



**NATURAL
RESOURCES**

2025 Legislative Priorities

DNR's mission is to manage, sustain, and protect the health and productivity of Washington's lands and waters to meet the needs of present and future generations.



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Department of Natural Resources 2025 Legislative Priorities Summary

Operating Budget

1. Teanaway Loan Repayment (\$10M)

The Teanaway Community Forest is a 50,000-acre landscape that lies at the headwaters of the Yakima Basin watershed near Cle Elum. The land was purchased in 2013 with funding provided by the Legislature and a \$10 million loan from the Natural Resources Real Property Replacement (Trust) Account. Under the purchase terms, the loan is to be paid back to the Trust by June 30, 2025 or the community forest can revert to state trust lands.

2. Post-Wildfire Response (\$7.6M)

Funding to meet deliverables identified in [2SHB 1578](#) passed in 2023. Funding will allow DNR to develop key components of a comprehensive strategy for burned area assessment, stabilization, and recovery to ensure a coordinated and practical approach to help communities recover of wildfires. This proposal seeks to fund two critical recovery efforts: the post-wildfire debris flow program and establish a state-led burned area recovery team.

3. LiDAR (\$7.85M)

Ongoing funding is needed to meet the State's growing LiDAR needs to collect and refresh statewide LiDAR on a ten-year cycle. This package was fully funded during the FY22 supplemental session, and partially funded during the 2023-2025 biennium with one-time funding. An ongoing funding commitment is needed to ensure the success of management and monitoring strategies across Washington business uses.

4. Conservation Corps – Aquatics (\$1.83M GF-S) and Recreation (\$8.05M)

Funding for Corps members to work with Aquatic Invasive Species and Aquatic Reserves programs and funding for the Recreation and Natural Area programs work on restoration, monitoring, forest resiliency, and trail work. Future leaders in natural resources are coming from Corps programs and the agency needs stable, predictable ongoing funding to ensure this program meets the needs of programs and our workforce.

5. Electric Vehicle – Agency Fleet Replacement (\$19.625M)

Funding to accelerate DNR's fleet electrification so we can meet our 2030 emission reduction targets. DNR has approximately 950 vehicles used across the state and funding allows the agency to replace our light-duty gas-powered vehicles with a compatible electric vehicle meeting the 2030 emission reduction targets. This package is being requested in coordination with the agency's capital funding request (below) to build a better state-wide charging infrastructure within the agency.

6. One Washington Implementation (\$6.69M)

Funding will ensure DNR can transition the agency's important internal business and administrative legacy systems to connect with the new One Washington IT system that is scheduled to begin in 2025. One Washington will modernize the State's enterprise administrative functions for finance, procurement, budget, human resources and payroll.

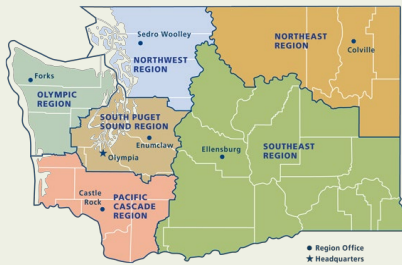
7. Aerial Imagery and Preservation (\$2.8M)

Funding to allow the agency to digitize historic orthophotos and stereo imagery used by DNR, other state agencies, and the public for many important land management purposes. Funding will allow the agency to scan and convert the imagery currently contained on film negatives and preserve and store those images in a digital format.



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Capital Budget

1. Trust Land Transfer (\$30M)

Funding for eight trust properties totaling 12,131 acres. Properties will be transferred out of trust for conservation, including six of these properties – Colville, Quileute, Tulalip, and Yakama – to be received by Federally Recognized Tribes. SHB 1460 passed in 2023 revitalizing the agency's Trust Land Transfer Program. Ten properties worth \$25M totaling 7,065 acres were moved out of trust during the FY23-25 biennium.

2. Derelict Structures + Tire Piles (\$7.4M)

Funding to complete the removal of two priority structures; work on the historic Lakebay Marina; begin removal of tire "reef" piles in Puget Sound; and funding the stewardship grant program established in 2023. This funding will continue the critical work that began in 2023 when the Legislature passed [SSB 5433](#) creating the Derelict Structures Removal Program.

