ayuntamiento son accesibles para discapacitados. Los arreglos adicionales para acomodar razonablemente las necesidades especiales se harán al recibir notificación previa de (24) horas. Para asistencia comuníquese con la secretaria de la ciudad al (509) 865-6754.

Heidi Riojas

Heidi Riojas, CMC
City Clerk

Publish: *Sunnyside Sun,* June 4, 2025, and June 11, 2025

CITY OF TOPPENISH

Request for Council Action

Agenda Bill No.: 25-054

Meeting Date:	June 23, 2025
Subject:	Public Hearings and Adoptions for: Amendment of 2025-2030 Transportation Improvement Program (TIP) and approval of 2026-2031 TIP
Attachments:	Resolution 2025-43 (Adoption of 2025-2030 TIP Amendment) Resolution 2025-44 (Adoption of 2026-2031 TIP) 2025 YVCOG Carbon Reduction Program Funding Award 2026-2031 TIP Project List 2026-2031 Project Location Map
Presented by:	Daniel Musgrave – Public Works Supervisor/WWTP Lead Operator
Approved for Agenda by:	Dan Ford, PE – City Manager

Discussion:

This public hearing is a combination of two transportation planning item actions: 1) adoption of 2025-2030 TIP amendment; and 2) adoption of the 2026-2031 TIP.

Washington State law (RCW 35.77.010) requires all cities, towns, and counties to adopt a six-year Transportation Improvement Program (TIP) annually and to adopt any amendments. Both actions must be adopted through a public hearing. State law permits a city to combine the public hearings for a TIP amendment and the adoption of the next year's TIP into a single hearing.

The TIP is a critical planning and budgeting tool that outlines a city's planned transportation projects over a six-year period. It ensures alignment with long-term goals, incorporates public input, and supports eligibility for state and federal funding. The TIP prioritizes infrastructure investments, facilitates coordination with regional and state agencies, and demonstrates fiscal responsibility, transparency, and the city's readiness to implement improvements to roads, transit, sidewalks, and other transportation systems.

The proposed TIP amendment includes the grant-funded purchase of a street sweeper through the 2025 YVCOG Carbon Reduction Program (Attachment C).

The proposed 2026–2031 TIP includes 17 projects. All the projects listed have been reviewed and updated to reflect current needs and cost estimates based on current market conditions.

Although the public hearing is being conducted jointly, the two transportation actions, the 2025-2030 TIP amendment and the 2026–2031 TIP adoption, each require separate Council action and adoption by individual resolutions. After public input on both items, the Council may close the public hearing. However, if action on either item is postponed, the Council may choose to keep the public hearing open for that specific item to allow for continued public input.

Fiscal Impact:

None. Adoption of the TIP does not, by itself, create a fiscal commitment or obligate funding for any specific project.

Recommendation:

Open and Close the Public Hearing for amendment of 2025-2030 TIP and adoption of 2026-2031 TIP

Motion to adopt Resolution 2025-43, approving amendment to the 2025-2030 TIP

Motion to adopt Resolution 2025-44 approving the 2026-2031 TIP

Alternatives:

Choose to keep the public hearing open for a specific action

Postpone adoption of either action item until modifications are made, and reconsider at the next open Council meeting

YVCOG
Yakima Valley Conference of Governments

311 North 4th Street, Suite 204, Yakima, Washington 98901 I Office: (509) 574-1550

YVCOG.us

March 13, 2025

Elpidia Saavedra, Mayor
City of Toppenish
21 West First Street
Toppenish, WA 98948

SUBJECT: 2025 YVCOG Carbon Reduction Program (CRP) Funding Award
– City of Toppenish – Street Sweeper Equipment Procurement Project

Dear Mayor Saavedra,

Congratulations! The 2025 competitive process for the Yakima Valley Conference of Government's (YVCOG's) Carbon Reduction Program (CRP) is complete and the YVCOG Transportation Policy Board approved $400,000 in CRP funds towards the City of Toppenish's **Street Sweeper Equipment Procurement Project**.

As of February 28, 2025, YVCOG continues to coordinate with WSDOT and FHWA to ensure CRP funding remains secure pending ongoing review by the new federal administration.

Project progress reports will be required for all regional CRP funded projects as part of the monthly YVCOG Transportation Technical Advisory Committee meeting(s). Any changes in federal funding amounts or anticipated obligation dates must be reported as soon as possible.

The project can be entered into the City of Toppenish's Transportation Improvement Program according to the following schedule:

- **Obligation year = 2025: (2022-24 carryover, 2025) CRP funding = $400,000 (All Phases)**

Additionally, jurisdictions utilizing CRP funds are required to secure a minimum of 13.5% eligible matching funds (anticipated to be WSDOT "Toll Credits", presently available through FFY 2026). Project sponsors are responsible for assuring project phases are fully funded at the time of obligating federal funds.

Projects must be included in the State Transportation Improvement Program (STIP) before these federal funds can be obligated. If you have any questions concerning STIP amendments, please contact Alan Adolf at YVCOG, (509) 574-1550 or email at alan.adolf@yvcog.us.

As always, YVCOG is pleased to assist our members in securing funds necessary to realize their community goals.

Sincerely,

Christina Wickenhagen
Christina Wickenhagen
Executive Director

cc: Dan Ford, Toppenish City Manager
Shaun Bugress, Interim Public Works Director
Local Programs Engineer, WSDOT South Central Region

