



Snohomish County 2022 End of Session Report

Dear Snohomish County Council and Executive Somers,

It was our pleasure to advocate for Snohomish County during the 2022 legislative session. The legislature met in a virtual format for the short 60-day session, with slightly more legislators and staff allowed on campus than the 2021 session.

Despite these challenges, we are pleased that Snohomish County was successful in advancing several legislative priorities: 19 of the County's regional transportation priority projects received funding in the Move Ahead Washington transportation revenue package, including the critical US 2 Trestle, which received \$210 million. We were also successful in passing legislation to fund two additional Snohomish County superior court judges. In the capital and operating budgets, the County secured \$5.558 million to continue operating the County's Afghan Refugee Welcoming Center, and our city partners received funding for two regional capital projects: the Lynnwood Recovery Center and Darrington Wood Innovation Center. These successes would not have been possible without an active and supportive legislative delegation: Sen. Derek Stanford, Sen. Ron Muzzall, Sen. Marko Liias, Sen. Jesse Salomon, Sen. June Robinson, Sen. Keith Wagoner, Sen. John Lovick, Rep. Davina Duerr, Rep. Shelly Kloba, Rep. Greg Gilday, Rep. Dave Paul, Rep. Strom Peterson, Rep. Lillian Ortiz-Self, Rep. Cindy Ryu, Rep. Lauren Davis, Rep. Emily Wicks, Rep. Mike Sells, Rep. Robert Sutherland, Rep. Carolyn Eslick, Rep. April Donaghy, and Rep. April Berg. We encourage you to express the County's gratitude to the delegation.

Now that session is over, legislators will turn their focus to the November 2022 elections. All members of the House of Representatives and roughly half the members of the Senate will be seeking re-election in new districts established through redistricting. The Snohomish County delegation will welcome several new legislators due to retirements and redistricting, which added the 12th legislative district to the County.

The 2023 session will be the beginning of a new biennial legislative cycle. It will be a 105-day session where legislators will discuss the development of the 2023-25 biennial budgets.

The ever-changing political climate requires adaptive and consistent advocacy. We look forward to working with Snohomish County throughout the interim months to continue advancing the County's priorities and preparing for the 2023 legislative session.

Thank you,

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Overview of the 2022 Legislative Session

The 2022 legislature convened for a 60-day session that was conducted almost entirely virtually. As the second year of the legislative biennium, all bills considered during the 2021 session carried over for potential consideration in 2022. Legislators also considered an additional 1,051 bills this session, with a total of 303 bills signed into law.

The legislature developed supplemental operating, capital, and transportation budgets, that made amendments to the 2021-23 budgets adopted during the 2021 session.

2022 Supplemental Operating Budget: The state's operating budget funds all state agency operations, including K-12, higher education, human service programs, and more. The 2022 supplemental operating budget is based on levels of state revenues that are unprecedented in a supplemental year. The final '21-'23 budget appropriates over \$63 billion; \$2 billion is shifted to the transportation budget, a foundational piece of the Move Ahead Washington package, and \$650 million goes to the capital budget.

In addition to state resources, the budget appropriates over \$1 billion in federal coronavirus relief funding. The legislature left \$812 million in reserves with another \$1 billion in the Washington Rescue Plan Transition Account. Over \$5 billion in expenditures are determined to be one-time in nature.

The legislature made significant new investments in K-12 education, long term care and developmental disabilities programs, behavioral health, Paid Family Leave Insurance, higher education, and housing. Highlights of investments related to local governments are listed below:

- \$10 million for local government GMA plan updates, as well as developing an inventory and analysis of housing needs and other requirements of HB 1220 from the 2021 session.
- \$7.5 million for grants to local governments who update their comprehensive plans in 2024 to allow middle housing on at least 30% of lots currently zoned for single family residences.
- \$250,000 to study and report on the cost of local governments to review and update GMA comprehensive plans.
- \$100,000 to establish a body camera grant program within the Association of Sheriffs and Police Chiefs.
- \$45 million for grants to local governments and nonprofits to transition persons residing on state-owned rights-of-way to safer housing opportunities.
- \$45 million for the eviction prevention rental assistance program and \$27 million for the landlord mitigation program.
- \$100 million for grants for public and private water, sewer, garbage, electric, and natural gas utilities to address low-income customer arrearages compounded by the COVID-19 pandemic
- The amount of marijuana revenue shared with local governments across the state is increased by \$5 million.
- \$2.5 million for the Secretary of State to provide grants to counties to increase voting within the jailed population.
- Funding is provided for city and county *State v. Blake* response:

- \$2 million to AOC for administrative costs associated with city and county *Blake* activities. AOC is required to establish a direct process for LFO reimbursement through the agency.
- \$23.25 million for county LFO reimbursement.
- \$1.3 million to establish a *Blake* triage team within the Office of Public Defense (OPD) to assist rural counties with *Blake* related staffing issues.
- Funding to establish a municipal *Blake* resentencing and legal financial obligation pool.
- Funding is provided for salmon recovery efforts:
 - \$300,000 for the Governor’s Office to develop policy and fiscal recommendations for improvement of riparian habitat (in lieu of HB 1838, expanding riparian buffers).
 - \$50 million to the Salmon Recovery Board for salmon recovery projects greater than \$5 million.
 - \$25 million to the Salmon Recovery Board for salmon recovery projects less than \$5 million.
 - \$10 million for riparian habitat restoration project grants to landowners.
 - \$2.6 million to update local watershed salmon recovery plans within the Puget Sound.
 - Funding to the Office of Financial Management (OFM) to study the effectiveness of existing voluntary and regulatory programs at achieving fully functioning riparian habitat (for example, the Voluntary Stewardship Program).
 - Funding to the Governor’s Salmon Recovery Office to update the statewide salmon plan. The biennial implementation plan is due by October 1, 2022.
 - Funding to the Department of Fish and Wildlife (WDFW) to provide technical assistance to local governments to better integrate salmon recovery plans into growth management comprehensive plans and development regulations.
 - Funding to WDFW to complete a statewide prioritization of fish passage barriers in conjunction with regional salmon recovery organizations.
 - The net ecological gain study is moved from OFM to WDFW. The study and recommendations are due to the legislature December 1, 2022.
 - Funding to WDFW to assess the status of the current riparian ecosystem and assess gaps in vegetative cover.
 - Funding to the Department of Natural Resources (DNR) for a pilot program to improve salmon recovery on upland riparian and state aquatic lands.

Snohomish County may additionally be interested in the following items:

- \$80,000 to a Snohomish County nonprofit focusing on serving families with young children and addressing information technology needs.
- \$5.558 million to Snohomish County to continue operating the Afghan Refugee Welcoming Center.
- Funding to implement House Bill 1700 (increasing the derelict vessel program).
- Funding to implement Senate Bill 5619 (kelp and eelgrass conservation and restoration).
- The Regional Apprenticeships Pathways (RAP) Program funding allocation is retained.
- Funds provided through Puget Sound Taxpayer Accountability Account (PSTAA) are increased from \$33.5 million to \$52 million.

2022 Supplemental Capital Budget: The biennial capital budget funds bricks and mortar construction, excluding transportation. The 2022 supplemental capital budget utilizes \$81.9 million in bond authorization remaining from the 2021 session and makes an additional \$25 million in bond adjustments for total of \$107 million. Additionally, the supplemental capital budget authorizes appropriations just over \$300 million from the federal infrastructure investment and jobs act, and \$25 million in federal ARPA funds. Along with a few other sources of funding, a total of \$1.5 billion is authorized through the supplemental budget. This supplemental budget makes amendments and additions to the \$3.97 billion 2021-23 budget approved during the 2021 session.

Housing & Homelessness: The largest area of expenditure within the 2022 Supplemental Capital Budget was around housing and homelessness, augmented by revenues generated from House Bill 1866. Below are some of the highlights:

- \$300 million for Rapid Acquisition Housing
- \$114.5 million for the Housing Trust Fund
- \$72 million for the Crisis Stabilization Fund
- \$26 million for additional housing and shelters

Behavioral Health: \$98 million is allocated to community-based behavioral health beds and \$12.8 million to mental health state facilities.

Local Infrastructure Grant Funding: Grant programs for various types of local infrastructure are authorized within the budget: \$120 million through the Public Works Assistance Account, \$108 million for drinking water projects, \$100 million for broadband, \$40 million for economic development, \$236 million to address water pollution. Over \$62 million is allocated to local and community projects (comparatively, \$250 million was allocated to local and community projects during the 2021 session).