3. Derelict Vessel Removal Program (DVRP) – Large Vessel Removal (\$13.5M)

Funding to address six large, high-risk vessels while continuing the critical work of removing and intercepting hundreds of smaller vessels across the state. In 2023 and 2024, DVRP was inundated with an unprecedented number of very large abandoned and derelict vessels. These vessels pose a significant risk to the environment and are extremely costly to remove. This request will have immediate habitat and water quality improvements.

4. Safe and Sustainable Recreation (\$7.75M)

Funding that will continue to address the increased demand for recreation on our public lands. These investments will address recreation infrastructure needs, including trails, trailheads, campgrounds, off-road vehicle impacts, improving accessibility and public safety at locations across the state. Funding will also help the agency address concerns from Tribal partners and help protect Tribal cultural resources.

5. Natural Areas – Facilities Preservation and Access (\$5.8M)

Funding for the agency's Natural Areas program to address growing demands by the public, including access, environmental education and conservation of critical habitats for rare and endangered species. Investments will support infrastructure needs throughout our state, including, better ADA access, new or refurbished trailheads, renovated and improved trail networks, road maintenance, environmental education and site language, and new pedestrian bridges or boardwalks.

6. Omak Project (\$29.5M)

Funding to construct a complex of fourteen buildings on an eight-acre site leased from the City of Omak at the Omak Airport. This facility is being built to manage work and staffing needs in the agency's wildfire program, including space for 83 air crew or Helitack personnel that can be assigned to this location. This project will construct an aviation operations work center, warehouse, 36 dormitory rooms, and shop for the agency's wildfire operations. This project will eliminate several building and land leases currently in use by the agency.

7. Electric Vehicle – Agency Charging Infrastructure (\$20M)

Funding for design and construction of the infrastructure needed to electrify the agency's light fleet of vehicles. The state-wide study (Investment Grade Audit-IGA) produced detailed recommendations for charger purchase and installation. This request funding will enable DNR to move forward on those recommendations for full light-fleet electrification and meet the 2030 emission reduction targets. This package is being requested in coordination with the agency's operating electric vehicle decision package (above).



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Agency Request Legislation

1. Smokey Bear License Plate¹

Legislation establishing a Smokey Bear license plate that would be available for purchase in October 2025. Revenue from Smokey Bear license plates would be devoted for wildfire prevention programs administered by DNR. This would be the agency's first license plate, the only state license plate for wildfire prevention, and would utilize license plates to spread wildfire prevention messages across the state.



and would utilize license plates to spread wildfire

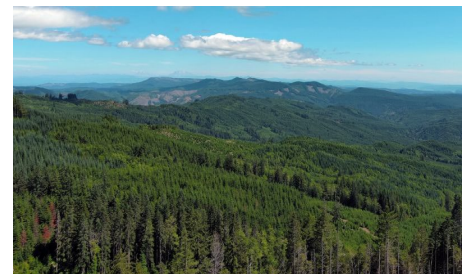
2. Burn Permit Appeals Process

Legislation establishing a new process to appeal civil enforcement or administrative decisions made by the agency under changes to the Forest Protection statutes. Appeals will be heard by the Pollution Control Hearings Board (PCHB) in cases where there is an alleged violation of silvicultural burning statutes and rules. Examples include DNR's denial of a burn permit.



3. Forest Land Excise Tax

DNR does not benefit from a lower Forest Land Excise Tax rate when it purchases forestland and plans to keep it in Designated Forestland status. This is a disadvantage to the agency, Tribes, and local governments because it currently requires them to pay twice the rate a private landowner can pay when purchasing a property worth \$3 million or more. This will save the agency money when it is purchasing forestland for its trust beneficiaries.



4. Surface Mine Reclamation Fee

DNR's Surface Mine Reclamation Program was created in 1971 and ensures that lands and waters within the state are protected and reclaimed after a mining operation is complete. The program is funded through annual permit fees and permit application fees. This legislation will increase application fee for revision of an existing reclamation permit and plan, making all permit application fees \$4,500. It will also increase annual permit fees for private and some public permit holders from \$2,000 to \$3,500. For certain public permit holders, whose mines are used for public works projects, fees will increase to \$2,500 annually. These fee increases are necessary to ensure the program can continue to operate and meet its legal obligations through the next few biennia.



¹ This design is not final and could change, and it is subject to federal approval.