CITY OF TOPPENISH

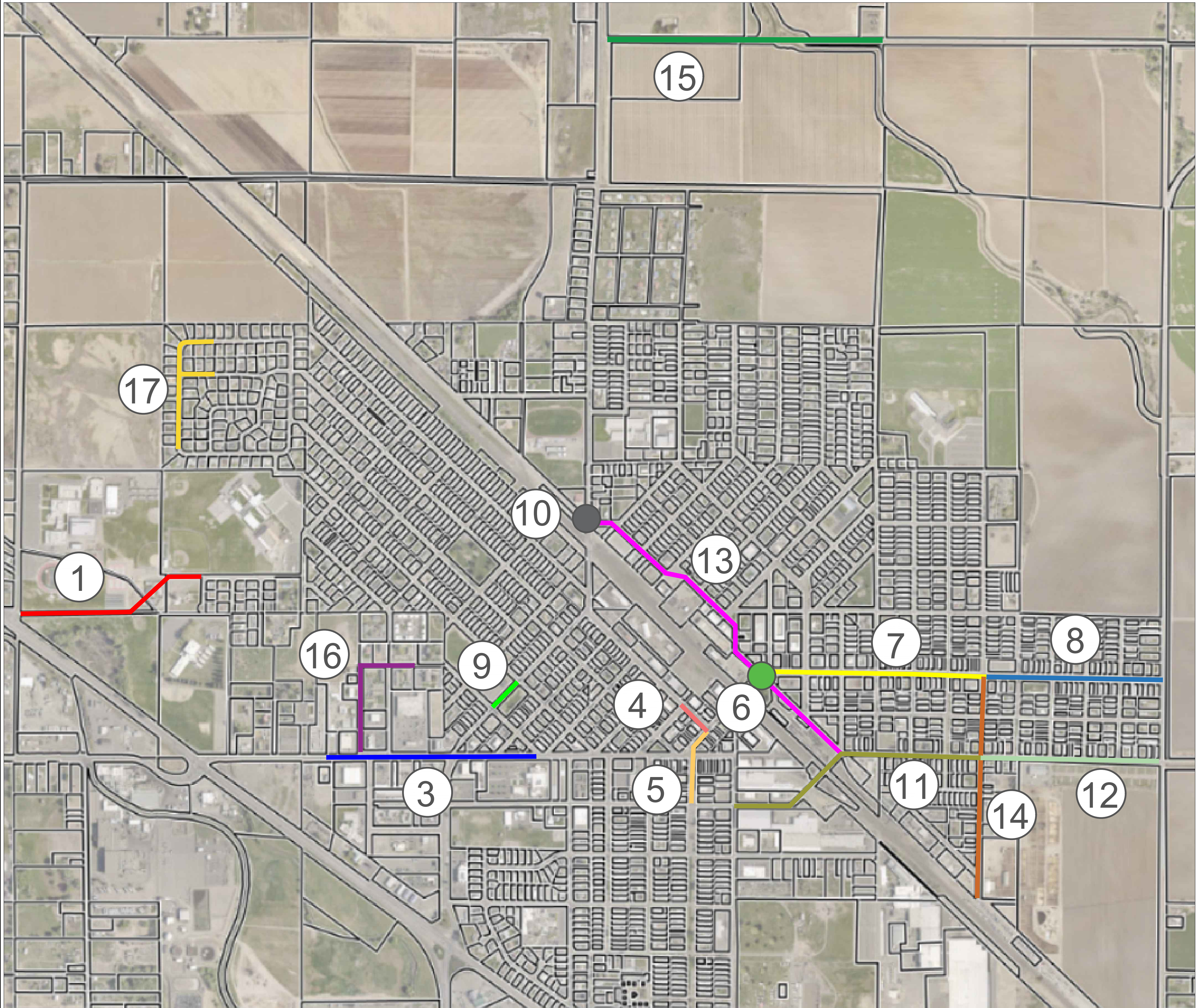
2026-2031 TRANSPORTATION IMPROVEMENT PROGRAM - PROJECT LIST

Revision: 13 June 25

Dollars shown in $1,000

Priority	Project Name	Start/End	Project Type	Total Project Cost	Local Match	2026	2027	2028	2029	2030	2031
1	Jackson Street Extension	Juniper St/Ward Rd	Reconstruction	$ 1,456	$ 197	$ 1,456					
2	Street Sweeper Equipment Procurement	NA	Equipment Purchase	$ 400	$ -	$ 400					
3	W First Ave Pedestrian Safety Imp	West City Limits/Monroe Ave	Non-motorized Safety	$ 1,422	$ -	$ 328	$ 1,094				
4	Washington Ave Safety Imp	S Alder St/S Toppenish Ave	Non-motorized Safety	$ 1,640	$ -		$ 240	$ 1,400			
5	S Toppenish Ave Imp	Washington Ave/2nd Ave	Reconstruction	$ 1,630	$ 163		$ 188	$ 1,442			
6	Asotin Avenue Roundabout	Asotin Ave/E Toppenish	New Construction	$ 2,101	$ 210				$ 243	$ 1,858	
7	E Toppenish Ave Imp - Phase 1	Asotin Ave/G St	Reconstruction	$ 3,404	$ 340			$ 393	$ 3,011		
8	E Toppenish Ave Imp - Phase 2	G St/L St	Reconstruction	$ 2,888	$ 289					$ 334	$ 2,554
9	Buena Way Safety Imp	Monroe Ave/Madison	Non-motorized Safety	$ 552	$ 75	$ 64	$ 488				
10	Asotin Ave and SR 22 Intersection Imp	Asotin Ave/SR 22	Safety	$ 735	$ 99				$ 85	$ 650	
11	Second and First Ave Imp	Division St to G St	Reconstruction	$ 3,740	$ 374				$ 431	$ 1,309	$ 2,000
12	1st Ave Imp	G St/N Meyers Rd	Reconstruction	$ 2,484	$ 248			$ 287	$ 2,197		
13	Asotin Ave Imp	Elm St/E 1st Ave	Reconstruction	$ 5,415	$ 704		$ 105	$ 565	$ 210	$ 4,535	
14	G St Imp	Toppenish Ave/S Track Rd	Reconstruction	$ 3,185	$ 319				$ 368	$ 1,000	$ 1,817
15	Fraley Rd Improvement	Buena Way(SR 22)/E City Limit	Reconstruction	$ 2,632	$ 2,632						$ 2,632
16	King and Rentschler Local Imp District	W 1st Ave/Guyette	Local Imp District	$ 1,706	$ 1,706						$ 1,706
17	Berger Lane Local Imp District	W 1st Ave/Guyette	Local Imp District	$ 269	$ 269						$ 269
			Total Project Costs	**$ 35,659**	**$ 7,625**	$ 2,248	$ 2,115	$ 4,087	$ 6,545	$ 9,686	$ 10,978
			LID Estimated Dollars		$ 1,975						
			TOTAL Est City Match		**$ 5,650**						

Note that match dollars may include grants, developer contributions, other out-side funds, and in-house services.



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2026-2031 TRANSPORTATION IMPROVEMENT PROGRAM
PROJECT LOCATION MAP

REVISION: 13 JUNE 2025

CITY OF TOPPENISH

CITY OF TOPPENISH

Request for Council Action

Agenda Bill No.: 25-054

Meeting Date:	June 23, 2025
Subject:	Public Hearings and Adoptions for: Amendment of 2025-2030 Transportation Improvement Program (TIP) and approval of 2026-2031 TIP
Attachments:	Resolution 2025-43 (Adoption of 2025-2030 TIP Amendment) Resolution 2025-44 (Adoption of 2026-2031 TIP) 2025 YVCOG Carbon Reduction Program Funding Award 2026-2031 TIP Project List 2026-2031 Project Location Map
Presented by:	Daniel Musgrave – Public Works Supervisor/WWTP Lead Operator
Approved for Agenda by:	Dan Ford, PE – City Manager

Discussion:

This public hearing is a combination of two transportation planning item actions: 1) adoption of 2025-2030 TIP amendment; and 2) adoption of the 2026-2031 TIP.

Washington State law (RCW 35.77.010) requires all cities, towns, and counties to adopt a six-year Transportation Improvement Program (TIP) annually and to adopt any amendments. Both actions must be adopted through a public hearing. State law permits a city to combine the public hearings for a TIP amendment and the adoption of the next year's TIP into a single hearing.

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The proposed 2026–2031 TIP includes 17 projects. All the projects listed have been reviewed and updated to reflect current needs and cost estimates based on current market conditions.

Although the public hearing is being conducted jointly, the two transportation actions, the 2025-2030 TIP amendment and the 2026–2031 TIP adoption, each require separate Council action and adoption by individual resolutions. After public input on both items, the Council may close the public hearing. However, if action on either item is postponed, the Council may choose to keep the public hearing open for that specific item to allow for continued public input.

Fiscal Impact:

None. Adoption of the TIP does not, by itself, create a fiscal commitment or obligate funding for any specific project.

Recommendation:

Open and Close the Public Hearing for amendment of 2025-2030 TIP and adoption of 2026-2031 TIP

Motion to adopt Resolution 2025-43, approving amendment to the 2025-2030 TIP

Motion to adopt Resolution 2025-44 approving the 2026-2031 TIP

Alternatives:

Choose to keep the public hearing open for a specific action

Postpone adoption of either action item until modifications are made, and reconsider at the next open Council meeting

Yakima Valley Conference of Governments

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March 13, 2025

Elpidia Saavedra, Mayor
City of Toppenish
21 West First Street
Toppenish, WA 98948

SUBJECT: 2025 YVCOG Carbon Reduction Program (CRP) Funding Award
– City of Toppenish – Street Sweeper Equipment Procurement Project

Dear Mayor Saavedra,

Congratulations! The 2025 competitive process for the Yakima Valley Conference of Government's (YVCOG's) Carbon Reduction Program (CRP) is complete and the YVCOG Transportation Policy Board approved $400,000 in CRP funds towards the City of Toppenish's **Street Sweeper Equipment Procurement Project**.

As of February 28, 2025, YVCOG continues to coordinate with WSDOT and FHWA to ensure CRP funding remains secure pending ongoing review by the new federal administration.

Project progress reports will be required for all regional CRP funded projects as part of the monthly YVCOG Transportation Technical Advisory Committee meeting(s). Any changes in federal funding amounts or anticipated obligation dates must be reported as soon as possible.

The project can be entered into the City of Toppenish's Transportation Improvement Program according to the following schedule:

- **Obligation year = 2025: (2022-24 carryover, 2025) CRP funding = $400,000 (All Phases)**

Additionally, jurisdictions utilizing CRP funds are required to secure a minimum of 13.5% eligible matching funds (anticipated to be WSDOT "Toll Credits", presently available through FFY 2026). Project sponsors are responsible for assuring project phases are fully funded at the time of obligating federal funds.

Projects must be included in the State Transportation Improvement Program (STIP) before these federal funds can be obligated. If you have any questions concerning STIP amendments, please contact Alan Adolf at YVCOG, (509) 574-1550 or email at alan.adolf@yvcog.us.

As always, YVCOG is pleased to assist our members in securing funds necessary to realize their community goals.

Sincerely,

Christina Wickenhagen

Christina Wickenhagen
Executive Director

cc: Dan Ford, Toppenish City Manager
Shaun Bugress, Interim Public Works Director
Local Programs Engineer, WSDOT South Central Region

RESOLUTION NO. 2025-43

A RESOLUTION APPROVING AN AMENDMENT TO THE 2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CITY OF TOPPENISH FOR THE STREET SWEEPER EQUIPMENT PROCUREMENT PROJECT AND ESTABLISH AN EFFECTIVE DATE

WHEREAS the City of Toppenish is required under RCW 35.77.010 to prepare and adopt a six-year Transportation Improvement Program (TIP), and to amend it as necessary to ensure eligibility for state and federal funding; and

WHEREAS the City of Toppenish has secured grant funding for the Street Sweeper Equipment Procurement Project through the 2025 Yakima Valley Conference of Governments (YVCOG) Carbon Reduction Program; and

WHEREAS in order to be eligible to expend the funds awarded, the Street Sweeper Equipment Procurement Project must be included in the City's adopted TIP; and

WHEREAS, the City held a public hearing on June 23, 2025, to consider this amendment to the 2025–2030 TIP in accordance with all applicable public participation and notice requirements.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TOPPENISH, WASHINGTON AS FOLLOWS:

Section 1. Amendment: The City Council of the City of Toppenish hereby adopts the following:

a. The 2025–2030 Transportation Improvement Program is hereby amended to include the Street Sweeper Equipment Procurement Project.
b. The City Manager or designee is authorized to submit, on behalf of the City, the amended TIP to the appropriate regional and state agencies, including YVCOG and WSDOT, for inclusion in regional and statewide planning documents.

Section 2. Corrections: The City Clerk, City Attorney and/or City Manager shall be empowered to correct any language here and above determined to be a scrivener's error or language incorrectly included in the above (or attached document).

Section 3. Effective Date: This Resolution shall be effective immediately upon passage and signatures hereto.

PASSED by the Toppenish City Council at its regular meeting held on June 23, 2025.

____
LOREN BELTON, Mayor Pro Tem

ATTEST:

____
HEIDI RIOJAS, CMC, City Clerk

APPROVED AS TO FORM:

____
DANIEL B. HEID, City Attorney

RESOLUTION NO. 2025-44

A RESOLUTION APPROVING THE ADOPTION OF THE 2026-2031 TRANSPORTATION IMPROVEMENT PROGRAM, AND ESTABLISH AN EFFECTIVE DATE

WHEREAS the City of Toppenish is required by RCW 35.77.010 to annually develop and adopt a six-year Transportation Improvement Program (TIP) that identifies planned transportation projects and improvements; and

WHEREAS the 2026–2031 TIP is a planning and financial tool that helps the City prioritize and coordinate transportation projects, support grant applications, and ensure consistency with regional and state transportation planning efforts; and

WHEREAS projects included in the TIP are evaluated based on community needs, funding availability, safety, maintenance priorities, and alignment with the City's Comprehensive Plan and long-term transportation goals; and

WHEREAS the City of Toppenish provided notice and held a duly advertised public hearing on June 23, 2025, to present and receive public input on the proposed 2026–2031 TIP; and

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TOPPENISH, WASHINGTON AS FOLLOWS:

Section 1. Adoption: The City Council of the City of Toppenish hereby adopts the following:

a. The 2026–2031 Transportation Improvement Program for the City of Toppenish is hereby adopted as presented.

b. The City Manager or designee is authorized, on behalf of the City, to transmit the adopted TIP to the Washington State Department of Transportation (WSDOT), the Yakima Valley Conference of Governments (YVCOG), and other appropriate agencies as required.

Section 2. Corrections: The City Clerk is authorized to make necessary corrections to this Resolution including, but not limited to, the correction of scrivener's/clerical errors, references, Resolution numbering, section/subsection numbering and any references thereto..

Section 3. Effective Date: This Resolution shall be effective immediately upon passage and signatures hereto.

PASSED by the Toppenish City Council at its regular meeting held on June 23, 2025.