Additional investments: The 2022 supplemental capital budget otherwise makes investments to address capital needs throughout state government, including \$54.3 million for higher education facilities, \$100 million for seismic upgrades to public schools, \$48.5 million for early learning and childcare facilities, and more.

A complete list of capital projects funded within Snohomish County can be found on Appendix A.

2022 Supplemental Transportation Budget: In 2021, the legislature disappointed many stakeholders by failing to approve a transportation revenue package. Prior to the beginning of the 2022 session, the Senate appointed a new transportation committee chair, Sen. Marko Liias (D-Lynnwood), and both transportation committee chairs announced that they were committed to approving significant transportation investments without an increase in the gas tax. The two chairs developed the Move Ahead Washington transportation package in a partisan fashion, largely excluding Republicans from what has historically been a bipartisan effort.

Move Ahead Washington is a 16-year, \$17 billion transportation package. As a frame of reference, the 2015 Connecting Washington deal was a 16-year, \$16 billion package. Move Ahead Washington is funded with a \$5.4 billion in Climate Commitment Act revenues, \$3.7 billion of federal funds, \$2 billion as a one time transfer from the state operating budget, \$855 million from the Public Works Assistance Account (annual transfers of \$57 million), \$855 million from the state's operating budget (annual

transfers of \$57 million), and \$4.2 billion in other fees and sources. A summary of the revenue sources in the package can be accessed [here](#).

Roughly a third of the package is funded by Climate Commitment Act resources with \$1.2 billion dedicated to active transportation, \$3 billion for transit programs & projects, \$517 million on alternative fuel & electrification, \$335 million on electrification of ferries, and \$162 million on rail. Active transportation investments include \$290 million for the Safe Routes to Schools grant program, \$278 million for the WSDOT bike/ped grant program and \$146 million for the Complete Streets grant program. The complete breakdown of CCA spending can be viewed [here](#).

The remaining two thirds, or \$11.5 billion, invests in maintenance and preservation, new highway projects, fish barrier removal and backfilling funding gaps from existing projects. Of note, the Transportation Improvement Board and the Country Road Administration Board, both agencies that provide grants for local infrastructure projects, received no funding in the initial proposal. In the final package, each agency is allocated \$80 million over the next 16 years. The complete list of these investments can be viewed [here](#).

In addition to the spending on projects and programs, the package provides guidance and authority on a variety of issues. See below for more details.

Local Options: The Move Ahead Washington package authorizes several new tools for local governments to increase revenues for transportation purposes. Transportation Benefit Districts are authorized to impose one-tenth of one percent sales tax councilmanically, and two-tenths with voter approval. The tax must be renewed every ten years, but jurisdictions are no longer limited to two ten-year renewals.

Federal Funding State/Local Split: The Joint Transportation Committee is tasked with conducting a workgroup to make recommendations on the distribution of federal-aid highway formula program funding from the federal IIJA to state and local governments. Recommendations are due September 30, 2022.

Transition to Electric Vehicles: The state establishes a goal that all passenger and light duty vehicles of model year 2030 or later that are sold, purchased, or registered in Washington to be electric. Additionally, the state allocates significant funding to electric vehicle infrastructure, including electric vehicle infrastructure mapping.

A list of transportation projects funded in Snohomish County in the Move Ahead Washington revenue package is included, starting on page 14; a list of projects funded in Snohomish County in the 2022 supplemental transportation budget is included in Appendix B to this report.

Legislative Retirement Announcements

Over a dozen legislators have announced that they will not seek re-election in 2022 and will leave the legislature at the end of the year:

- Rep. Bob McCaslin (R – Spokane Valley, 4th LD)
- Rep. Brad Klippert (R - Kennewick, 8th LD)
- Rep. Jeremie Dufault (R – Selah, 15th LD)

- Rep. Vicki Kraft (R - Vancouver, 17th LD)
- Rep. Larry Hoff (R – Vancouver, 18th LD)
- Rep. Laurie Dolan (D– Olympia, 22nd LD)
- Rep. Steve Kirby (D– Tacoma, 29th LD)
- Rep. Jesse Johnson (D– Federal Way, 30th LD)
- Rep. Eileen Cody (D– West Seattle, 34th LD)
- Rep. Kristen Harris-Talley (D– Seattle, 37th LD)
- Rep. Mike Sells (D– Everett, 38th LD)
- Rep. Emily Wicks (D– Everett, 38th LD)
- Rep. Pat Sullivan (D– Covington, 47th LD)
- Sen. Sharon Brown (R– Kennewick, 8th LD)
- Sen. Tim Sheldon (D– Potlatch, 35th LD)
- Sen. Reuven Carlyle (D– Seattle, 36th LD)
- Sen. David Frockt (D– Seattle, 46th LD)
- Sen. Mona Das (D – Kent, 47th LD)

Additionally, the following House members have announced they are seeking terms in the Senate:

- Rep. Matt Boehnke (R– Kennewick, 8th LD)
 - Rep. Jesse Young (R– Gig Harbor, 26th LD)
 - Rep. Drew MacEwen (R– Union, 35th LD)
 - Rep. Noel Frame (D– Seattle, 36th LD)
 - Rep. Sharon Shewmake (D– Bellingham, 42nd LD)
 - Rep. Javier Valdez (D– Seattle, 46th LD)
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2022 Legislative Priorities

Increase Counties' Share of Marijuana Revenue for Behavioral Health and SUD Treatment

Snohomish County requested that the legislature increase counties' share of marijuana revenues. The requested increase in funding would be dedicated to funding new and expanding existing behavioral health and substance use disorder treatment programs. Currently, a majority of cannabis revenues are channeled into the state general fund. In the 2020 legislative session, the County worked with Rep. Strom Peterson (D- Edmonds) to draft legislation that increased local governments' share of marijuana revenues, removed the cap on local government cannabis revenue shares, and provided a specific allocation to Snohomish County for behavioral health and substance use disorder treatment. We did not pursue legislation this session; rather, we circulated the idea with our delegation and looked for opportunities within the budget or legislation to advance these goals. At our delegation briefing in January, Rep. Emily Wicks (D- Everett), Vice Chair of the House Commerce and Gaming Committee, indicated that multiple bills addressing cannabis revenues would come forward this session, coming out of interim work on social equity and cannabis. Specifically, Rep. Wicks identified legislation restructuring marijuana revenue appropriations as a potential vehicle for the County's requested changes. She agreed to look for opportunities to support the County's efforts in any proposals coming forward.

The cannabis revenue restructure bill was introduced during the first week of session: [Senate Bill 5796](#), sponsored by Sen. Rebecca Saldana (D- Seattle). The bill changed significantly as it moved throughout the legislative process. As introduced, the bill established and channeled non-appropriated cannabis revenues into a Community Reinvestment Account, which provides grants for efforts increasing equity in historically marginalized communities. Funds could be used for economic development purposes that address wealth disparities, civil and criminal legal assistance, community-based violence intervention and prevention, re-entry services, and tobacco and cannabis education efforts among medically underserved communities. The bill also restructured cannabis revenue appropriations to simplify them, including city and county appropriations, addressing complaints surrounding the transparency of marijuana revenues within the state budget. As introduced, the legislation provided cities and counties an additional \$7.8 million in cannabis revenues.

Coordinating with County staff, we identified this as a potential vehicle to increase revenue allocations to Snohomish County. GTHGA planned to testify as "other" on the legislation at the Senate policy committee hearing. Our messaging focused on supporting the increase in local government marijuana revenue shares while making the case for the County to receive additional funding. Before testifying at the hearing, we met with sponsor Sen. Saldana and bill cosponsors Sen. Derek Stanford (D- Bothell) and Sen. Marko Liias (D- Lynnwood) to gauge interest in amending the bill to include a carve-out for Snohomish County for behavioral health and SUD treatment. The sponsors were open to the concept and recommended we testify at the hearing; however, they warned that the bill may not advance this legislative session due to broader controversy around social equity and cannabis.

With the sponsors' guidance, GTHGA testified at the hearing, focusing on three main points: the disproportionality of the County's marijuana revenue share compared to the need for services within the County; the County's significant efforts to fund these services locally; and the County's existing investments in behavioral health/SUD treatment. After the hearing, we worked with legislative staff to

draft an amendment to the bill that would increase Snohomish County's share of cannabis revenues for behavioral health and SUD treatment. We provided the sponsor and Sen. Stanford with this draft language with the intent of it being added in policy committee; however, the bill advanced out of policy committee without our requested changes.

