



General Principles

Richland supports legislation that promotes the City Council's Strategic Leadership Plan and protects the City's ability to provide essential municipal services to its citizens.

Richland opposes legislation that would either preempt authority or discretion vested with local governments or impose new or additional unfunded mandates upon local jurisdictions.

Richland seeks to work with the Legislature to strengthen the state and local government partnership and protect current revenue sources available to the City, provide new revenue options, and provide flexibility in using existing revenues.

Public Safety

Richland supports revisions to statutes governing how law enforcement addresses drug offenses under the State v. Blake decision.

Richland supports clarification around the ability of law enforcement to conduct effective and safe vehicle pursuits using a reasonable suspicion standard in specific circumstances when there is an immediate threat to public safety.

Richland supports legislation amending RCW 13.40.740 related to juvenile questioning during a criminal investigation.

Richland supports more state investment in alternative response teams, treatment facilities for adults and juveniles, treatment in jails, and funding for social workers, treatment providers, and system navigators to help direct people to treatment.

Richland supports sustainable funding for law enforcement training through Basic Law Enforcement Academy (BLEA) classes in the Tri-Cities to decrease the wait time for newly hired officers.

Economic Development

Richland supports legislation enabling economic development incentives that encourage development and private investment. In particular, the City supports the proposed Tax Increment Financing "Fix" bill that will address technical corrections to the bill passed in 2021.

Bateman Island Causeway

Richland seeks to ensure adequate funding to address the offsite impacts of any state-sponsored project to improve the water quality in the mouth of the Yakima River.

SR240 & Aaron Drive Complete Streets Improvement Project

The SR240/Aaron Drive Complete Streets Improvements Project will correct deficiencies in the existing I-182/ SR240/ Aaron Drive interchange that have existed for approximately 40 years. These deficiencies impact active transportation, vehicular capacity, and freight mobility. The project requires no right-of-way acquisition and will involve a simple environmental review, so it can be quickly and efficiently delivered once funding is available. The estimated cost for both design and construction totals \$35 million.

Growth Management Act Reform

Richland supports reform to the Growth Management Act and is opposed to any planning obligations that are not coupled with adequate funding. Richland opposes any preemption of local land use authority.

Zoning Mandates

Richland opposes any legislation that preempts local land use authority but supports zoning and land use policies that create flexibility and incentives to help cities provide more equitable access to housing in our cities, recognizing that the one-size fits all approaches do not work across all of Washington's cities.

Homelessness

Richland encourages state leadership on the homeless crisis by approving additional funding, strategies, and tools to address the growing unsheltered population.

Regional Collaboration

Richland supports Benton County's efforts to fund and build a recovery center in the Tri-Cities. The city requests the state to partner with Benton County to allow for the expenditure of state appropriations through June 2025.

Richland supports the Port of Benton and Washington Vertical, a Washington Department of Commerce Innovation Accelerator Cluster Program, to spur the development of U.S.-based energy suppliers and supply chains to accelerate the deployment of advanced nuclear and other next-generation carbon-free energy technologies for a sustainable future.

The City will support the efforts of other state and local organizations on issues consistent with City positions. These include efforts of the Tri-City Development Council (TRIDEC), Tri-Cities Visitor and Convention Bureau (TCVCB), The Port of Benton, The Port of Kennewick, The Washington Economic Development Association (WEDA), and the Association of Washington Cities (AWC).