LOREN BELTON, Mayor Pro Tem

ATTEST:

HEIDI RIOJAS, CMC, City Clerk

APPROVED AS TO FORM:

DANIEL B. HEID, City Attorney

CITY OF TOPPENISH

2026-2031 TRANSPORTATION IMPROVEMENT PROGRAM - PROJECT LIST

Revision: 13 June 25

Dollars shown in $1,000

Priority	Project Name	Start/End	Project Type	Total Project Cost	Local Match	2026	2027	2028	2029	2030	2031
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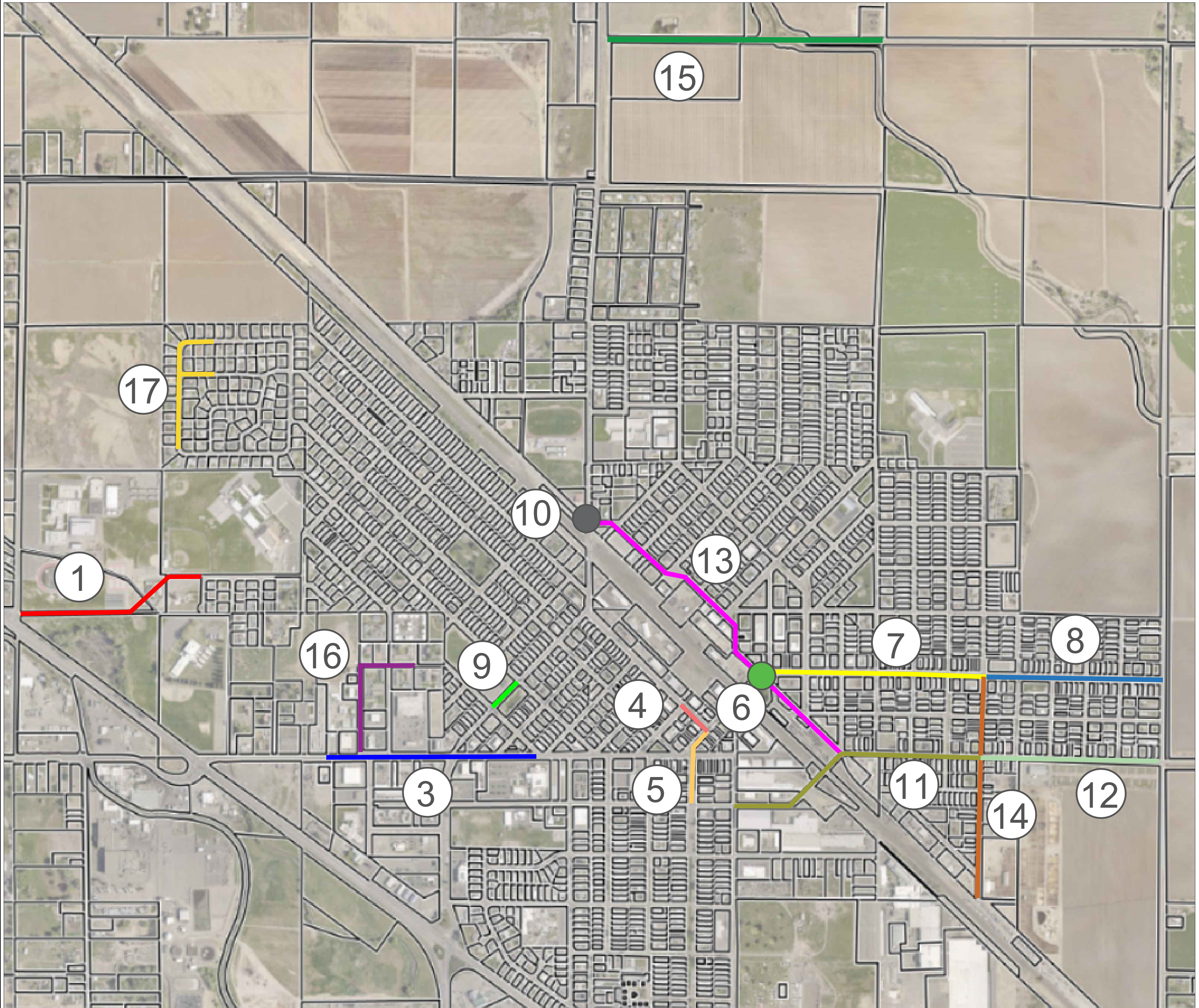
Total Project Costs	**$ 35,659**	**$ 7,625**	$ 2,248	$ 2,115	$ 4,087	$ 6,545	$ 9,686	$ 10,978
LID Estimated Dollars		$ 1,975						
TOTAL Est City Match		**$ 5,650**						

Note that match dollars may include grants, developer contributions, other out-side funds, and in-house services.



Priority	Project Name
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2026-2031 TRANSPORTATION IMPROVEMENT PROGRAM
PROJECT LOCATION MAP

REVISION: 13 JUNE 2025

CITY OF TOPPENISH

CITY OF TOPPENISH

Request for Council Action

Agenda Bill No.: 25-055

Meeting Date:	June 23, 2025
Subject:	Commute Trip Reduction (CTR) Four-Year Plan Update: 2025-2029
Attachments:	Resolution 2025-45, Exhibits A: Commute Trip Reduction (CTR) Four-Year Plan Update: 2025-2029
Presented by:	Mick Monken, PE – GMP Consultants
Approved for Agenda by:	Dan Ford, PE – City Manager

Discussion:

The City of Toppenish is required to update its Commute Trip Reduction (CTR) Plan for the 2025–2029 cycle to remain in compliance with Washington State law (RCW 70A.15) and to continue supporting statewide environmental, mobility, and land-use objectives. This update is not only a statutory obligation but also a strategic opportunity to align local transportation planning with emerging trends and regional priorities.

Toppenish lies within a region characterized by agricultural employment, with many residents commuting to neighboring jurisdictions. Given the rural setting of the Yakima Valley and ongoing shifts in land use, the CTR update will help improve coordination with regional transit providers such as People for People and Pahto Public Passage. It will also address infrastructure gaps, including missing sidewalks, trails, and bike lanes, and support multimodal connectivity, particularly through the planned Yakama Nation Heritage Connectivity Trail.

Updating the CTR Plan is essential to ensure continued compliance with state requirements, respond to evolving transportation needs, promote environmental sustainability, enhance equitable access to transportation options, and preserve eligibility for future funding opportunities.

The updated CTR Plan will provide a cohesive framework to reduce congestion, enhance mobility, and improve the quality of life for residents and workers in Toppenish and the greater Yakima Valley. The City will submit the updated plan to the Yakima Valley Conference of Governments and the Washington State Department of Transportation no later than June 30, 2025.

Fiscal Impact:

No Fiscal impact is anticipated

Recommendation:

Approve Resolution 2025-45, updating the City of Toppenish Commute Trip Reduction Four-Year Plan 2025-2029.

RESOLUTION NO. 2025-45

A RESOLUTION APPROVING THE ADOPTION OF THE CITY OF TOPPENISH COMMUTE TRIP REDUCTION FOUR YEAR PLAN UPDATE: 2025-2029 IN ACCORDANCE WITH CHAPTER 70A.15 RCW, AND RECOGNIZING APPROVAL BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AND ESTABLISH AN EFFECTIVE DATE

WHEREAS, the Washington State Commute Trip Reduction (CTR) Law, Chapter 70A.15 RCW, requires affected jurisdictions to develop and implement a CTR plan to reduce single-occupant vehicle commute trips and vehicle miles traveled; and

WHEREAS, the City of Toppenish is identified as an affected jurisdiction under the CTR Law and is therefore required to prepare and adopt a CTR plan every four years; and

WHEREAS, City staff have prepared the City of Toppenish Commute Trip Reduction (CTR) Four-Year Plan Update: 2025-2029, outlining strategies, goals, and implementation measures to promote alternative commuting options such as transit, carpooling, vanpooling, bicycling, walking, and telecommuting; and

WHEREAS, the proposed 2025 CTR Plan was reviewed and approved by the Washington State Department of Transportation (WSDOT) as to form and was determined to be in compliance with all applicable CTR laws and state guidelines; and

WHEREAS, the City Council finds it in the best interest of the City to adopt the 2025 CTR Plan to improve air quality, reduce traffic congestion, and contribute to the environmental and economic well-being of the region;

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TOPPENISH, WASHINGTON AS FOLLOWS:

Section 1. The City Council of the City of Toppenish adopts the ‘City of Toppenish Commute Trip Reduction Four-Year Plan Update: 2025-2029” as attached as Exhibit A and incorporated by this reference as though fully set forth. Said City of Toppenish Commute Trip Reduction) Four-Year Plan Update: 2025-2029 shall be filed with the Yakima Valley Conference of Governments and the Washington State Department of Transportation.

Section 2. Corrections: The City Clerk, City Attorney and/or City Manager shall be empowered to correct any language here and above determined to be a scrivener’s error or language incorrectly included in the above (or attached document).

Section 3. Effective Date: This Resolution shall be effective immediately upon passage and signatures hereto.

PASSED by the Toppenish City Council at its regular meeting held on June 23, 2025.

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LOREN BELTON, Mayor Pro Tem

ATTEST:

____
HEIDI RIOJAS, CMC, City Clerk

APPROVED AS TO FORM:

____
DANIEL B. HEID, City Attorney

EXHIBIT A

City of Toppenish Commute Trip Reduction Four-Year Plan Update: 2025–2029

Washington State has adopted a State Commute Trip Reduction (CTR) Law intended to reduce traffic congestion on the state's busiest commute routes. The Washington State Department of Transportation (WSDOT) is responsible for administering the statewide CTR program requirements. The state has adopted regulations and developed transportation demand management strategies for employers and jurisdictions to help meet local performance targets. The following report has been developed based on state requirements, review of local plans and policies, and discussions with local staff and CTR affected employers.

The Yakima Valley Conference of Governments (YVCOG) oversees, administers the CTR plan, and manages the reporting requirements for local agencies within the Yakima Valley. Enforcement of CTR requirements for employers are addressed by the local jurisdictions consistent with requirements outlined in the local codes and regulations.

Benefits of CTR

1. Describe the local land use and transportation context and objectives.

a) Describe the setting in the jurisdiction as it is today or will be in the near future.

Toppenish is located in Yakima County, Washington. The City is located adjacent Yakama Nation which is directly to the southwest of the City. Residential development in the City is predominantly single family with multifamily developments concentrated on the east and south sides of the City. Commercial development similarly is also concentrated to the south and southeastern sides of the City.

SR 97 runs along the southwestern perimeter of the City connecting to Wapato and I-82 in Union Gap to the northwest. Additionally, SR 22 runs north-south through the center of the City, connecting to 97 to the south and I-82 to the north at Zillah. City roadways and infrastructure is generally below current standards with sidewalks missing in many locations throughout the City; however, the City does require frontage improvements to be constructed with new developments, including sidewalks and has a complete streets policy in place. The proposed Yakama Nation's Heritage Connectivity Trail is anticipated to provide connectivity between Yakama Nation, Toppenish, Zillah, Wapato, and eventually connect to Fullbright Park within Union Gap which will then provide connectivity proximate to the Greenway trail connecting to Yakima. The trails would provide non-motorized connectivity for both pedestrians and bicyclists.