The bill was then referred to the Senate Ways and Means Committee. GTHGA asked Sen. June Robinson (D- Everett) if she would be willing to offer a similar amendment in Ways and Means. Sen. Robinson was amenable to the idea and agreed to check with other members to determine whether this change would be palatable. Meanwhile, we met with Sen. Stanford, who indicated that our amendment was not included in the policy committee due to members' confusion around the size of existing and proposed local government cannabis revenue appropriations. GTHGA provided the same testimony in the Senate Ways and Means Committee, asking for the inclusion of our amendment.

Despite Sen. Robinson's efforts, the bill moved out of Ways and Means without the County's requested changes. The bill was instead amended significantly at the request of the Chair of the Committee, Sen. Christine Rolfes (D- Bainbridge Island), eliminating the Community Reinvestment Account and restructuring state agency appropriations. Sen. Robinson indicated that changes reflected structural concerns with the bill rather than dislike of our proposed amendment. This matched comments from Sen. Saldana and Sen. Stanford, who relayed that Democrats were not in alignment on this legislation. The bill was amended again on the Senate Floor before passing to the House. Once in the House, the legislation underwent further changes, and at one point was stripped to a JLARC study. We determined that our amendment would not advance within this legislation and abandoned our efforts to amend the bill in the House.

After significant revision, the final version of the bill both restructures marijuana revenue distribution mechanisms to provide greater transparency but without significantly changing revenue distributions and establishes a JLARC review of marijuana appropriations. The report is due back to the legislature by December 1, 2023. As mentioned above, the legislature provides an additional \$5 million to local governments across the state.

Support Regional Capital Budget Requests

After securing \$2.75 million for the Snohomish County Food and Farming Center in the 2021 capital budget, the County decided not to make a capital budget request in the 2022 supplemental budget. Instead, the County supported two regionally beneficial capital budget requests coming from our city partners: the Lynnwood Recovery Center and the Darrington Wood Innovation Center.

The City of Lynnwood requested funding for the Lynnwood Recovery Center, an effort spearheaded by Rep. Lauren Davis (D- Shoreline). Snohomish County contributed \$3 million to this project in the County's 2022 budget. This project establishes a Community Recovery Center within the City's Community Justice Center, which was completed in 2021. The Community Recovery Center will operate under a "no wrong door" model, providing intake for individuals brought involuntarily by law enforcement. The center will also offer crisis stabilization services, voluntary and involuntary mental health and substance use disorder treatment, and other behavioral health treatment services to both inmates and the public. With the County's contribution and grants acquired by the City, the remaining funding gap was \$12 million to complete the project.

The City of Darrington partnered with nonprofit Forterra to request funding for the Darrington Wood Innovation Center. Forterra operates a sustainable affordable housing program called the Forest to Home Initiative. The program uses cross-laminated timber, a durable and low-waste wood product, for the construction of affordable modular homes. The Darrington Wood Innovation Center would be the manufacturing center for these homes, utilizing local timber products and generating tech jobs in the community. The City requested \$2.5 million for this project.

At our delegation calls in January, we had speakers from the City of Lynnwood, the City of Darrington, and Forterra speak to these capital projects. In January, we also sent out supporting materials to our delegation, including distributing a letter in support of the Darrington Wood Innovation Center project, which we also sent to budget writers. Before budget proposals were released, we spoke to Rep. Mike Steele (R- Chelan), capital budget lead for the House Republicans, in support of the Darrington Wood Innovation Center project (which was sponsored by House Republican members).

Budget proposals were released in late February. Each project received funding in at least one budget: the Lynnwood Recovery Center received \$6 million in the House proposal and \$12 million in the Senate proposal, while the Darrington Wood Innovation Center received \$1.5 million in the Senate proposal. Working with County staff, we sent a budget reconciliation letter asking budget writers to include the higher proposed investment levels in the final capital budget level. The final capital budget was released on March 8. Our projects fared extremely well in the negotiated budgets: The Lynnwood Recovery Center received \$12 million in the final capital budget, while the Darrington Wood Innovation Center received \$1.7 million in the final capital budget. The appropriations may be found on page 45 and 48 of the [budget bill](#) respectively.

Afghan Refugee Resettlement Costs

Snohomish County requested \$5.558 million in the 2022 operating budget to continue operating the County's Refugee Welcoming Center. This request came out of interim work with community partners to open and operate a welcoming facility for incoming Afghan refugees, offering services, housing placement and assistance, resource navigators, and community-based resources (including religious and cultural resources). Requested funding would allow the County to operate the Welcoming Center for another 12 months and expand services. Sen. June Robinson (D- Everett) sponsored the request on behalf of the County, with support from Rep. Emily Wicks (D- Everett) in the House.

Like our capital requests, program staff spoke to legislators about the Welcoming Center and the operating budget request at a County delegation call in January. We provided the delegation supporting documents, including a letter from the Executive and Council detailing the program. We also worked with staff to respond to delegation questions about the request. Proposed operating budgets were released in late February. The House operating budget proposal did not include funding for the County's Afghan Refugee Resettlement request; however, the Senate operating budget proposal provided the full funding - \$5.558 million. Working with staff, we drafted a budget reconciliation letter asking that the Senate proposed funding remain in the final budget. We distributed this letter to our legislative delegation and operating budget writers. The final operating budget was released on March 9 and includes the requested \$5.558 million directly to Snohomish County for Afghan refugee resettlement efforts. The allocation may be found on page 138 of the [budget bill](#).

Regional Apprenticeship Pathways Program

Snohomish County's Regional Apprenticeship Pathways Program (RAP) received \$1.5 million in both the 2019–21 biennium and in the 2021-23 biennium; however, the County has not been successful at securing ongoing investment of \$1.5 million/biennium to support the program. Over the 2021 interim, GTHGA worked with bill sponsors, County, and RAP staff to develop strategies to secure ongoing funding for this program in future biennia. We worked on fostering support from members within our delegation and key members outside of our delegation, including Chair of the House College and Workforce Development Committee, Rep. Vandana Slatter (D- Bellevue). In October, the program hosted an Open House event and legislative funding discussion at the Marysville School District. With Rep. Slatter, we also met with Superintendent of Public Instruction Chris Reykdal to determine whether the agency would be willing to include ongoing funding for the RAP program in their next agency decision package. OSPI agreed to include an ongoing investment of \$1.5 million/biennium for RAP in their 2023 agency decision package, leaving little to actively request in the 2022 legislative session. Instead, this session, we looked for chances to amend legislation to secure ongoing funding for RAP, or support expansion of apprenticeship programs statewide.

We identified two potential pieces of legislation that could house ongoing funding for RAP: [Senate Bill 5600](#), sponsored by Sen. Karen Keiser (D- Kent) and [House Bill 1536](#), sponsored by Rep. Jacquelin Maycumber (R- Republic). Ultimately, neither proposal was viable for our purposes.

Senate Bill 5600 is omnibus legislation to expand registered apprenticeships statewide. As introduced, the bill employed a variety of workgroups, studies, and committees implemented by state entities and the Governor's Office to enhance statewide apprenticeship utilization. We reached out to Sen. Keiser early in session expressing interest in the legislation as a potential vehicle for RAP. Sen. Keiser was open to conversation about incorporating RAP into the legislation; however, the bill received mixed feedback from stakeholders – including Workforce Snohomish – requiring substantive amendments to advance. Sen. Keiser's efforts focused on addressing stakeholder concerns, and as the bill advanced, it became clear that it would not be a vehicle for the RAP program. The legislation passed this session without including ongoing funding for RAP, though funding is provided to improve post-secondary apprenticeship utilization and retention.

House Bill 1536, originally introduced in the 2021 legislative session, established regional apprenticeship programs within educational service districts (ESD). The bill would have allowed the regional apprenticeship programs to be funded up to 1.2 full-time employees. The County had concerns that this provision would dilute funding for RAP, as Snohomish County shares an ESD with four other counties. Councilmember Nehring reached out to sponsor Rep. Maycumber to express these concerns, and she indicated the bill would be amended to grandfather RAP into the funding structure. Ultimately, the bill failed to advance in both 2021 and 2022.

We have begun formulating our strategy for the 2023 legislative session. GTHGA, County staff, and Councilmember Nehring met in March to discuss follow-up steps for the program, including reaching out to our legislative partners Sen. June Robinson (D - Everett) and Rep. Slatter (D – Bellevue), and connecting with Superintendent Reykdal. We are working with RAP staff to set up a legislative event to kick off funding discussions for the next session.

