

CITY COUNCIL STUDY SESSION

State Legislative Update

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DIRECTION NEEDED FROM COUNCIL**INFORMATION
ONLY**

No action is required; this is an informational briefing. The State Legislature addresses a range of policy issues of interest to the City. Council may wish to provide direction to staff regarding legislative proposals.

RECOMMENDATION

N/A

BACKGROUND & ANALYSIS

The 2022 Legislature convened for a 60-day session that was conducted almost entirely virtually. Democrats held strong majorities in both the state House of Representatives and state Senate and drove the agenda. The following report summarizes outcomes of the 2022 session as of April 4.

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 new bills this session. The Legislature approved a total of 309 bills. The Governor vetoed six bills, resulting in a total of 303 new laws being adopted into law. Bills relevant to the City's Legislative Agenda are highlighted below.

The Legislature developed supplemental operating, capital, and transportation budgets that amend the 2021-2023 budgets adopted during the 2021 session. This included the adoption of the statewide Move Ahead Washington transportation investment package.

2022 Supplemental Operating Budget

The state's operating budget funds all state agency operations, including K-12 education, higher education, human service programs, and more. The 2022 supplemental operating budget makes mid-biennial adjustments to the 2021-2023 operating budget that the Legislature adopted in 2021. The Legislature had unprecedented revenue for the development of the supplemental budget due to significant one-time federal funds and an improving state revenue forecast. The mid-biennial changes resulted in a final 2021-2023 operating budget total over \$63 billion, with \$2 billion transferred to the transportation budget and \$650 million transferred to the capital budget. The Legislature left \$812 million in reserves and another \$1 billion in the Washington Rescue Plan Transition Account. Over \$5 billion of the included expenditures are 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 Medical Leave insurance, higher education, and housing.

2022 Supplemental Capital Budget

The state's capital budget funds bricks and mortar construction, excluding transportation. The supplemental capital budget makes amendments and additions to the \$3.97 billion 2021-2023 budget approved during the 2021 session. The 2022 supplemental capital budget utilizes \$81.9 million in bond authorization remaining from 2021 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 Bipartisan Infrastructure Law (BIL), and \$25 million in federal American Rescue Plan Act (ARPA) funds. Along with a few other funding sources, the supplemental capital budget authorizes \$1.5 billion.

2022 Supplemental Transportation Budget

In 2021, the Legislature disappointed many stakeholders by failing to approve a transportation package. Prior to the beginning of the 2022 session, the Senate appointed a new transportation committee chair, Senator 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 funded with \$5.4 billion of Climate Commitment Act revenues, \$3.7 billion of federal funds, \$2 billion as a one-time transfer from the operating budget, \$855 million from the Public Works Assistance Account (annual transfers of \$57 million until 2038), \$855 million from the state's operating budget (annual transfers of \$57 million until 2038), and \$4.2 billion in other fees and revenue sources. A summary of the revenue sources in the package can be accessed [here](#).

Roughly one-third of the package is funded by revenues generated through the Climate Commitment Act and, therefore, can only be spent on certain types of projects. Move Ahead allocates \$1.2 billion of this revenue to active transportation, \$3 billion for transit programs and projects, \$517 million for alternative fuel and electrification, \$335 million for electrification of ferries, and \$162 million for rail. Active transportation investments include \$290 million for the Safe Routes to Schools grant program, \$278 million for the Washington State Department of Transportation (WSDOT) bike and pedestrian grant program and \$146 million for the Complete Streets grant program. The complete breakdown of Climate Commitment Act spending can be viewed [here](#).

The remaining two-thirds, or \$11.5 billion, invests in state system maintenance and preservation, new highway projects, fish barrier removal and backfilling funding gaps from existing projects. Of note, the Transportation Improvement Board and the County 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](#).