Both People for People (PFP) and Pahto Public Passage currently provide fixed route service within Toppenish. PFP provides a route connecting Yakima and Prosser (Route 200) which stops in Toppenish. Pahto Public Passage provides connections between Toppenish, Wapato, Harrah, Union Gap, White Swan and Brownstone. Both transit providers also provide on-demand services serving Toppenish.

b) *Describe features of land use and transportation facilities and services that affect commuters.*

Work in the Yakima Valley region is driven by agriculture. Most residents of Toppenish commute outside of the City for work with many commuting to the Lower Valley region (e.g. Wapato and Zillah). Commute to/from Toppenish and the surrounding more rural region is affected by numerous factors.

- Availability and access to transit - Fixed route transit as identified above within the City limits is provided by PFP and Pahto Public Passage. Given the rural area, the limited fixed route service can be challenging to be able to specifically connect residents with their place of employment.
- Vanpool - transit services within the vicinity do not provide vanpool services due to high costs to maintain and low utilization.
- Non-motorized - Although there are some sidewalks within the City, there are currently no regional non-motorized trail connections; however, there are plans to construct the Yakama Nation's Heritage Connectivity Trail which would then provide connectivity regionally to Yakama Nation, Toppenish, Zillah, Wapato, and eventually connect to Fullbright Park within Union Gap which will then provide connectivity proximate to the Greenway trail connecting to Yakima.
- Telecommuting - Given the agricultural focus, many jobs require employees to be in person such that telecommuting is not feasible.

c) *Describe whether and how commuting patterns have changed in the past few years.*

Commuting patterns have been relatively consistent given the agricultural nature of employees and limitations to alternative modes of travel as described above.

d) *List the most important land use and transportation objectives from your city or county's plans that commute trip reduction most directly affects.*

To discourage sprawl while encouraging infill development, improve non-motorized facilities for all users, and encourage use of alternative modes. Additionally, the City of Toppenish has a Complete Streets Policy to create a comprehensive, integrated, connected transportation network that balances access, mobility, health, economy, and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities.

e) *Describe critical aspects of land use and transportation that should be sustained and key changes that should be considered to improve commute trip reduction's contribution to the land use and transportation objectives you reference.*

The City has been successfully implementing its Complete Street Policy along with new development supporting multimodal infrastructure and looking to improve connectivity with the adjacent Yakama tribe. An element to continue to work toward to support and improve commute trip reduction is continuing to actively engage with neighboring transit services to increase regional connectivity.

2. Describe how the CTR program will help achieve the jurisdiction's land use and transportation objectives.

a) Describe how and to what extent your CTR program will help your city or county achieve the land use and transportation objectives referenced in question 1.

The city's priority to discourage sprawl while encouraging infill development, improve non-motorized facilities for all users, and encourage use of alternative modes support the reduction in drive alone trips by providing alternatives for both employees and local trips in general. The CTR program mutually supports those goals by making higher density housing more desirable to employees when it is paired with access to multi-modal networks.

The CTR program will also encourage the continued coordination between local transit operators to provide improved transit options for commuters to travel between cities and not just locally within each City given the number of users commuting to neighboring jurisdictions.

3. Describe how the CTR program will help achieve the jurisdiction's environmental objectives.

a) Describe how the CTR program will support jurisdiction greenhouse gas emission reduction efforts.

Toppenish identifies establishing critical areas protection measures to protect environmentally sensitive areas, and protect people and property from hazards.

Each drive-alone trip that converts to an alternative mode (transit, rideshare or a non-motorized), eliminates the greenhouse gas emissions that would have been generated by that drive-alone trip. Additionally, Toppenish is eligible for both federal CMAQ and Carbon Reduction Programs that could support CTR activities.

b) Describe how the CTR program will support jurisdiction environmental objectives in addition to greenhouse gas emission reductions.

Each drive-alone trip that converts to an alternative mode (transit, rideshare or a non-motorized), supports the City's goal to protect and enhance the City's environmental quality. Additionally, Toppenish is eligible for both federal CMAQ and Carbon Reduction Programs that could support CTR activities.

4. Describe how your CTR program will help achieve regional and state objectives.

a) Summarize the local, regional, and state benefits that would be gained if you achieve your CTR targets.

The City's Goals as identified in the Comprehensive Plan which are supported by the CTR program include:

- Prioritize infill development, higher density zoning and small lot sizes should be encouraged where services have already been provided and sufficient capacity exists while discouraging sprawl.
- As feasible, Toppenish shall incorporate complete streets infrastructure into existing public

streets to create a comprehensive, integrated, connected transportation network that balances access, mobility, health, economy, and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities.

- Consider public and private transportation requirements for new and redeveloped housing, particularly in regards to affordable housing.

- Coordinate with adjacent jurisdictions including state, tribal, and federal governments on activities of mutual interest
- The need for trails will be met through appropriate planning, design, construction, and maintenance of facilities, including single-use and shared use trails, roads, and road shoulders, sidewalks, bike lanes, and related improvements. Design will address the needs of both experienced and less experienced trail users, and users of all ages and abilities.
- Encourage alternative transportation modes.
- Support efforts to establish a regional and statewide trail system.
- Establish critical areas protection measures to protect environmentally sensitive areas, and protect people and property from hazards.

New outcomes as identified in WSDOT's 2023-2025 State CTR

Draft Plan: - Improve delivery of CTR programs.

- Expand CTR market to address equity.
- Produce more useful transportation behavior data.
- Expand investment and service to advance equity and environmental

justice. - Respond to shifting mobility patterns.

- Reduce greenhouse gas emissions.

These local and statewide goals are benefited through achieving the CTR goals by:

- The preparation of the CTR plans included coordination and conversations with the local jurisdiction, employers, and stakeholders as well as with the broader region and WSDOT providing an opportunity to discuss and improve delivery of the program.
- The state and region both have the goal of reducing environmental impacts. Each commute trip that is shifted to a non-drive alone mode through the city’s CTR program reduces environmental impacts such as greenhouse gas emissions.

b) List adjacent CTR-affected cities and counties.

Yakima County. Although not adjacent, additional affected cities within the County include Yakima, Union Gap, Moxee, and Selah.

c) Describe the top few cross-border and regional transportation issues that affect your jurisdiction.

The Yakima Valley region is a generally rural area driven by agriculture with daily commute patterns extending outside the local jurisdictional boundary. Transit connectivity throughout the region is limited with routes through the County provided by People for People and Pahto Public Passage. This poses a challenge for commuting in non-drive alone options as most residents of Toppenish commute outside of the City for work with many commuting to the Lower Valley region and Yakima.

Additional cross-border and regional transportation issues related to alternative modes are identified below.

- Although there are some sidewalks within the City, there are currently no regional non-motorized trail connections; however, the proposed Yakama Nation's Heritage Connectivity Trail would provide connectivity regionally.

- The movement of freight traffic is critical for the region and relies on I-90 to connect to Western

  Washington. It is anticipated that with improvements/expansions of the Yakima Airport that there will also be a growth in freight traffic associated with the airport which may result in a shift in travel patterns by providing an improved alternative mode.

d) Describe the strategies you, adjacent cities and counties, and your region have agreed to use to address the top issues described in the previous bullet.

The local transit operators are cooperatively meeting and open to transit coordination improvements. Pathways, a non-profit organization, is leading the effort to facilitate the transit coordination between the operators.

The jurisdictions within Yakima County also participate in Transportation Technical Advisory Committee (TAC) and Mobilizing Public Access Countywide Transportation Advisory Committee (MPACT) meetings to facilitate coordination and work together as a region.

Additional strategies related to alternative modes are identified below.

- The proposed Yakama Nation's Heritage Connectivity Trail would provide connectivity regionally to Yakama Nation, Toppenish, Zillah, Wapato, and eventually connect to Fullbright Park within Union Gap which will then provide connectivity proximate to the Greenway trail connecting to Yakima.
- There is the potential return of scheduled passenger rail service as well as potential increase of WSDOT Intercity Transit and countywide transit services which would provide increased transit opportunities.
- Planned improvements/expansions of the Yakima Airport may result in increased commercial passenger and freight traffic which may result in a shift in travel patterns with possible increased air ridership and/or may result in increased employment and business growth.

Performance targets

5. List your jurisdiction's CTR performance target(s).

a) List performance targets that reflect only CTR-affected worksites.

Per the WSDOT CTR Guidelines Appendix B. The Drive Alone Rate (DAR) performance target for the City of Toppenish is 68%. (Aligns with performance targets Option 2).

a) List any additional performance targets. None

6. List the base value you'll use for each performance target.

a) For each performance target, provide the number you'll use as the baseline (or starting number). You'll measure the difference between this number and your results to report performance.

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

7. Describe the method you used to determine the base value for each target.

a) *Provide the source for each base value listed.*

Performance targets will be tied to the CTR survey. Base values will be established during the 2023-2025 survey cycle and progress measured using 2025-2027 survey results.

8. Describe how you'll measure progress toward each target.

a) List the method you'll use to measure progress for each target.

Progress will be measured using 2025-2027 survey results.

9. List your jurisdiction's CTR-affected worksites.

a) List all your CTR-affected sites.

CTR affected sites within the City include:

- City of Toppenish
- Washington Beef
- Yakima Valley Farmworkers Clinic

10. List a performance target for each CTR-affected worksite.

a) For any performance targets tied to the CTR survey, indicate that you'll establish performance targets during the 2023-2025 survey cycle.

Base year performance targets will be established during the 2023-2025 survey cycle.

11. List the base value you'll use for each site.

a) For any performance targets tied to the CTR survey, indicate that you'll establish a base *value during the 2023-2025 survey cycle.*

Base values will be established during the 2023-2025 survey cycle

Services and strategies

12. Describe the services and strategies your jurisdiction will use to achieve CTR targets.

In addition to the city's goal to discourage sprawl while encouraging infill development, improve non-motorized facilities for all users, and encourage use of alternative modes, the following strategies are anticipated to support the City achieving its CTR goal:

- The local transit operators are cooperatively meeting and open to transit coordination improvements. Pathways, a non-profit organization, is leading the effort to facilitate the transit coordination between the operators.
- The jurisdictions within Yakima County also participate in TAC and MPACT meetings to facilitate coordination and work together as a region.
- Supporting YVCOG's "Switch Your Trips" program, encouraging non drive alone trips.