Senate Bill 5575 – Adding Superior Court Judges

Snohomish County supported [Senate Bill 5575](#), funding 2 additional superior court judges in Snohomish County. This bill was brought forward by the Administrative Office of the Courts on the County's behalf and was sponsored by Sen. John Lovick (D- Mill Creek) and Sen. June Robinson (D- Everett). In the Senate, the bill was amended in the Senate Law and Justice Committee to require documentation of the County's approval of the additional positions and agreeing to pay for the associated costs. This is language is typically added to legislation funding state-shared positions to ensure that local governments remain accountable to funding their statutory share of costs. GTHGA testified at hearings in support of the bill, in addition to Superior Court Judge Millie Judge, Brittany Gregory from the Administrative Office of the Courts, and Adam Cornell, the Snohomish County Prosecuting Attorney. The 2022 supplemental operating budget includes funding to implement the legislation, included on page 20 of the [operating budget bill](#).

With strong support from the County, state agencies, and legislative partners, the bill moved unanimously through the legislature and was signed by the Governor on March 11. The positions will go into effect July 1, 2022.

Provide Funding for Implementation of *State v. Blake*

Snohomish County supported additional, ongoing funding provided to counties for *Blake* response, including legal financial obligation (LFO) reimbursement. Before session, legislators indicated additional investments would be made to cover *Blake* response in the 2022 legislative session, though the House and Senate budget writers championed different approaches to this investment. House operating budget writers have expressed that counties should be responsible for costs associated with implementing *Blake*, including resentencing and reimbursing LFOs, while Senate budget writers have expressed that the state should be responsible for these costs.

The House and Senate operating budget proposals mirror these perspectives: the House provides no additional funding for *Blake* resentencing or LFO reimbursement. For local governments, additional funding was provided to establish municipal and district therapeutic courts (as authorized in the *Blake* response bill passed in 2021, [Senate Bill 5476](#)), and a triage team was established within the Office of Public Defense (OPD) to assist rural counties with *Blake* related staffing issues, as requested by OPD.

The Senate provided an additional \$2 million to AOC for city and county *Blake* activities, and an additional \$46.5 million, almost double what was provided in 2021, for county LFO reimbursement. The *Blake* triage team was also funded.

The final operating budget splits both proposals in the middle:

- \$2 million is provided to AOC for administrative costs associated with city and county *Blake* activities. AOC is required to establish a direct process for LFO reimbursement through the agency.
- \$23.25 million is provided for county LFO reimbursement.
- \$1.3 million is provided to establish a *Blake* triage team within the Office of Public Defense (OPD) to assist rural counties with *Blake* related staffing issues.
- A municipal *Blake* resentencing and legal financial obligation pool is established and funded.

Invest in Local and Regional Transportation

Snohomish County asked that the legislature maintain existing investments and fund new transportation infrastructure. After failing to pass a transportation revenue package in 2021, transportation budget writers established a bi-cameral negotiating team of Democrats, convening throughout the interim with the intention to reach agreement on a package by legislative session. Accordingly, GTHGA and County staff engaged with legislators throughout the fall on the County's 2022 Regional Priorities List in preparation for a special session; however, interim negotiations never culminated in a special session or release of a revenue package proposal. Coming into the 2022 legislative session, it was unclear whether legislators would be able to come to agreement on a revenue package proposal. In December, the departure of Senate Transportation Committee Chair Steve Hobbs (D- Lake Stevens) and subsequent appointment of Sen. Marko Liias (D- Lynnwood) heightened uncertainty around whether legislators could finalize negotiations on a package during a short legislative session, particularly during an election year. The size and scope of a potential package also remained in question, with rumors ranging from a large 10+ year investment in projects funded by a gas tax, increase to a smaller, short-term investment funded with alternative sources to address systemic deficits.

In January, we continued coordination with County staff to discuss advocacy and outreach strategy, particularly for large projects like the US 2 Trestle that would likely be downsized in a smaller package proposal. As in the 2021 legislative session, the virtual format confined negotiations almost exclusively to the small group of Democrat negotiators, leaving most members out of the scope of influence on transportation issues and package negotiations. With these limitations in mind, GTHGA and County staff agreed to focus our advocacy on cultivating existing relationships with transportation committee members, like Rep. Emily Wicks (D- Everett), and fostering regular communication with Sen. Liias. Beginning in January, we met several times over the legislative session with Sen. Liias to discuss the progress of transportation package negotiations and ongoing strategy to advance the County's transportation priorities. We also met several times with the Cities of Lake Stevens and Everett to discuss efforts on the US 2 Trestle and other transportation needs.

At the request of Sen. Liias, we drafted and distributed a letter in support of a revenue package in early February. In addition to Executive Somers and Council, regional partners Community Transit, Economic Alliance Snohomish County, and the Port of Everett signed on to this letter, which we distributed to transportation committee members, Chairs, and the Snohomish County legislative delegation. By this time, legislators in both parties had spoken against a gas tax increase to fund the package, forcing negotiators to identify alternative funding sources. Without a gas tax increase, limited revenues were available for new highway projects. Transportation negotiators indicated that the package would focus on addressing key systemic needs, including providing operating and capital funding for the state ferry system, funding statewide maintenance and preservation, funding state culverts, backfilling Connecting Washington projects, and beginning work on mega-projects of statewide significance. Most project spending would be confined to transit, multimodal, and active transportation projects, which could be funded using dedicated Climate Commitment Act money.

In early February, Sen. Liias and House Chair Rep. Jake Fey (D- Tacoma) jointly released the revenue and spending bills for the "Move Ahead Washington" package, along with proposed project lists. The proposal was heard in the Senate Transportation Committee and soon thereafter, the House

Transportation Committee. Before the hearings, we worked with staff to draft letters from Executive Somers in support of the proposed transportation investments. We sent these letters to House and Senate Transportation Committees prior to the hearings. Councilmember Dunn also testified on behalf of the County in support of investments made in Snohomish County, asking that the legislature advance the package. GTHGA and County staff identified which projects on the County's 2022 Regional Priorities List were included in the proposal. Ultimately, 19 projects were funded within Snohomish County in the proposal.

As the package advanced through both chambers, we remained in close coordination with Sen. Liias and Rep. Wicks on our project priorities. Though Republicans remained in opposition to the partisan package, the revenue, spending, and supplemental transportation budget bills moved through the process swiftly, with both Chairs committed to passing "Move Ahead Washington" this legislative session. However, following significant backlash from neighboring states, Republicans, and businesses, Rep. Fey backed away from the proposed exported fuel tax, accounting for \$2 billion of the \$16 billion package. In the last few weeks of session, Rep. Fey and Sen. Liias scrambled to negotiate an alternative proposal to backfill this lost revenue.

Both chambers' proposed alternatives impacted local government revenue sources. Additionally, neither proposal completely backfilled lost revenue, requiring project or programmatic cuts to the package. The House proposed a sweep of the Public Works Assistance Account, pulling down \$1.5 billion over the next 16 years, while the Senate proposed a sweep of Model Toxic Control Account (MTCA) operating funds, totaling \$1.82 billion over 16 years. Swept MTCA funding would be backfilled by the state general fund. Neither proposal satisfied stakeholders: local governments, especially cities, who rely on PWAA to construct capital projects, spoke out strongly against the House proposal, while the Senate proposal received pushback from environmental advocates and counties for fear of impacts to county solid waste assistance and environmental cleanup funding. Public Works staff determined that either approach would have little impact on Snohomish County; however, we reached out to Sen. Liias to ask that our projects remain whole in consideration of potential cuts. Meanwhile, GTHGA coordinated with WSAC and individual county and city lobbyists to discuss other ideas that would leverage city and county investments in the package.

Ultimately, negotiators reached an agreement in conference, released on March 9. The final package transfers \$57 million from the PWAA from per year, beginning in 2024 until 2038. The remaining amount is addressed through an annual \$57 million transfer from the state's general fund. The total revenue generated is increased to approximately \$17 billion. A summary of the revenue sources may be [found here](#).

Snohomish County Transportation Package Investments

In the 2022 supplemental transportation budget, the following projects from our Regional Priorities List receive funding. The legislature did not schedule most projects, including all transit, bike, and pedestrian projects. Projects that receive partial or full funding in the 2021-23 biennia are noted in the tables below.

