

2022 Sine Die Report

The legislature adjourned Sine Die on Thursday, March 10 after passing negotiated agreements on operating, capital, and transportation funding. This legislative session also saw passage of several notable bills related to public safety, gun responsibility, and transportation. Many other valuable bills failed to advance due to the compressed timeline of the short legislative session.

Below is a summary of the high-profile bills and budget items that the legislature approved this year. A more comprehensive report on the 2022 legislative session will follow in the coming weeks.

Operating and Capital Budget

Capital Budget Highlights:

- **\$300 million** for rapid acquisition of affordable housing and shelter spaces
- **\$114.5 million** for the Housing Trust Fund
- **\$79 million** for Weatherization Plus Health
- **\$72 million** for crisis stabilization centers
- **\$26.3 million** for additional behavioral health facilities including long-term civil commitments, triage, crisis diversion, secure detox, and adolescent services
- **\$9 million** for grants to local governments and public utility districts to assist in the cost of utility improvements or connections to new affordable housing projects.

Operating Budget Highlights:

- **\$100 million** for utility arrearages
- **\$55 million** for homeless service provider stipends
- **\$45 million** in grants to local governments and nonprofits to transition individuals currently living on public rights-of-way to permanent housing solutions
- **\$45 million** for rental assistance
- **\$37.2 million** to provide a permanent supportive housing Medicaid benefit
- **\$27 million** for landlord mitigation
- **\$215 million** in business assistance
- **\$120 million** electric vehicle incentives
- **\$69 million** electric vehicle community charging

Transportation Budget & Move Ahead Washington

The legislature approved the 16 year, \$16.9 billion Move Ahead Washington transportation revenue package this session. Statewide, it invests heavily in maintenance and preservation, multimodal transportation, and decarbonization. The following Seattle projects will receive funding:

- **\$406 million** to backfill shortfalls in the SR 520 West End project
- **\$50 million** for North Aurora Pedestrian Safety Improvements
- **\$25 million** for BIRT System Corridor Improvements

- **\$500,000** for White Center Pedestrian Safety Improvements

The also extends the City's automated enforcement for block the box and transit lanes pilot for two years, provides a 0.1% councilmanic sales tax authority for Transportation Benefit Districts, and allows Transportation Benefit Districts to be renewed for multiple extensions.

The 2022 supplemental transportation budget included funding for projects and programs this year:

- **\$9 million** WSDOT to reimburse the City for delay costs associated with the Alaskan Way project
- **\$5 million** for cleanup of WSDOT rights-of-way, up to a total of \$8 million for the biennium
- **\$600,000** for OPCD to conduct a community-led visioning process and feasibility study for decommissioning SR 99 in the South Park Neighborhood

Policy Highlights

High-Capacity Magazines [SB 5078](#) (Lias) – Prohibits the manufacture, importation, distribution, and sale of large capacity magazines, defined as anything greater than ten rounds of ammunition. Establishes that violations of these restrictions are a gross misdemeanor. Provides that distributing, selling, or transferring a large capacity magazine online is a violation of the Washington Consumer Protection Act.

Restricting Weapons in Civic Spaces [HB 1630](#) (Senn) – Prohibits the knowing open carry and possession of firearms and other prohibited weapons in certain government spaces, including school areas and school board meeting locations, city halls, and elections facilities.

Ghost Guns [HB 1705](#) (Berry) – Restricts the manufacture, assembly, sale, transfer, purchase, possession, transport, and receipt of untraceable firearms and unfinished frames, commonly referred to as "ghost guns." Establishes standards for marking untraceable firearms and unfinished frames and receivers with serial numbers.

Military Equipment Modification [HB 1719](#) (Bronoske) – The bill removes the prohibition on the use and acquisition of ammunition of .50 caliber or greater by law enforcement agencies and narrows the prohibition on the use and acquisition firearms of .50 caliber by law enforcement agencies to apply only to rifles of .50 caliber or greater.

"Rifle" has the same meaning as provided in the statutes governing firearms offenses, except it does not include: any shotgun; any device designed or used to deploy less lethal munitions, including, but not limited to, rubber, bean bag, soft nose, sponge, or other nonpenetrating impact rounds; or any less lethal equipment.

Behavioral Health Interventions [HB 1735](#) (Johnson) – Modifies the requirement to exercise reasonable care before using force, including defining "de-escalation tactics" and clarifying when de-escalation tactics and less lethal alternatives must be used by a peace officer before using physical or deadly force.

The bill provides that the standard for use of force by peace officers does not limit or restrict a peace officer's authority or responsibility to perform lifesaving measures or perform community caretaking functions to protect health and safety, and does not prevent a peace officer from responding to requests for assistance or service by specified individuals and members of the public

Use of Force Updates [HB 2037](#) (Goodman) – Defines physical force in law and modifies the standard for the use of physical force. A peace officer may use physical force against a person to the extent necessary to:

- protect against a criminal offense when there is probable cause that the person has committed, is committing, or is about to commit the offense;
- effect an arrest;
- prevent an escape; 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;
- take a person into custody when authorized or directed by statute; or protect against an imminent threat of bodily injury to the peace officer, another person, or the person against whom force is being used.

Catalytic Convertors [HB 1815](#) (Ryu) – Takes action to address the theft of catalytic convertors, including the creation of a work group to study the issue, a grant and training program for local law enforcement, new regulations for scrap metal businesses, the creation of a Consumer Protection Act violation, and payment regulations for the sale of catalytic convertors.

Transportation Network Companies [HB 2076](#) (Berry) – Establishes a new statewide regulatory framework for Transportation Network Companies (TNCs). Establishes a new statewide worker classification for TNC drivers and provides minimum compensation, paid sick leave, and workers compensation for drivers. Directs the Department of Labor and Industries to establish a statewide Driver Resource Center to support drivers in resolving disputes around deactivations.

Establishes a statewide preemption of local TNCs regulations beginning January 1, 2023. Reduces existing local per trip fees by \$0.15 and requires that TNC companies remit that \$0.15 to L&I to fund the state Driver Resource Center. Prohibits any new or increased local fees, except adjustments to regulatory fees (like those collected by FAS).

RTA Additive Revenue [SB 5528](#) (Pedersen) – Allows the board of a Regional Transit Authority (Sound Transit) to establish an Enhanced Service Zone (ESZ) within a portion of the boundaries of the RTA to finance high-capacity transportation system improvements directly. An ESZ must contain at least one whole jurisdiction and must be approved by an advisory committee of board members representing the jurisdiction. Once established, the Sound Transit Board may submit to voters within an ESZ a proposition to levy a commercial parking tax and an additional 1.5 percent MVET. If approved, these funds must be spent on enhancements existing high-capacity transit systems, construction of new rail lines or stations, and/or planning for future expansion of said systems.