13. Describe how jurisdiction services and strategies will support CTR-affected employers.

By improving transit as well as other alternative mode connections, employers' goals of lowering the drive alone rates are supported.

14. Describe barriers your jurisdiction must address to achieve CTR targets.

a) Describe how you'll address these barriers.

A barrier is the ability for an employee to get between where they live and where they work. Given the rural area, access to transit near a residence or job is limited.

- The local transit operators are cooperatively meeting and open to transit coordination improvements. Pathways, a non-profit organization, is leading the effort to facilitate the transit coordination between the operators.
- The jurisdictions within Yakima County also participate in TAC and MPACT meetings to facilitate coordination and work together as a region.

15. Describe the transportation demand management technologies your jurisdiction plans to use to deliver CTR services and strategies.

- Work with transit agencies to identify technology enhancements that can increase ridership (i.e. arrival times, etc.)
- Supporting YVCOG's "Switch Your Trips" program, encouraging non drive alone trips.

16. Transcribe or link to your local CTR ordinance.

Toppenish Municipal Code (TMC) 2.70

17. Describe your financial plan.

a) Describe the estimated average annual costs of your plan.

The CTR is managed by YVCOG on behalf of the City.

b) Describe likely funding sources, public and private, to implement your plan. The CTR is managed by YVCOG on behalf of the City.

18. Describe your implementation structure.

a) Describe who will conduct the activities listed in your plan. The CTR is managed by YVCOG on behalf of the City.

b) Indicate who will monitor progress on your plan. List job title, department, and name.

The CTR is managed by YVCOG on behalf of the City. Geoff Wagner (CTR Coordinator) at YVCOG manages the CTR process on behalf of the City. The Transportation Coordinator for the City of Toppenish's own CTR program will be managed by Shaun Burgess, the Public Works Interim Director.

19. List your implementation schedule.

a) Provide the timeline for anticipated projects.

The CTR is managed by YVCOG on behalf of the City. YVCOG has identified the following activities and anticipated frequency of those activities as summarized in the table below.

YVCOG Activity	**Frequency**
a. Identify Worksites and Employee Transportation Coordinators.	Annually
b. Engage and Train Employee Transportation Coordinators.	Annually
c. Support Distribution of Information About Transportation Options to Commuters	Annually (minimum), or as new local/state opportunities allow.
d. Enable Incentives, Subsidies, and Disincentives.	Annually
e. CTR Plans and support Code Updates	2025. *Anticipate next update in 2029*
f. Performance Reporting	Biennially

20. Describe the CTR plan for jurisdiction employees.

a) Describe the services, programs, information, and other actions your city or county put in place to help its employees reduce their drive alone commute trips.

As identified per TMC 2.70.050.B, required elements for affected employers and for the City's CTR plan include:

1. Designate a transportation coordinator to administer the CTR program who will oversee all elements of the employer's CTR program and act as liaison between the employer and city.
2. Information about alternatives to SOV commuting shall be provided to employees at least once a year.
3. The CTR program must include an annual review of employee commuting and progress and good faith efforts toward meeting the SOV reduction goals. Affected employers shall file an annual progress report with the city in accordance with the format established by this chapter and consistent with the CTR task force guidelines. The report shall describe each of the CTR measures that were in effect for the previous year, the results of any commuter surveys undertaken during the year, and the number of employees participating in CTR programs. Within the report, the employer should evaluate the effectiveness of the CTR program and, if necessary, propose modifications to achieve the CTR goals.

21. Describe how the CTR plan for jurisdiction employees contributes to the success of the overall plan.

a) Describe how the plan for jurisdiction employees reinforces the success of the jurisdiction plan?

The City, consistent with affected employers within the City are participating in the program, which supports employers involvement in the program given the City is held to the same CTR goals. Also, the established transportation coordinators at the City and affected employers allows for additional coordination opportunities to help facilitate continued progress toward meeting the CTR goal.

Alignment with plans

22. List the transit agencies that provide service in your jurisdiction.

- People for People
- Pahto Public Passage

23. List the transit plans you reviewed while developing this plan.

As noted above, transit agencies serving Toppenish include People for People and Pahto Public Passage. Neither of these transit agencies have transit plans; however, coordination with each agency was completed to inform the plan and is described in the engagement section below.

24. Describe how this CTR plan supports the transit plans.

Providing employees with incentives to take transit can increase ridership which in turn can raise the profile of and social support for public transit.

25. Describe any comprehensive plan updates that are needed and when they will be made.

Comprehensive plan updates have recently begun and specific changes have not yet been identified. The updated plan is anticipated to be completed in 2026.

Engagement

26. Describe stakeholder engagement.

a) Who did you talk to?

Coordination meetings with City of Toppenish, adjacent jurisdictions, YVCOG, and local transit agencies. Additional meetings were held with the MPACT and YVCOG TAC groups. Additionally, surveys were conducted for MPACT members and employers of affected worksites.

Public outreach workshops were conducted at the Yakima Transit Center and the Valley Mall bus stop.

b) When did you talk to them?

Meetings were conducted as follows:

- MPACT members - 9/25/2024
- City of Union Gap - 10/7/2024
- YVCOG TAC Group - 10/10/2024
- Yakima Transit - 8/22/2022 and 10/3/2024
- Selah Transit - 7/20/2022
- People for People - 6/28/2022 and 10/3/2024
- Pahto Public Passage - 7/13/2022 and 10/30/2024
- Medstar - 7/20/2022
- Protran East - 6/29/2022
- Entrust Community Services - 7/27/2022

September 26, 2024 and October 2, 2024 surveys were sent to MPACT members and employers, respectively and a reminder to complete the surveys was completed on October 14, 2024.

Public engagement workshops were held on 9/1/2022 and 11/15/2022

c) What did they have to say?

The meetings allowed for discussion of the existing conditions, transportation and land use conditions, use and barriers of the CTR program, and what is planned.

The employer surveys allowed for input regarding what is working well for their worksite and employees as well as identify barriers they have relative to employees using the program.

The MPACT survey identified their target population/focus group, identify programs that are effective, programs that not effective, barriers to non drive alone trips, and recommendations on what programs could be added to provide reductions to drive alone rates.

The 2 public engagement events were as follows:

- The first event was to introduce the project to residents and gain insight from passengers on how transit is used today and how transit can be improved in the future. Feedback identified interest in extended service hours and more frequent service, more benches and amenities at bus stops, and challenges related to transfers and infrequent service.
- The second event was to share the findings and recommendations of the Yakima Valley Transit Study and get any additional feedback. Those who attended were generally in agreement with the findings and supportive of the study recommendations that are outlined within this report.

d) How did what they said influence the plan?

The feedback from the engagement meetings and surveys is incorporated above particularly in identifying the barriers and ideas to continue improve access for employees to use the program.

27. Describe vulnerable populations considered.

- Entrust Community Services - People with disabilities
- People for people - Individuals with special transportation needs
- Protran East/VGA Professional Services, Inc. - Non Emergent Medical Transportation, those who have no access to long distance medical transportation services. Low income, Veterans and Seniors.
- Asian Pacific Islander Coalition of Yakima - BIPOC and Asian

communities - Yakama Nation and Pahto Public Passage

- Medstar

28. Describe engagement focused on vulnerable populations.

a) Who did you talk to?

Entrust Community Services, People for people, Protran East/VGA Professional Services, Inc., Asian Pacific Islander Coalition of Yakima, Yakama Nation and Pahto Public Passage, and Medstar

b) When did you talk to them?

Responses to the MPACT surveys, meetings, and public engagement. See response to 26b above.

c) What did they have to say?

The groups generally consistently identified the following:

- Effective programs - Shared rides, long distance shuttle services, work from home options, and public transportation such as bus, shuttle, etc. People For People provides these services and also specifically includes Community Connector and paratransit services. Also, specifically fixed bus routes that run both directions on route and have intervals 1/2 hour or less.
- Not effective services: Single one way routes that do not serve all adjoining communities equally, Carpooling as there is a lack of common schedule and destination/origin.
- Barriers to non-drive alone trips: the lack of coverage area outside of fixed route systems, Lack of safe pedestrian access with rural roads without shoulders and sidewalks or for individuals who cannot walk long distances to reach transit, Length of routes and long time duration between buses that prohibit people from actually reaching destinations without exhausting planning
- Opportunities for improvements: expanding bus routes, Safe pedestrian access, Locate high population resident area to business areas and include large companies that have over 100 employees requiring access regardless of being located in city or non incorporated city areas where employers s have moved out of cities have majority single occupant vehicles due to complete lack of service to all industrial exporting employers
- Additional feedback received from Asian Pacific Islander Coalition of Yakima was that all areas should have equal access to DSHS and unemployment services for all of city of Yakima

d) How did what they said influence the plan?

The feedback received was incorporated into the identified barriers and recommended changes above.

29. List employers' suggestions to make CTR more effective.

Employers indicated there are numerous barriers to employees using non-drive alone options,

including: - Need car for family obligations on the way to/from work

- Lack of transit service
- Alternative commute options take too

much time - Personal safety
- Need my car during the day
- Need my car to get home in case of emergency

However, methods used at sites to promote the CTR program have included promoting the alternative mode options and providing preferred parking for carpoolers.

30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

The updates to the plans are beginning at this time and this feedback will be considered and incorporated as possible such as identifying a new or revision to goals or policies.

Regional transportation planning organization CTR plan review **RTPO comments**

The CTR plan was developed by the YVCOG in coordination with the City of Toppenish staff. As such, this local jurisdictional plan is consistent with the regional CTR plan.

CITY OF TOPPENISH

Request for Council Action

Agenda Bill No.: 25-056

Meeting Date:	June 23, 2025
Subject:	Toppenish Swimming Pool Lease Agreement
Attachments:	Resolution 2025-46, Lease Agreement
Presented by:	Sean Davido – Communications Manager
Approved for Agenda by:	Dan Ford, PE – City Manager

Discussion:

Because of the financial constraints which the City of Toppenish is currently facing, it endeavored to put before the voters the creation of a Parks and Recreation District that would be able to operate and maintain the Toppenish swimming pool. Unfortunately, the ballot measure did not receive sufficient votes for the creation of the district, and therefore, that put the City in the position of having to address, otherwise, its pool facility. The initial plan was to avoid operating the pool this year with hopes that something would occur down the road that would accommodate its use.