Non-Climate Commitment Act Capital Projects ([LEAP List NL-1](#))

New Projects				
# on Package Proposal	Project Letter on Regional Priorities List	Proposal as Passed Legislature		Project Name
		16-year	21-23	
6	Project F	\$210.541 million	\$3 million	US 2 Trestle
11	Project J	\$10 million	\$1 million	SR-522 Widening
26	N/A	\$500,000		156 th St. RR Crossing
30	Project T	\$8.4 million		Paine Field Access (100 th SW) – Everett
31	Project B	\$10 million*		Poplar Way Bridge
32	Project O	\$25 million*		SR-99 BAT Lanes: 148 th St. SW to Airport Rd – Everett
38	Project M	\$7 million*		Bothell Way/Bothell Everett Hwy Widening (SR 527 – Improve Supporting BRT)

*Full funding for the Poplar Way Bridge, SR-99 BAT Lanes and Bothell Way/Bothell Everett Hwy Widening projects is allocated in the 2021-23 biennium.

Existing Projects – Funding Gaps				
# on Package Proposal	Project Letter on Regional Priorities List	Proposal as Passed Legislature		Project Name
		16-year	2021-23	
16	N/A	\$380 million	\$268.433 million	I-405/SR 167 Corridor Improvements
17	N/A	\$30.579 million	\$10.771 million	I-5/NB Marine View Drive to SR-529

Highway Preservation Projects				
# on Package Proposal	Project Letter on Regional Priorities List	Proposal as Passed Legislature		Project Name
		16-year	2021-23	
22	N/A	\$46 million		SR-525 Bridge Replacement (Mukilteo)

Transit Projects ([LEAP List NL-3](#))

Public Transportation Program				
# on Package Proposal	Project Letter on Regional Priorities List	Proposal as Passed Legislature		Project Name

9	Project M	\$10 million	CT Swift Green Line
18	N/A	\$10 million	CT Swift Silver Line
19	N/A	\$10 million	CT Swift Gold Line
25	Project A	\$20 million	I-5/164th St. SW Lynnwood Link Improvements (WSDOT)

Pedestrian and Bike Safety Projects ([LEAP List NL-2](#))

# on Package Proposal	Project Letter on Regional Priorities List	Proposal as Passed Legislature	Project Name
3	N/A	\$12.9 million	North Broadway Pedestrian Bridge
8	Project N	\$22.5 million	SR-99 Revitalization Project
24	N/A	\$2.5 million	16 th Street NE Centennial Trail Connector – Phase 1
25	N/A	\$3 million	South Lake Stevens Road Multi-Use Path – Phase 2
37	N/A	\$474,000	Cascade Elementary Safe Routes to School

Other Items

Address Local Culverts

Snohomish County urged the legislature to establish an ongoing funding source to address local culverts. Despite robust conversations around salmon recovery this session, neither the transportation nor capital budgets include funding for local culvert removal. Funding is provided for salmon recovery efforts through existing programs, like the Salmon Recovery Funding Board; investments are detailed in our operating budget summary included in this report.

Fund RCO Grants

In 2023, Snohomish County will be applying for project funding through the Recreation and Conservation Office competitive grant programs, including the Aquatic Lands Enhancement Account (ALEA) and Washington Wildlife and Recreation Program (WWRP). These programs will be funded in the 2023 legislative session as the legislature builds the 2023-25 biennial budget. GTHGA is working with County staff to highlight key projects over the 2022 interim.

Bills of Interest

The legislature considered several bills of interest to the County, some of which passed.

Clarifying Police Reform Bills Enacted in 2021

The legislature enacted over a dozen bills reforming policing during the 2021 legislative session. Over the legislative interim, it became evident that there were several unintended consequences stemming from the slate of police reform bills. The legislature approved three bills making further clarifications:

- **Use of Bean Bags:** [House Bill 1719](#), sponsored by Rep. Dan Bronoske (D- Lakewood), clarifies that bean bags, rubber bullets, and other non-penetrative munitions can be used as a de-escalation tactic. Under current law, .50 caliber shotguns used to deploy less than lethal rounds are on the list of “military equipment” that is not allowed for use by officers under House Bill 1054, passed in 2021. The bill was supported by the police accountability coalition, as well as law enforcement agencies. The bill passed the House by a vote of 95-0 and the Senate by a vote of 49-0. The Governor signed the bill into law on March 4, 2022 and it took effect immediately.
- **Community Caretaking Function:** [House Bill 1735](#), sponsored by Rep. Jesse Johnson (D-Federal Way), clarifies that an officer may use physical force to carry out specific tasks: taking a person into custody; transporting a person for evaluation or treatment; providing assistance under civil or forensic commitment laws; taking a minor into protective custody when authorized or directed by statute; executing or enforcing a court order to take a person into custody; executing a search warrant; or executing or enforcing an oral directive issued by a judicial officer. The use of deadly force is authorized when there is an immediate, rather than imminent, threat of serious physical injury to the officer or another person. The reasonable care standard established in 2021 legislation applies to both use of physical force and use of deadly force and clarifying language outlines de-escalation tactics and when less lethal alternatives are utilized. The bill received extensive support from law enforcement agencies, cities, counties, non-profits, the ACLU, and the coalition for police accountability. The House approved 90-5 and the Senate approved the bill 49-0. The Governor signed the bill into law on March 4, 2022 and it took effect immediately.
- **Defining Use of Force:** [House Bill 2037](#), sponsored by Rep. Roger Goodman (D- Seattle), defines “physical force” as any act reasonably likely to cause physical pain or injury or any other act exerted upon a person's body to compel, control, constrain, or restrain the person's movement. Physical force does not include pat-downs, incidental touching, verbal commands, or compliant handcuffing where there is no physical pain or injury. The bill states that physical force can be used to protect against a criminal offense when there is probable cause that that the person has committed, is committing, or is about to commit an offense, and to prevent a person from fleeing or stop a person who is actively fleeing a lawful temporary investigative detention, provided that the person has been given notice that he or she is being detained and is not free to leave. The bill was signed by the Governor on March 17 and took effect immediately.

One proposal failed to pass the legislature, despite passing both chambers:

- **Vehicular Pursuits:** [Senate Bill 5919](#), sponsored by Sen. Kevin Van De Wege (D- Sequim), altered standards for vehicular pursuits. The bill was amended significantly throughout the process, once containing an alternative definition for “use of force.” The bill would have modified the standard by which officers may engage in vehicular pursuits. The two chambers could not agree on legal standards, and ultimately, the Senate did not concur on the changes made by the House.

Methane Capture – House Bill 1663

[House Bill 1663](#), sponsored by Rep. Davina Duerr (D- Bothell), requires entities with landfills over 450,000 tons of waste in place to do a variety of actions to reduce methane emissions. The bill advanced out of the House in a version affecting the County’s Cathcart landfill; however, the Cathcart facility, a closed landfill, does not produce sufficient methane waste to justify additional methane capture beyond what has already been remediated. County Solid Waste staff quickly identified this bill as problematic, providing negligible environmental benefit for the significant cost associated with implementing improvements. As the bill advanced in the Senate, we worked closely with Rep. Duerr, Sen. June Robinson (D- Everett), the Department of Ecology, Paul Jewell from WSAC, and County staff to amend the bill to address concerns. Sen. Robinson sponsored an amendment in the Senate Ways and Means Committee that would allow landfills an additional six months to install new flaming technology in order to avoid additional monitoring and remediation. This amendment fully addressed the County’s concerns. The bill has been signed by the Governor and will go into effect on June 9.

Sound Transit Enhanced Service Zone Bill – Senate Bill 5528

Snohomish County worked closely with Sen. Marko Liias (D- Lynnwood), to address concerns with [Senate Bill 5528](#), sponsored by Sen. Jaime Pedersen (D- Seattle), authorizing the formation of enhanced service zones within Sound Transit. The bill allows the Sound Transit Board to approve Enhanced Service Zones (ESZ) within the Regional Transit Authority (RTA) and allows voters within the ESZ to approve local-option taxes to expedite service enhancements within that zone. The bill establishes a process by which the Sound Transit Board approves the ESZ and submits a ballot to the voters. As introduced, the County had concerns with the potential of this bill to delay delivery of improvements on the primary Sound Transit spine. Throughout the legislative session, we worked with Sen. Liias, Sen. Pedersen, and Sound Transit to craft language that would protect the schedule of existing investments. The negotiated language was amended in the House to satisfy concerns raised by House Chair Rep. Jake Fey (D- Tacoma), which was approved by the legislature. The final version of the bill stipulates that ESZ system improvements may not delay the completion date of Sound Transit spine improvements by more than six months.