The lessee, Yakima Valley Farm Workers Clinic (YVFWC), indicated to the City that it is willing to take on the operation and maintenance of the swimming pool, thereby providing for the community a swimming pool this summer season. According to the lease, YVFWC would receive use of the pool facilities and would operate and maintain the facilities at no cost to the City .

The City appreciates the willingness of YVFWC to take on the swimming pool, maintenance and operations, as it would make the pool available to the community.

Fiscal Impact: Zero financial impact to the City of Toppenish for maintenance and operation during the term of the lease agreement for the 2025 swim season.

Recommendation: Approve Resolution 2025-46, authorizing the City Manager to enter into an agreement with YVFWC for the maintenance, operations and use of the Toppenish Swimming Pool and Facilities.

Alternatives: 1) Do not approve and have no swimming pool for the Toppenish community for 2025.

RESOLUTION NO. 2025-46

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TOPPENISH, WASHINGTON, AUTHORIZING THE LEASE WITH YAKIMA VALLEY FARMWORKERS CLINIC FOR THE OPERATION AND USE OF THE TOPPENISH SWIMMING POOL AND FACILITIES

WHEREAS, because of significant economic challenges and budgetary constraints faced by the City of Toppenish, it is not in a position to maintain and/or operate its municipal swimming pool and related facilities; and

WHEREAS, the Yakima Valley Farmworkers Clinic (YVFWC) is interested in providing operation and maintenance of the swimming pool, and has reached an agreement with the City for such purposes; and

WHEREAS, in order to accommodate used by the Lessee of the City's swimming pool, thereby providing swimming pool facilities for the community, such a lease is in the best interest of the City and the Lessee,

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TOPPENISH, WASHINGTON AS FOLLOWS:

<u>Section 1. Lease Agreement</u>: The lease between the City of Toppenish and YVFWC, in substantial conformity with the copy attached hereto, marked as Exhibit "A" and incorporated herein by this reference, is approved by the City Council and the City Manager is authorized to execute the same on behalf of the City.

<u>Section 2. Corrections</u>: The City Clerk, City Attorney and/or City Manager shall be empowered to correct any language here and above determined to be a scrivener's error or language incorrectly included in the above (or attached document).

<u>Section 3. Effective Date</u>: This Resolution shall be effective immediately upon passage and signatures hereto.

PASSED by the Toppenish City Council at its regular meeting held on June 23, 2025.

____
LOREN BELTON, Mayor Pro Tem

ATTEST:

____
HEIDI RIOJAS, CMC, City Clerk

APPROVED AS TO FORM:

____
DANIEL B. HEID, City Attorney

LEASE FOR THE OPERATION AND USE OF THE TOPPENISH SWIMMING POOL AND FACILITIES

This LEASE is made and entered into between the City of Toppenish, a Washington municipal corporation, hereinafter called the Lessor, and Yakima Valley Farm Workers Clinic,, a Washington Non Profit Corporation hereinafter called the Lessee.

WHEREAS, because of significant economic challenges and budgetary constraints faced by the Lessor, it is not in the position to maintain and operate its municipal swimming pool and related facilities; and

WHEREAS, with an interest in seeing the continued availability of a public swimming pool in and for the Toppenish Community, the Lessee is willing to take on the operation and maintenance of the Lessor's swimming pool; and

WHEREAS, the Lessor and Lessee deem it to be in the best interests of each to enter into this Lease.

NOW, THEREFORE, in consideration of the terms, conditions, covenants and performances contained herein, IT IS MUTUALLY AGREED AS FOLLOWS:

1. PREMISES

Description of Leased Premises: See attached Exhibit A.

Address of Leased Premises: 20 Asotin Ave, Toppenish, WA 98948

Legal description of Leased Premises: Generally; Toppenish Land Co's 1st Add to Toppenish, Lots 15 Thru 31 Blk 1, as depicted in attached Exhibit A.

2. USE

To provide the use of the pool, pool facility and concession areas as provided herein.

3. TERM OF LEASE

The term of this Lease shall begin on the 1st day of June, 2025, and end on the 30th day of September, 2025.

4. RENT

In consideration of the Lessee's efforts in maintaining and operating the Pool and Pool Facilities as described hereinbelow, the Lessee shall not be obligated to pay rent to the Lessor for the Premises.

5. MAINTENANCE AND OPERATION OF POOL AND POOL FACILITIES

A. The Lessee shall be responsible for operating the pool and pool facilities in full compliance with all applicable codes, rules and regulations, including but not limited to health and safety codes, rules and regulations, requirements for adequate staffing of lifeguards at all times the pool is in operation pursuant to Washington laws and regulations, and building and property maintenance codes, rules and regulations, including fencing requirements pursuant to WAC 246-260-031(4).

B. The Lessee shall be entitled to determine and schedule dates and times of pool and pool facility use, provided that the pool and pool facility use shall consist of not less than 75% public use and up to not more than 25% private use.

C. The Lessee shall keep the Lessor apprised of the schedules of such public and private use, and the Lessee shall keep the Lessor apprised of any significant, unusual or unexpected issue related to the Lessee's maintenance, operation and use the pool and pool facilities. The Lessee shall also provide the Lessor with any written reports and documents related to the Lessee's maintenance, operation and use the pool and pool facilities, and the Lessee shall promptly respond to any questions submitted to the Lessee by the Lessor regarding the Lessee's maintenance, operation and use the pool and pool facilities.

6. UTILITIES AND SUPPLIES

The Lessee shall be responsible for the costs of all utilities and supplies to operate and maintain this facility including but not limited to water to fill the pool, electricity and consumables including pool chemicals and restroom supplies.

7. DAMAGE - MAINTENANCE AND REPAIR

The Lessee shall be liable for and charged for any damage it, or its agents, employees, invitees, and guests cause to the Premises during the term of the Lease. Ordinary wear and tear is not considered damage. The Lessee is responsible for keeping the Premises in as clean or cleaner condition than existed prior to any use.

8. ASSIGNMENT/SUBLEASE

The Lessee shall not assign this Lease nor sublet the Premises and shall not permit the use of the Premises by anyone other than the Lessee, its agents, employees, invitees, and guests or for any use other the use provided in section 3, Use, without the prior written consent of the Lessor, which consent can be withheld for any reason in the Lessor's lawful discretion.

9. FIXTURES

During the term of this Lease, the Lessee is not permitted to attach fixtures or erect signs without the prior written approval of the Lessor. Unless otherwise agreed in a written amendment, all fixtures shall be installed and removed upon Lease termination at the Lessee's sole cost and expense. The Lessee shall be liable for the reasonable costs of any such removal including the costs of repair or restoring the Premises from such removal.

10. RENEWAL

If Lessee desires to seek renewal of the Lease, it shall provide written notice to Lessor of its intention to seek renewal at least sixty (60) days prior to the expiration date of the Lease by registered or certified mail. The Lessor in its sole discretion will determine whether it desires to enter such a renewal with the Lessee and shall endeavor to notify the Lessee of its willingness to negotiate renewal within thirty days of its receipt of the notice. If Lessor is willing to negotiate a renewal, and if negotiations between the parties have not resulted in a new Lease agreement before the expiration of this Lease, no renewal shall occur, unless the Lessor extends this deadline in writing.

11. TERMINATION, SUSPENSION, AMENDMENT

A. It is mutually understood and agreed by and between the Lessor and the Lessee that this Lease may be terminated by the Lessee on or after the 1st month of its term, and any month thereafter, provided that written notice of such cancellation and termination shall have been given at least ninety (90) days prior to the effective date thereof, in which event rent shall be prorated to the date of termination.

B. This Lease may be amended only by a written mutual agreement of the parties, signed by both parties by persons with authority to sign. Such amendments shall not take effect until made in writing and signed by authorized representatives of the parties.

12. CONDITION AT END OF LEASE TERM

A. Upon cancellation or termination of this Lease, Lessee agrees to vacate the Premises immediately or by such date as Lessor otherwise provides in writing, and remove at its expense all property it owns, unless otherwise agreed in writing with the Lessor. The Lessee shall pay the costs of any such cleaning plus Lessor's administrative expenses to conduct the cleaning with thirty days of receiving an invoice. If a deposit or credit exists, the Lessor may deduct any outstanding charges from the deposit or credit.

B. Lessee shall be responsible for all reasonable costs, expenses, and attorneys' fees associated with such termination, including, but not limited to, those costs, expenses, and attorneys' fees that the Lessor incurs for repair of damage for which Lessee is liable, cleaning for which Lessee is liable, removal of property of the Lessee and any related repair or restoration of the Premises. The costs of cleaning include Lessor's administrative expenses to conduct the cleaning.

C. In the event Lessee does not remove trade fixtures, personal property and equipment within thirty (30) days following lease expiration or termination, Lessor may at its election (i) require Lessee to remove such property at Lessee's sole expense, and Lessee shall be liable for any damage to the property caused by such removal and the costs of restoration to a condition at least as good as the property was prior to the placement of such property on the Premises, (ii) treat said items as abandoned, retaining said properties as part of the Premises; or (iii) have the items removed and stored at Lessee's expense. Lessee shall reimburse Lessor for any damage caused to the Property by the removal and restoration, whether removal or restoration is by Lessee or Lessor within 30 days receipt of notification by Lessor.

13. HOLDING OVER

If Lessee remains in possession of the Premises after the expiration or termination of the Lease term, or any extension thereof, the Lessor in its sole discretion may deem such holdover to be a month-to-month tenancy by providing written notice thereof to the Lessee. In such case, Lessee shall pay 150% of monthly rent provided for in this Lease or such other rent as the parties mutually agree to in writing and all provisions of this Lease shall apply to the month-to-month tenancy, except those pertaining to term and option to renew. Lessor may terminate the month-month tenancy upon thirty (30) days advance written notice.

14. DISASTER

In the event the Leased Premises are destroyed or damaged by fire, earthquake, or other casualty so as to render the Premises totally unfit for occupancy and use, the Lessor or the Lessee may terminate this Lease. In the event of such termination, Lessee shall be reimbursed for any unearned rent that has been paid, minus any charges that have not been paid.

15. DISPUTE RESOLUTION

In the event that a dispute arises between the parties and it cannot be resolved through discussion and direct negotiation, either party may request the matter be mediated. If mediation fails to produce an agreement or the parties agreed to forgo mediation, it shall be submitted to arbitration under RCW 7.04A. All costs of arbitration shall be equally shared, and each party shall bear its own attorney's fees, if any.