CPACER “Fix” Bill – Senate Bill 5862

[Senate Bill 5862](#), sponsored by Sen. Liz Lovelett (D- Anacortes), addresses technical concerns with implementation of Commercial Property Assessed Clean Energy Program (CPACER). Counties are currently authorized to adopt CPACER programs, which allow property owners to finance the cost of energy or other eligible improvements up front, and then pay the costs back over time through a property assessment. The CPACER program framework was established in the 2020 legislative session; since passage, County Treasurers have raised technical concerns with the implementation and enforcement of the program. Developed with the Association of County Treasurers, this bill limits

Treasurers' involvement strictly to the recording and application process. The bill clarifies that the capital provider responsible for the CPACER lien is also responsible for billing, collection, and enforcement of delinquent CPACER liens or assessment installments. CPACER liens may be foreclosed in the same manner as mortgage liens. The bill clarifies that the sale of the property does not impact the priority of the CPACER lien, and all proceeds of a foreclosure sale must first be applied to outstanding liens for state, local, or junior taxing district taxes before being applied to the CPACER lien. This bill was signed by the Governor on March 17 and immediately took effect.

Kelp and Eelgrass Restoration – Senate Bill 5619

[Senate Bill 5619](#), sponsored by Sen. Liz Lovelett (D- Anacortes), was DNR-request legislation to conserve and restore kelp forests and eelgrass meadows. The bill requires DNR to work with partners to establish a Native Kelp and Eelgrass Meadow Health and Conservation Plan, aiming to conserve and restore at least 10,000 acres of native kelp forests and eelgrass by 2040. The plan must be submitted to the legislature by December 1, 2023. The plan must assess and prioritize areas for coordinated conservation and restoration elements. The plan must also identify coordinated actions and success measures, monitoring, and reporting mechanisms. The bill goes into effect on June 9, 2022.

Apple Health and Homes – House Bill 1866

[House Bill 1866](#), sponsored by Rep. Frank Chopp (D- Seattle), addresses homelessness by providing supportive housing to those receiving state medical assistance. The bill establishes the Apple Health and Homes Program to provide a permanent supportive housing benefit and a community support services benefit to persons who meet eligibility criteria related to income, medical risk factors and barriers to finding stable housing. The bill establishes the Office of Apple Health and Homes within the Department of Commerce to fund permanent supportive housing units to fulfill the needs of persons enrolled in the Program. Additionally, it requires Commerce to establish a rapid permanent supportive housing acquisition and development program to issue financial assistance to certain local government and nonprofit entities for acquiring and developing permanent supportive housing units. The bill takes effect on June 9, 2022. A summary of the bill can be found [here](#).

Growth Management Act Proposals

Legislators continue to push legislation preempting – or providing additional – local control over land use. Working closely with WSAC, GTHGA monitored these proposals for any potential impacts to Snohomish County. A few key bills were advanced this session, many of which passed the legislature. Summaries of bills considered this session are below:

Passed the Legislature

- **Comprehensive Plan Update Cycle – 8 to 10 Years:** [House Bill 1241, sponsored by Rep. Davina Duerr \(D- Bothell\)](#), pushes out the revision cycle for comprehensive plans updates from 8 to 10 years. Snohomish County is still required to complete their 2024 update, with the next update required in 2034. However, the County is subject to a 5-year implementation check-in on the housing element and specified permitting timelines. If the County has not implemented any zoning, land use, or other regulatory, or administrative changes identified the regular comprehensive plan update, the County will be required to adopt a work plan at the 5-year check in. The bill also requires a check-in on progress towards achieving any reductions in

vehicle miles traveled and greenhouse gas emissions included in the County's comprehensive plan. However, because HB 1099 was not enacted this session, those elements are not required. The bill takes effect June 9, 2022.

- **Net Zero-Change UGA Land Swaps:** [Senate Bill 5593](#), sponsored by Sen. Shelly Short (R-Addy), allows counties to make zero change land swaps within their UGA – i.e., adjust existing boundaries of the UGA to account for unanticipated growth so long as total UGA area remains the same. Land swaps can only be made once a county has met certain criteria: the patterns of development must exceed buildable lands within the UGA, but do not require revision to the UGA to accommodate growth. Land being added to the UGA may not include commercially significant agricultural, forest, or mineral resources lands, nor may they consist of more than 15 percent critical resource areas. The capital facilities plan and transportation element must identify and fund services and facilities to serve lands added to the UGA. Areas must be contiguous and may not increase pressure to urbanize rural or natural resource lands.
- **GMA Effective Date:** [Senate Bill 5042](#), sponsored by Sen. Jesse Salomon (D- Shoreline), delays the effective date of certain actions under the GMA until 60 days after the action is taken, or if a petition under the Growth Management Hearings Board is filed, upon issuance of the Board's final order. This delay applies to expansion of UGAs, removal of a designation of agricultural, forest, or mineral resource lands, creation or expansion of Limited Areas of More Intensive Rural Development (LAMIRDs), establishment of a fully contained community, or expansion of a master planned resort. This bill was flagged by WSAC and the Association of Washington Cities (AWC) as potentially concerning to local governments.
- **Permissive Tribal Participation Process:** [House Bill 1717](#), sponsored by Rep. Gerry Pollet (D- Seattle), establishes a permissive tribal participation process for planning. Counties must invite all tribes within the county to participate in planning processes. If a tribe chooses to opt-in to participating in planning processes, a county is required to enter good-faith negotiations to attempt to reach a memorandum of agreement outlining collaboration and participation in planning processes. If a memorandum is not reached, Commerce will provide mediation for up to 30 days. If mediation does not result in agreement, no further action from either party is required. Commerce is also authorized to provide facilitation services to resolve issues with local government comprehensive plans at the request of a tribe. Implementation of plans must be delayed at least 60 days upon notice of Commerce facilitation, which may be extended at the request of both parties. At the end of this 60-day period, the local government may adopt the proposed plan, with or without changes. Protections are provided against GMA non-compliance for any delays caused by the dispute resolution process. This bill was developed in close consultation with WSAC, AWC, and tribes.
- **LAMIRD Flexibility:** [Senate Bill 5275](#), sponsored by Sen. Shelly Short (R- Addy), allows development or redevelopment for building size, scale, use or intensity to be permitted within a Limited Area of More Intensive Rural Development (LAMIRD), so long as service providers can meet the additional demand associated with development. Development or redevelopment can

entail changes in existing use or vacant land, so long as the new use is consistent with local character. Commercial development must be principally designed to serve existing and projected rural population and has certain size limitations.

A few bills considered this session failed to pass the legislature. Notably, despite considerable stakeholder work over the last two sessions, two highly negotiated bills incorporating environmental considerations in the GMA did not pass, once again failing to advance the Senate:

- **GMA Climate Change Goal:** [House Bill 1099](#), sponsored by Rep. Davina Duerr (D- Bothell), would have added climate change mitigation as a goal of the Growth Management Act and established a climate change and resiliency element within the GMA. The bill was stripped in the Senate Ways and Means Committee and moved through the Senate in a version only retaining environmental resiliency components of the legislation. The House chose not to concur on this amendment and a conference committee was selected. The bill came out of conference reinstating most provisions from the House version of the bill, including the climate change goal, greenhouse gas emissions reductions and vehicle miles traveled reductions components. To reach agreement in conference, the bill was amended to include [House Bill 1157](#), providing a credit against the state REET for cities and counties that authorize missing middle housing zones, called “REET density incentive zones”. Despite these adjustments, the House ultimately ran out of time to approve the changes made by the conference committee. The legislation died on Sine Die.
 - **Salmon Recovery in the GMA:** [House Bill 1117](#), sponsored by Rep. Debra Lekanoff (D- Bow), would have established salmon recovery as a goal of the GMA and implemented a standard of “net ecological gain.” This bill was amended many times throughout the process to address concerns raised by tribes, local governments, agricultural interests, and other stakeholders. After advancing through the House, the bill stalled in the Ways and Means Committee. The Committee Chair, Sen. Christine Rolfes (D- Bainbridge Island), introduced an amendment in committee that would have stripped the bill, removing mentions of net ecological gain and the salmon recovery goal. However, as the amendment was scheduled to be voted on, Sen. Rolfes declared the proposal “no longer in consideration,” and the bill did not advance.
 - **Shoreline Management Act Update Cycle:** [House Bill 1978](#), sponsored by Rep. Davina Duerr (D- Bothell), changed the Shoreline Management Act update cycle from 8 to 10 years. This bill died at opposite chamber-of-origin cutoff, likely due to time constraints.
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Comprehensive Bill List

As 2022 was the second year of the biennium, bills introduced in 2021 were eligible for consideration, though many did not see action in the 2022 session. Bills passed in the 2021 session are not listed here; these bills may be found in the 2021 End of Session report. Many bills that carried over from 2021 did not receive a hearing in 2022; these bills are not included in the “bills that did not pass” list.

Bills That Passed the Legislature

Bill #	Short Description	Sponsor	Position
E2SHB 1241	Planning under the growth management act.	Duerr	Support
ESHB 1329	Concerning public meeting accessibility and participation.	Wicks	
E4SHB 1412	Concerning legal financial obligations.	Simmons	
ESHB 1643	Exempting a sale or transfer of real property for affordable housing to a nonprofit entity, housing authority, public corporation, county, or municipal corporation from the real estate excise tax.	Hackney	
E2SHB 1663	Reducing methane emissions from landfills.	Duerr	
HB 1700	Concerning sustainable funding for the derelict vessel removal account using the vessel watercraft excise tax.	Paul	Support
HB 1719	Concerning use and acquisition of military equipment by law enforcement agencies.	Bronoske	
E2SHB 1799	Concerning organic materials management.	Fitzgibbon	
ESHB 1866	Assisting persons receiving community support services through medical assistance programs to receive supportive housing.	Chopp	
ESHB 2037	Modifying the standard for use of force by peace officers.	Goodman	
SB 5042	Concerning the effective date of certain actions taken under the growth management act.	Salomon	
SSB 5528	Concerning the imposition of supplemental revenue sources within a regional transit authority area.	Pedersen	
SSB 5575	Adding additional superior court judges in Snohomish county.	Lovick	Support

ESSB 5593	Concerning urban growth area boundaries.	Short	
2SSB 5619	Conserving and restoring kelp forests and eelgrass meadows in Washington state.	Lovelett	Support
SSB 5722	Reducing greenhouse gas emissions in buildings.	Nguyen	
E2SSB 5796	Restructuring cannabis revenue appropriations.	Saldaña	
SSB 5862	Concerning technical changes to the commercial property assessed clean energy and resiliency program.	Lovelett	Support
ESSB 5974	Addressing transportation resources.	Lias	Support

Bills That Did Not Pass

Bill #	Short Description	Sponsor	Position
HB 1082	Concerning state oversight and accountability of peace officers and corrections officers.	Goodman	
HB 1098	Concerning unemployment insurance.	Sells	
2SHB 1157	Increasing housing supply through the growth management act and housing density tax incentives for local governments.	Bateman	
2SHB 1202	Addressing meaningful civil remedies for persons injured as a result of police misconduct, including by allowing for an award of attorney fees in addition to damages and injunctive and declaratory relief.	Thai	
HB 1243	Addressing local infrastructure project areas.	Wicks	
HB 1597	Establishing an exemption from the payment of premiums to the long-term services and supports trust program based on hardship.	Abbarno	
HB 1618	Prohibiting weapons at election-related offices and facilities subject to limited exemptions for law enforcement officers and security personnel.	Berg	
ESHB 1660	Concerning accessory dwelling units.	Shewmake	Concerns

SHB 1661 (2SSB 5619 passed)	Conserving and restoring kelp forests and eelgrass meadows in Washington state.	Shewmake	Support
HB 1672	Concerning local property tax levies for conservation futures.	Wylie	
SHB 1712	Concerning municipal airport commissions.	Dent	
HB 1714	Concerning impact fee deferrals.	Duerr	
HB 1722 (SB 5775 passed)	Concerning the acceleration of broadband deployment.	Boehnke	Concerns
ESHB 1770	Strengthening energy codes.	Duerr	
HB 1774	Reducing greenhouse gas emissions in buildings.	Hackney	
HB 1838	Protecting, restoring, and maintaining habitat for salmon recovery.	Lekanoff	
2SHB 1918	Reducing emissions from outdoor power equipment.	Macri	Oppose
HB 1948	Concerning failing water system receivership and rehabilitation.	Steele	
HB 1965	Providing additional support and services for veterans' assistance and for persons with developmental disabilities or mental health needs.	Chapman	
HB 1966	Creating a local infrastructure investment program to support the development of affordable housing, workforce housing, and revitalization efforts.	Steele	
HB 1978	Concerning shoreline master program review schedules.	Duerr	
SHB 1981	Concerning local government planning.	Pollet	
HB 1987	Establishing a task force on creating a new state housing and homelessness department.	Morgan	
HB 1996	Concerning stormwater control facilities and county jurisdiction.	MacEwen	
HB 2003	Renewing Washington's recycling system and reducing waste.	Donaghy	

SHB 2020	Concerning the creation of affordable and sustainable housing in the state.	Walen	
HB 2026	Implementing a per mile charge on vehicles.	Wicks	
HB 2049	Encouraging construction of affordable housing by eliminating redundancies and streamlining the permitting process.	Barkis	
HB 2062 (SSB 5528 passed)	Concerning the imposition of additive revenue sources within a regional transit authority area.	Hackney	
SHB 2066	Concerning exemptions for infill development under the state environmental policy act.	Barkis	
HB 2093	Increasing county timber tax distributions by reducing the charge for administrative and collection costs.	Abbarno	
SSB 5116	Establishing guidelines for government procurement and use of automated decision systems in order to protect consumers, improve transparency, and create more market predictability.	Hasegawa	
SB 5514	Increasing the frequency of county legislative meetings at alternate locations.	Dozier	
SSB 5568	Concerning preemption of municipal laws restricting the open carry of weapons.	Kuderer	
SB 5598 (HB 1700 passed)	Concerning sustainable funding for the derelict vessel removal account using the vessel watercraft excise tax.	Lovelett	Support
SB 5603	Proposing a comprehensive study of the state route number 2 corridor to improve safety and mobility, including outreach to adjacent communities.	Hawkins	Support
SB 5621	Concerning intergovernmental tax charges and conflict resolution regarding water and sewage facilities.	Padden	
SSB 5642	Exempting a sale or transfer of real property for affordable housing to a nonprofit entity, housing authority, public	Mullet	

	corporation, county, or municipal corporation from the real estate excise tax.		
SB 5648	Concerning accessory dwelling units.	Lias	
E2SSB 5662	Concerning intergovernmental coordination to address transitioning persons encamped on state public rights-of-way to permanent housing solutions.	Kuderer	
2SSB 5663	Establishing streamlined procedures for compliance with the State v. Blake decision in order to improve criminal justice system coordination, create efficiencies, and reduce costs.	Dhingra	
SB 5665	Protecting, restoring, and maintaining habitat for salmon recovery.	Rolfes	
SB 5677	Enhancing public trust and confidence in law enforcement and strengthening law enforcement accountability, by specifying required practices for complaints, investigations, discipline, and disciplinary appeals for serious misconduct.	Salomon	
SSB 5697	Renewing Washington's recycling system and reducing waste.	Das	
SB 5717	Concerning compost products.	Stanford	
SB 5727	Protecting, restoring, and maintaining habitat for salmon recovery.	Rolfes	
SB 5731 (E2SHB 1799 passed)	Concerning organic materials management.	Das	
SB 5742	Concerning stormwater control facilities and county jurisdiction.	Honeyford	Oppose
SB 5775	Concerning the acceleration of broadband deployment.	Wellman	Concerns
SB 5823	Addressing local infrastructure project areas.	Das	Support
SSB 5867	Concerning compassionate and effective strategies to address the homelessness crisis.	Fortunato	Oppose

E2SSB 5885	Concerning marine shoreline habitat.	Salomon	
ESB 5919	Concerning the standard for law enforcement authority to detain or pursue persons.	Van De Wege	
SB 5921	Increasing county timber tax distributions by reducing the charge for administrative and collection costs.	Braun	
SB 5971	Concerning the comprehensive plan and implementation of the goals and requirements of the growth management act.	Lovelett	

Appendix A Snohomish County Capital Projects (Dollars in Thousands)