16. HOLD HARMLESS

To the fullest extent permitted by law, the Lessee, its successors or assigns expressly agrees to and shall indemnify, defend and hold harmless the Lessor and its agencies, officials, agents, and employees, from and against all claims, actions, costs, damages, or expenses of any nature arising out of or in connection with any acts or activities of Lessee, its employees, agents, guests, or invitees authorized by this Lease. Lessee's obligation to defend includes payment of any costs or attorneys' fees. Lessee's obligation shall not include such claims that may be caused by the sole negligence of the Lessor and/or its agents and employees. If the claims or damages are caused by or result from the concurrent negligence of (a) the Lessor, its agents or employees and (b) the Lessee, its agents, employees, invitees, or guests, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the Lessee, its agents, employees, invitees, or guests. The Lessee expressly agrees to waive his/her immunity under Title 51 RCW to the extent required to indemnify, defend, and hold harmless the Lessor and its agents or employees.

17. INSURANCE

A. The Lessee shall, at all times during the term of this Lease and at its sole cost and expense, buy and maintain insurance of the types and amounts listed below, and provide proof of insurance prior to the beginning of the Lease period. In the absence of such insurance, this Lease shall be deemed void. Further, Lessee shall promptly notify Lessor of any changes, modifications, or amendments to such policies. Failure to buy and maintain the required insurance may result in the termination of the Lease at the Lessor's discretion.

B. The Lessee shall maintain general liability (CGL) insurance, and, if necessary, commercial umbrella insurance with a limit of not less than $5,000,000 per each occurrence. If such CGL insurance contains aggregate limits, the General Aggregate limit shall be at least twice the "each occurrence" limits. CGL insurance shall have products-completed operations aggregate limit of at least two times the "each occurrence" limits.

C. The Lessee shall also include the Lessor and its agencies, officials, agents, and employees as additional insureds in any and all such insurance policies.

18. HAZARDOUS SUBSTANCES

Lessee shall not keep on or about the Premises, for use, disposal, treatment, generation, storage or sale any substances which are hazardous, toxic, harmful or dangerous, and/or which are subject to regulation as hazardous or toxic, dangerous, or as a pollutant by any federal, state, or local law, regulation, statute, or ordinance (collectively referred to herein as "hazardous substances"). Lessee shall be fully liable to the Lessor, and shall, to the extent permitted by law, indemnify, defend and save harmless the Lessor and its officials and employees, with respect to any and all damages, costs, fees (including attorneys' fees and costs), civil and criminal penalties, or clean-up costs assessed against or imposed as a result of Lessee's use, disposal, generation, storage, or sale of hazardous substances or that of Lessee's employees, agents, or invitees.

19. NON-DISCRIMINATION

The Lessor is committed to providing a fair and equitable environment for all individuals. The Lessee shall not discriminate against any person or persons or exclude them from participation in the Lessees operations, programs or activities conducted on the Leased Premises based on race, color, religion (creed), gender, gender expression, age, national origin (ancestry), disability, marital status, sexual orientation, military status, or any other characteristic protected by applicable law. The Lessee will comply with the Americans with the Disabilities Act of 1990 (42 U.S.A., 12101-12213 and the Washington State Law against discrimination, chapter 49.60 RCW, as well as the regulations adopted thereunder and attendant Americans with Disabilities Act Accessibility Guideline (ADAAG) published by the Architectural and Transportation Barriers Compliance

Board.

20. PREMISES CONDITION

Lessor and Lessee have conducted a walk-through inspection of the Premises. It is understood and agreed that the Lessee accepts the Premises in their present condition and accepts all risk of injury to persons or damage to property resulting from, or arising out of, the condition of the Premises. This acceptance includes knowledge that the Premises may not meet the requirements set forth in the Americans with Disabilities Act (ADA). Lessee agrees to hold Lessor harmless from any liability or claims due to the Lessee's failure to comply with ADA, if the Lessee has a duty to comply the ADA or an ADA requirement arises from the Lessee's use of the Premises.

Lessee accepts operational condition of Premises. Any improvements deemed necessary to operate the Premises shall be mutually agreed to at the time of discovery and a reasonable financial responsibility will be determined by the lessor. Repairs/improvements will be the responsibility of the Lessee with the financial responsibility of the Lessor to be provided in a reimbursement method. All work undertaken shall be subject to and follow state and local law and regulations.

21. ADDITIONAL LEASE PROVISIONS

A. Alcoholic beverages and the sale and consumption of alcoholic beverages are prohibited in or on property owned by the Lessor. No smoking shall be allowed on the Premises.

B. All signs installed on the exterior of the Premises and/or doors and windows of the Premises shall be subject to the prior written approval of the Lessor, which approval can be withheld for any reason in total and unrestricted discretion of the Lessor.

C. Lessee agrees that areas not specifically authorized for their use under the terms of this Lease are not authorized for the use or entry of Lessee, its employees, agents, guests, and invitees, and that entry into such unauthorized areas may be grounds for termination of this Lease.

D. Lessee agrees to not use this property for commercial and political activities. Lessor's buildings may not be used for political purposes nor will they be rented to a political organization or an affiliate thereof except the local government agencies for use as a polling place. Buildings will not be rented to profit-making organizations unless the profits are generated for some public or beneficial use. Profit-making organizations or civic groups may use Lessor's buildings when the primary purpose of the event is a fundraiser in the public interest. The facility will not be used for activities detrimental to the interest of the Lessor or contrary to law. This provision does not, however, preclude the renting and use of the pool and facilities by a profit-making organization for its employees and quests under the private use provisions hereof in Section 5B, above, where the organization, not its employees or guests, pays for the private rental costs.

E. Lessee acknowledges the Lessee shall be solely responsible for the personal security and protection of its employees, agents, customers, invitees, children, parents participating in Lessee's activities, and spectators or visitors associated with Lessee's activities, including but not limited to personal injury, and property damage, including damage to personal property. Lessee shall be responsible for instituting adequate security measures to accomplish such security and protection. Lessee's obligations encompass the Leased area. Any security devices to be installed at the Premises require the prior written consent of Lessor and shall be in conformance with Lessor's criteria, if any. Lessee agrees to save Lessor, its agents and employees harmless from any and all liability due to any personal injury, or property damage or loss in any way related to Lessee's security measures.

22. NOTICES

Wherever in this Lease written notices are to be given or made, they will be sent by certified mail to the address listed below unless a different address shall be designated in writing and delivered to the other party.

LESSOR:

Toppenish City Hall
Attn: ____________________________
21 W 1st Avenue
Toppenish, WA 98948

LESSEE:

Yakima Valley Farm Workers Clinic,, a Washington Non Profit Corporation
604 W. 1st Avenue
Toppenish, WA 98948

23. CAPTIONS

The captions and paragraph headings hereof are inserted for convenience purposes only and shall not be deemed to limit or expand the meaning of any paragraph.

24. GOVERNING LAW/VENUE

This Lease is to be governed by and construed in accordance with the laws of the State of Washington. Venue of any action between parties relating to this Lease will be in Yakima County, Washington.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names.

LESSEE	**LESSOR**
____________________________	____________________________
By: ________________________	By: ________________________

(signature) (signature)

Print Name: Christy Trotter
Title: CEO
Date: 5/20/2025

Print Name: ___
Title: ___
Date: ___

State of Washington)
) ss.
County of Yakima)

On this 20th day of May, 2025 before me personally appeared Christy Trotter to me known to be the CEO of the Lessor that executed the within and foregoing instrument and acknowledged the said instrument to be the free and voluntary act and deed of said party, for the uses and purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

NORMA A GONZALEZ
NOTARY PUBLIC #128514
STATE OF WASHINGTON
COMMISSION EXPIRES
MARCH 9, 2027

Norma Gonzalez
Notary Public in and for the State of Washington,
Residing at Toppenish, WA
My commission expires March 9, 2027

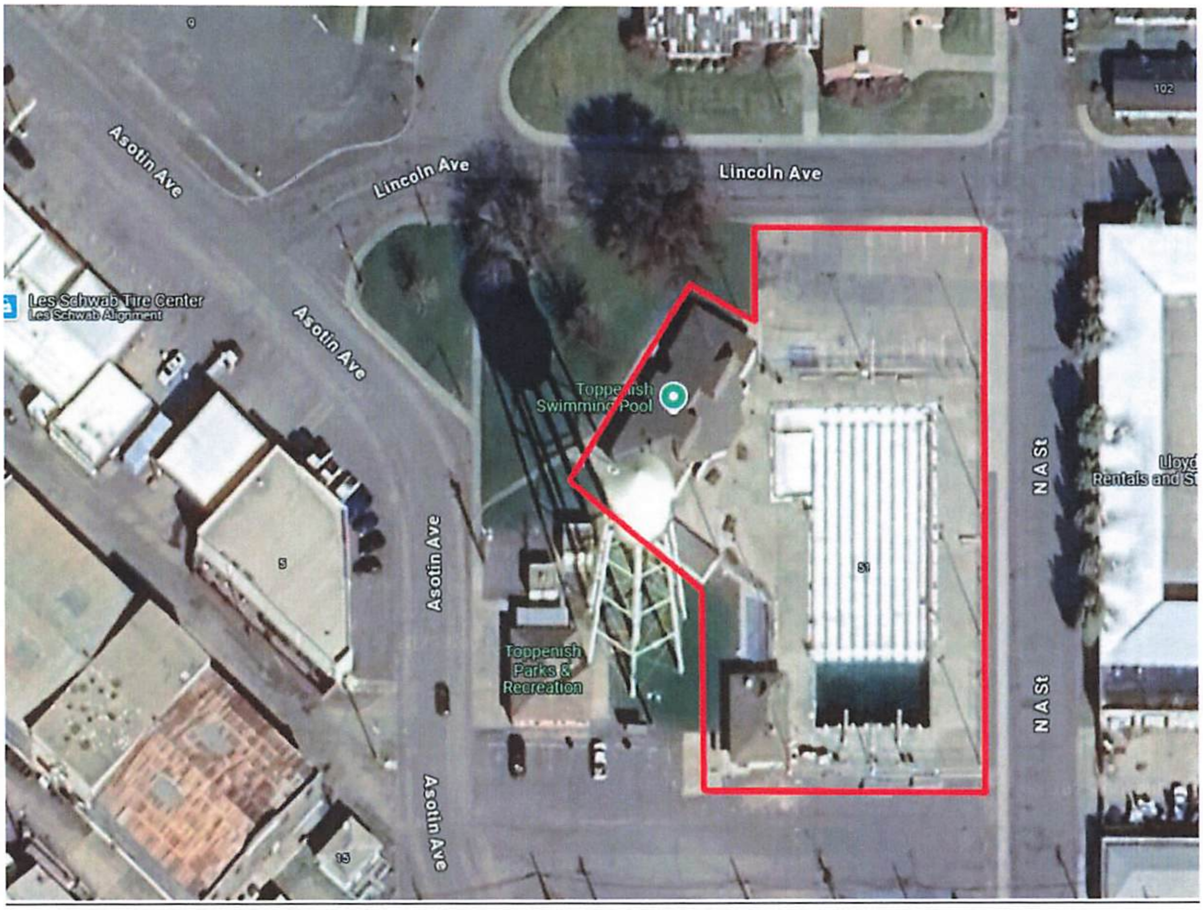
State of ___)
) ss.
County of ___)