	New Appropriations
Total Snohomish County	29,857
Commerce	
2021-23 Behavioral Health Community Capacity Grants #	
Evergreen Recovery Centers Residential Treatment (Everett)	1,000
EvergreenHealth Monroe (Monroe)	4,275
2021-23 Early Learning Facilities #	
Monroe ECEAP Facility (Monroe)	515
2021-23 Library Capital Improvement Program (LCIP) Grants #	
Sno-Isle Regional Inter-County Libraries (Lake Stevens)	-1,100
2022 Crisis Stabilization Facilities #	
Lynnwood Community Recovery Center (Lynnwood)	12,000
2022 Local & Community Projects #	
Sno-Isle Regional Inter-County Libraries (Lake Stevens)	1,100
2023 Local and Community Projects #	
988 Expansion (Everett)	300
Darrington Wood Innovation Center (Darrington)	1,700
Edmonds Boys & Girls Club Feasibility Study (Edmonds)	206
Imagine Children's Museum (Everett)	250
Interfaith Family Shelter Building Acquisition (Everett)	800
Mill Creek Library Project (Mill Creek)	200
Mill Creek Parks Master Plan (Mill Creek)	206
North Creek Trail (Bothell)	500
Pilchuck Glass School Ventilation (Stanwood)	103
Smokey Point Park (Arlington)	278
Snohomish Teen Center Addition (Snohomish)	515
Sultan-Monroe Commercial Kitchen (Monroe)	134
Homeless Youth Facilities #	
Communities of Color Coalition (Everett)	3,400
Ports Infrastructure #	
Terminal and Warehouse Upgrades (Port of Everett)	2,000

Work, Education, Health Monitoring Projects #

Sherwood COVID Mitigation (Lake Stevens)	0
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Community/Technical College System

Minor Works - Infrastructure #	310
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Corrections

MCC: TRU Support Building HVAC Replacement	0
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Military Department

Snohomish Readiness Center	1,165
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Appendix B

Snohomish County Transportation Projects – 2022 Supplemental Budget (Dollars in Thousands)

Project	Leg Dist	Prior	2021-23	2023-25	2025-27	2027-29	2029-31	Future	Total
Snohomish County		632,750	563,509	868,467	264,895	94,938	141,027	1,227,243	3,792,828
Projects only in Snohomish County		453,484	208,929	281,855	62,882	54,751	44,139	7,861	1,113,900
Route	I-5, Puget Sound Area - Improvements	32,674	49,225	90,690	3,000	13,000	26,000	0	214,589
005	I-5/156th NE Interchange in Marysville - L2000139	0	0	0	3,000	13,000	26,000	0	42,000
005	I-5/NB Marine View Dr to SR 529 - Corridor & Interchange Improvements - L2000229	17,645	44,604	60,611	0	0	0	0	122,860
005	I-5/116th Street NE, 88th Street NE, and SR 528/Marine Drive Interchange - T20700SC	15,029	4,621	30,079	0	0	0	0	49,729
Route	SR 9, Snohomish County - Corridor Improvements	31,386	78,189	106,591	25,826	1,075	0	0	243,067
009	SR 9/176th Street SE to SR 96 - Widening - 100904B	6,589	9,480	5,853	0	0	0	0	21,922
009	SR 9/US 2 Vic - NB Peak Use Shoulder Lane - 100911Q	0	0	0	326	1,075	0	0	1,401
009	SR 9/South Lake Stevens Road Roundabout - L1000240	1,452	7,048	0	0	0	0	0	8,500
009	SR 9/Marsh Road to 2nd Street Vic - Widening with Bridge Construction - N00900R	4,668	22,432	89,500	25,500	0	0	0	142,100
009	SR 9/SR 204 Interchange - N92040R	18,677	39,229	11,238	0	0	0	0	69,144
Route	SR 522, Seattle to Monroe - Corridor Improvements	146,982	2,974	19,305	0	0	0	0	169,261
522	SR 522/Snohomish River Bridge to US 2 - Add Lanes - 152234E	145,609	28	0	0	0	0	0	145,637
522	SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineering) - NPARADI	1,373	2,946	19,305	0	0	0	0	23,624

Route	Regional Mobility Grants Current Biennium		0	3,480	300	0	0	0	0	3,780
000	Community Transit - Swift Bus Rapid Transit - 20210002	32	0	3,480	300	0	0	0	0	3,780
Route	Regional Mobility Grants Reappropriated and Four Year		5,856	6,415	0	0	0	0	0	12,271
000	Community Transit: Swift BRT Green Line Operating - 20190001	01,21,38,44	5,000	5,000	0	0	0	0	0	10,000
005	WSDOT - SR 525 - Pedestrian & Traffic Improvements - 20150106	21	856	1,415	0	0	0	0	0	2,271
Route	Regional Mobility Grants Prior Biennia		1,346	476	0	0	0	0	0	1,822
000	Lake Stevens, City of - US 2 Trestle HOV/Transit Trestle Congestion - 20170A32	38, 44	1,346	476	0	0	0	0	0	1,822
Route	Green Transportation Program		0	1,920	0	0	0	0	0	1,920
000	Everett Transit - Induction charging infrastructure - GT212307	21,38	0	1,920	0	0	0	0	0	1,920
Route	Studies & System Analysis		3,386	115	0	0	0	0	0	3,501
002	US 2 Trestle IJR - L1000158	44	3,386	115	0	0	0	0	0	3,501
Route	Safety - Interchange, Intersection & Spot Improvements		5,445	19,851	40,901	0	0	0	0	66,197
002	US Hwy 2 Safety - N00200R	39	2,284	7,185	9,531	0	0	0	0	19,000
526	SR 526 Corridor Improvements - N52600R	38	3,161	12,666	31,370	0	0	0	0	47,197
Route	Bridge Preservation - Replacement		18,749	77	0	0	0	0	0	18,826
532	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge - 153203D	10	18,749	77	0	0	0	0	0	18,826
Route	Traffic Ops - ITS & Operation Enhancements		86	49	0	0	0	0	0	135
000	SR 527 & SR 96 Adaptive Signal Control System (County lead) - 100015Q	01, 21, 44	86	49	0	0	0	0	0	135
Route	WSF - Terminal Improvements		182,491	6,391	58	0	0	18,139	7,861	214,940

104	Edmonds Tml Improvement - 910413R	21	1,187	521	0	0	0	18,139	7,861	27,708
525	Mukilteo Tml Improvement - 952515P	21	181,304	5,870	58	0	0	0	0	187,232
Route	WSF - Terminal Preservation		164	237	11,112	7,365	38,360	0	0	57,238
104	Edmonds Tml Preservation - 910413Q	21	164	237	11,112	7,365	38,360	0	0	57,238
Route	Freight Rail - Loan Program		5,404	3,326	0	0	0	0	0	8,730
000	Port of Everett - South Terminal Modernization Project (2019 FRIB) - 722814A	38	5,404	754	0	0	0	0	0	6,158
000	Port of Everett - Cargo Handling Equipment (2021 FRIB) - 726823E	38	0	2,572	0	0	0	0	0	2,572
Route	Local Programs - Other Projects		499	1,361	0	0	0	0	0	1,860
000	Main Street Revitalization Project - L1000195	01	0	360	0	0	0	0	0	360
000	Centennial Trail Connector -Phase 3 - L2000242	38	499	1	0	0	0	0	0	500
009	SR 9/South Lake Stevens Road Culvert - L2000360	44	0	1,000	0	0	0	0	0	1,000
Route	Connecting Washington - Transit Projects		0	2,103	2,898	2,683	2,316	0	0	10,000
000	Community Transit, Everett Transit - SWIFT II Bus Rapid Transit - G2000046	21, 38, 44	0	2,103	2,898	2,683	2,316	0	0	10,000
Route	Connecting Washington - Road and Highway Projects		18,242	32,714	10,000	24,008	0	0	0	84,964
000	41st Street Rucker Avenue Freight Corridor Phase 2 - L2000134	38	0	2,492	10,000	24,008	0	0	0	36,500
000	Harbour Reach Extension - L2000136	21	13,538	1,562	0	0	0	0	0	15,100
099	SR 99 Revitalization in Edmonds - NEDMOND	21	930	15,570	0	0	0	0	0	16,500
522	Complete SR 522 Improvements- Kenmore - T10600R	46	0	2,000	0	0	0	0	0	2,000
524	SR 524: 48th Ave W - 37th Ave W Widening - N52400R	32	3,774	11,090	0	0	0	0	0	14,864
522	SR 522/Fales-Echo Lake Rd Interchange -	01	773	27	0	0	0	0	0	800

Ramp Meters - 152233Q									
Route	SR 531, Smokey Point Vicinity - Improvements	1,043	4,054	21,494	12,719	0	0	0	39,310
531	SR 531/43rd Ave NE to 10, 39 67th Ave NE - Corridor Improvements - L1000114	1,043	4,054	21,494	12,719	0	0	0	39,310