On this ___ day of ___, 20__, before me personally appeared ___ to me known to be the ___ of the Lessee that executed the within and foregoing instrument and acknowledged the said instrument to be the free and voluntary act and deed of said party, for the uses and purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

___
Notary Public in and for the State of Washington,
Residing at ___
My commission expires ___

EXHIBIT A



A portion, as depicted in the image above, of the following properties:

Parcel(s) 2010033440, 20100334407, 20100334405, and 20100334416 generally residing in and around the City of Toppenish swimming pool and functionally connected structures. Mailing address: 20 Asotin Ave, Toppenish, WA 98948

CITY OF TOPPENISH

Request for Council Action

Agenda Bill No.: 25-057

Meeting Date:	June 23, 2025
Subject:	Notice of Civil Trespass for Public Property
Attachments:	Ordinance 2025-05
Presented by:	Daniel B. Heid – City Attorney and Joseph Mehline – Public Safety Director
Approved for Agenda by:	Dan Ford, PE – City Manager

Discussion:

Washington law recognition, the propriety of the notice of trespass as a tool available to municipalities, whereby they can issue such notices to individuals who are causing problems, committing crimes or interfering with the ability of others to use the public property from entering or remaining on such property for specific periods of time. Such a process would appropriately include identification of the time for which a person is barred from entering the public property, and also include the potential for an appeal through a process identified in the ordinance. The Ordinance should also include the identification of City officials with the authority to issue the Notice of Trespass. The Ordinance also indicated that a violation of the notice of trespass is chargeable as criminal trespass.

Recommendation:

Adopt Ordinance 2025-05 for creating new Chapter 2.82 of the Toppenish Municipal Code Relating to Notice of Civil Trespass for Public Property.

ORDINANCE NO. 2025-05

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TOPPENISH, WASHINGTON, CREATING A NEW CHAPTER 2.82 OF THE TOPPENISH MUNICIPAL CODE RELATING TO NOTICE OF CIVIL TRESPASS FOR PUBLIC PROPERTY, PROVIDING FOR A SEVERABILITY CLAUSE AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, the City of Toppenish invests significant resources in parks, public spaces and other public properties in the City; and

WHEREAS, the City has worked hard to address issues related to people misusing public property, damaging public property and acting in a way that prevents use of public properties for their intended purposes; and

WHEREAS, despite those efforts, there are instances when, due to repeat problematic behavior, criminal behavior or behavior that threatens public health, safety and welfare, it becomes incumbent upon the City to inform individuals that they are barred from being on certain public property for certain periods of time; and

WHEREAS, the City of Toppenish has the authority to adopt laws to protect public safety to the extent such laws are not in conflict with State or Federal law.

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

Section 1. New Chapter to Municipal Code. A new Chapter 2.82 of the Toppenish Municipal Code entitled “Notice of Civil Trespass for Property” shall be and hereby is created to read as follows:

Chapter 2.82
NOTICE OF CIVIL TRESPASS FOR PUBLIC PROPERTY

Sections:

2.82.010 Purpose.

The purpose of this chapter is to adopt a legally sound process for excluding from city property any individual whose behavior is dangerous, illegal, or unreasonably disruptive to other users while recognizing the rights of individuals to engage in legitimate activities that may occur on city-owned property. This chapter is enacted as an exercise of the city's authority to protect and preserve the public health, safety and welfare.

2.82.020 Authorization to issue notice of civil trespass – City employees.

The city employees or officials, or their designees, having control over a city facility, building, or outdoor area, including municipal parks, are authorized to issue a notice of civil trespass to any individual who engages in any behavior that threatens public health, safety and welfare, or prevents use of such property by the public, or who violates any city ordinance, rule or regulation, or state law or lawful directive of a city employee or official which violation was committed while on or within a city facility, building, or outdoor area, including municipal parks (but excluding rights-of-way), for the specific property where the violation occurred. Provided, however, that if the person engages in the same type of problematic behavior at more than one public property, the authorized official is authorized to trespass the offending individual from any other similar public properties within the city for the same trespass duration.

2.82.030 Authorization to issue notice of civil trespass – Law enforcement.

When no other city employee or official having control over a city facility, building, or outdoor area, including municipal parks, is present, a police officer is authorized to issue a notice of civil trespass to any individual who engages in any behavior that threatens public health, safety and welfare, or prevents use of such property by the public, or who violates any city ordinance or state law which was committed while on or within a city facility, building, or outdoor area, including municipal parks (but excluding rights-of-way), for the specific property where the violation occurred. Provided, however, that if the person engages in the same type of problematic behavior at more than one public property, the authorized law enforcement official is authorized to trespass the offending individual from any other similar public properties within the city for the same trespass duration.

2.82.040 Right-of-way defined.

For the purpose of this chapter, right-of-way shall include those sidewalks which are closest to a paved street; provided, that the street-side edge of the sidewalk is within 20 feet of the curb-line closest to the property.

2.82.050 Limitations on trespass duration.

Notices of civil trespass shall be issued as follows:

A. For the first violation, the individual may be issued a notice of civil trespass for a period not to exceed one year.

B. For a second or subsequent violation, the individual may be issued a notice of civil trespass for a period not to exceed two years.

2.82.060 Service of notice – Content.

A copy of the civil trespass notice shall be provided by mail or hand delivery to the individual and to the city employee or official having control over the city park, facility, building or outdoor area. The written trespass notice shall advise of the right to appeal and the location and telephone number for filing the appeal.

2.82.070 Violations – Penalty.

Any person found on or within any city facility, building, or outdoor area, including municipal parks, in violation of a notice of civil trespass may be arrested for trespassing, except as otherwise provided in this chapter.

2.82.080 Protected First Amendment activity.

The city employee or official having control over a city facility, building, or outdoor area, including municipal parks, may authorize an individual who has received a notice of civil trespass to enter the property or premises to exercise his or her First Amendment rights if there is no other reasonable alternative location to exercise such rights or to conduct necessary municipal business. Such authorization must be in writing, shall specify the duration of the authorization and any conditions thereof, and shall not be unreasonably denied.

2.82.090 City property closed to the public.

This chapter shall not be construed to limit the authority of any city employee or official to issue a notice of civil trespass to any person for any lawful reason for any city property, including rights-of-way, when closed to general vehicular or pedestrian use, when to do so is necessary or appropriate in the sole discretion of the city employee or official.

2.82.100 Appeal of notice of civil trespass.

A person to whom a notice of civil trespass is issued under this chapter shall have the right to appeal as follows:

A. An appeal of the notice of civil trespass must be filed, in writing, within 10 calendar days of the issuance of the notice of civil trespass, and shall include the appellant’s name, address and phone number, if any. No fee shall be charged for filing the appeal.

B. The appeal shall be filed with the city clerk’s office.

C. Appeals shall be heard by the city manager or designee.

D. Upon receipt of the appeal, the city clerk shall prepare a notice of appeal hearing, setting the appeal hearing before the city manager or designee to be heard within 30 days of the receipt of the appeal. Notice of the appeal hearing shall be provided to the appellant by U.S. first-class mail to the address listed in the written appeal. If no address is provided, notice shall be sufficient when left at the front desk of the Toppenish police department no less than 10 calendar days prior to the scheduled hearing.

E. Copies of documents in the city’s control which are intended to be used at the hearing, and which directly relate to the issuance of the notice of civil trespass to the appellant, shall be made available to the appellant at no cost upon request.

G. The appellant and the city shall have the right to attend the appeal hearing with an attorney, the right to testify, to call witnesses, to cross-examine witnesses and to present evidence. All appeal hearings shall be audio recorded. The appellant shall have the right to bring a court reporter at his or her own expense, and/or to commission a transcription of the audio recording of the hearing at his or her own expense.

H. The city manager or designee hearing the appeal shall consider the testimony, reports or other documentary evidence, and any other evidence presented at the hearing. Formal rules of evidence shall not apply, but fundamental due process shall govern the proceedings.

I. The city shall bear the burden of proof by a preponderance of the evidence that the notice of civil trespass was properly issued pursuant to the criteria of this chapter.

J. If the appellant fails to attend a scheduled hearing, the appeal shall be dismissed and the notice of civil trespass issued by the city shall be affirmed.

K. At the conclusion of the hearing, the city manager or designee hearing the appeal shall deliberate on the evidence and render a decision. All decisions of the city manager or designee hearing the appeal shall be made within five business days of the hearing, and shall be reduced to writing, a copy of which shall be mailed U.S. first-class mail to the appellant at the address provided. If no address is provided, a copy of the decision shall be posted at the front desk of the Toppenish police department.

L. The decision of the city manager or designee hearing the appeal shall be final and the appellant shall be deemed to have exhausted all administrative remedies. An appeal of the city manager's or designee's decision must be filed with the Yakima County superior court no later than 5:00 p.m. on the fourteenth day following the date the written decision is provided to the appellant either by mail or by posting as described herein.

M. The notice of civil trespass shall remain in effect during the appeal and review process, including any judicial review.

2.82.110 Additional enforcement procedures.

The provisions of this chapter are not exclusive, and may be used in addition to other enforcement provisions authorized by the Toppenish Municipal Code, and/or state law, except as precluded by law.

Section 2. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be unconstitutional or unlawful by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this chapter.

Section 3. Effective date. This Ordinance shall be effective five (5) days after publication as required by law.

PASSED by the Toppenish City Council at its regular meeting held on the 23rd day of June, 2025.

____
LOREN BELTON, Mayor Pro Tem

ATTEST:

____
HEIDI RIOJAS, CMC, City Clerk

APPROVED AS TO FORM:

____
DANIEL B. HEID, City Attorney