Bellevue Legislative Priorities

Growth, Economic Vitality and Recovering from COVID-19

Bellevue's Legislative Agenda expressed support for small businesses, workforce development, and other initiatives to assist in the state's recovery from the COVID-19 pandemic. Below are some of the budget investments and policies approved by the 2022 Legislature that align with this priority:

- **Business Support and Economic Development**
 - \$200 million is allocated into the Community Reinvestment Account for economic development grants.
 - \$34.5 million is allocated to administer a Small Business Innovation and Competitiveness Fund Program, with the goal of spurring small business recovery, startup, and growth. Commerce will award grants to nonprofit organizations that work with or assist small businesses.
 - \$25 million is allocated for assistance to businesses and nonprofits in the arts, heritage, culture, and science sectors.
 - \$15 million is allocated to expand the Small Business Resiliency Network, which provides outreach and technical assistance to small businesses in historically underserved communities, and to establish a Credit Repair Pilot Program, which may provide credit counseling and other services to build or improve credit for small businesses unable to access conventional lending.
 - **Business and Occupation (B&O) Tax Relief:** Senate Bill 5980, sponsored by Senator Reuven Carlyle (D-Seattle), provides B&O tax relief to certain small businesses. The threshold for small businesses to be exempt from the state B&O tax is increased from \$46,667 to \$125,000 in annual gross revenues, eliminating the state B&O tax for many small businesses. Additionally, the existing B&O tax credit is increased from \$35/month to \$55/month for non-service small businesses and from \$70/month to \$160/month for small businesses providing services.
- **Workforce Development**
 - \$6.2 million is allocated to continue the Economic Security for All (EcSA) program, which provides grants to local Workforce Development Councils for career planning, case management, and other support.
 - \$10.5 million is provided to the Department of Labor and Industries to create and administer several new grant programs, including grants to modernize remote learning technology, upgrade apprenticeship equipment, support training of public school paraeducators to become certified teachers, and to provide wraparound support services

to those in apprenticeship programs.

- \$23.1 million is allocated in the operating budget to facilitate and incentivize additional students to enter the health workforce, including an expansion of nursing programs, a means for nurse educators to apply for loan repayments, and grants for students who enter the health workforce.
- **COVID-19 Assistance**
 - \$100 million is allocated 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.

Social and Criminal Justice

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. In the 2022 session the Legislature approved three bills making further clarifications.

- **Use of bean bags:** [House Bill 1719](#), sponsored by Representative Dan Bronoske (D-Lakewood), clarifies that .50 caliber shotguns can be used to shoot bean bags, rubber bullets, and other non-penetrative munitions as a de-escalation tactic. Under House Bill 1054, approved in 2021, .50 caliber shotguns were included on the list of 'military equipment' that officers are not allowed to use. This had the unintended consequence of removing officer's ability to use bean bags, rubber bullets, and other non-penetrative munitions as a less lethal alternative. House Bill 1719 addresses this unintended consequence and was supported by the police accountability coalition and law enforcement agencies. The bill passed the House of Representatives 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. The final bill can be found [here](#) and a summary can be found [here](#).
- **Community Caretaking Function:** [House Bill 1735](#), sponsored by Representative 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. 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 American Civil Liberties Union (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. The final bill can be found [here](#) and a summary can be found [here](#).

- **Defining Use of Force:** [House Bill 2037](#), sponsored by Representative 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 the person has committed, is committing, or is about to commit an offense, and to prevent a person from intentionally fleeing or stop a person who is intentionally and actively fleeing a lawful temporary investigative detention, provided that the person has been given notice that he or she is being detained. The Governor signed the bill into law and it took effect immediately. The final bill can be found [here](#) and a summary can be found [here](#).

The Legislature considered but did not pass several other police reform related bills, most notably [Senate Bill 5919](#), which would have changed when and how law enforcement officers engage in vehicular pursuits. It is anticipated that there will be ongoing police reform discussions in future legislative sessions.

In addition to making changes to 2021 policies, the Legislature addressed the following social and criminal justice issues:

- **Co-Responder Training:** [Senate Bill 5644, sponsored by Sen. Keith Wagoner \(R-Sultan\)](#) directs the University of Washington to coordinate with the [Co-Responder Outreach Alliance](#) (CROA) and other stakeholders to: 1) establish regular opportunities for co-responder professionals to convene for training and sharing of best practices; 2) administer a small budget to defray costs for training and professional development; 3) develop an assessment describing current capacities, shortfalls, alignments, data systems, training practices, and funding strategies for statewide co-response teams; 4) develop model training curricula for individuals participating in co-response teams, beginning in calendar year 2023; and 5) host an annual statewide conference that draws state and national co-responders, beginning in 2023. This bill takes effect on June 9. The final bill can be found [here](#) and a summary can be found [here](#).
- **Public Safety Telecommunications:** [Senate Bill 5555](#), sponsored by Senator Van De Wege (D-Sequim), establishes a statewide certification and training program for 911 operators. The bill takes effect on June 9. The final bill can be found [here](#) and a summary can be found [here](#).
- \$8.7 million is allocated to fund 4.5 additional Basic Law Enforcement Academy (BLEA) classes in 2022 and 8.5 additional BLEA classes in 2023. This is a total of 19.5 classes in 2022 and 23.5 classes in 2023.

- \$100,000 is allocated to establish a body worn camera grant program within the Washington Association of Sheriffs and Police Chiefs (WASPC).
- \$2 million is allocated to the Association of Washington Cities (AWC) to reimburse cities for costs of creating co-responder teams within alternative diversion models (i.e., LEAD, mobile crisis teams). AWC and the Health Care Authority must submit a report to Office of Financial Management and the Legislature on the number of crisis stabilization and triage beds located in jurisdictions receiving money by December 1, 2022.

Bellevue Transportation Requests

Within the Move Ahead Washington transportation package, the City of Bellevue requested several investments. In coordination with the Bellevue Chamber and the Bellevue Downtown Association, the City successfully advanced several of its priority transportation requests.

- **Timely Completion of Projects Along I-405/SR 167:** In 2019, the Legislature authorized bonding of toll revenues to expedite the construction of key improvements along I-405. Lower than expected toll revenue due to COVID-19 and increased project costs created a financing gap. The Legislature made a small dent in this gap in 2021 through the appropriation of \$30 million. One of the city's top priorities for the 2022 session was to fund the remaining financial gap to allow the projects along the corridor to be completed as close to the original timeline as possible. WSDOT indicated that the Legislature needed to identify funding for these projects in the 2022 session or the projects would not be completed prior to the rollout of bus rapid transit in 2027. The Legislature addressed the \$450 million financial gap by allocating \$380 million in the Move Ahead Washington package toward the I-405/SR 167 corridor. The remaining \$70 million is covered through the deferral of state and local sales tax for projects along the corridor, as authorized in [House Bill 1990](#). Ten years following operational completion of the project, toll revenues will repay the deferred state and local sales tax.

Separately, the Legislature directed the Transportation Commission to review the tolling policies along I-405/SR 167 and adjust tolls to provide sufficient funds for future needs along the corridor.

- **Eastrail:** Move Ahead Washington allocates \$18 million to the Eastrail project. The project is funded with Climate Commitment Act revenues. WSDOT will be recommending to the 2023 Legislature when the funds should be made available within the 17-year time horizon of the investment package.
- **Mountains to Sound Greenway:** Move Ahead Washington allocates \$6.9 million to the Mountains to Sound Greenway trail "Bellevue Gap". The project is funded with Climate Commitment Act revenues. WSDOT will be recommending to the 2023 Legislature when the funds should be made available within the 17-year time horizon of the investment package.

While these are significant investments in Bellevue, several projects, particularly highway projects, remain unfunded. Projects identified on the City's Legislative Agenda that were not funded in Move Ahead Washington include the SR 520/124th Ave NE Interchange, South Downtown I-405 Access Improvement, and planning funding to improve the I-405/SR 520 and I-405/I-90 interchanges.

- **Local Preservation:** In addition to projects, the City of Bellevue joined the AWC in asking for funding and tools to preserve the city-owned transportation network. In the Move Ahead Washington package, \$80 million is appropriated to the Transportation Improvement Board for preservation grants to cities. Additionally, the Move Ahead 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.

Move Ahead Washington also includes broad authorization for cities to use speed cameras in school walksheds, around public parks, around hospitals, and up to one camera for every 10,000 in population in areas prone to street racing, areas with a high rate of collisions, and areas identified in a local road safety plan. Revenue generated by these newly authorized cameras, minus administration costs and the cost of processing infractions, is split between the state and the local jurisdiction implementing the camera.

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 BIL to state and local governments. Recommendations are due September 30, 2022.

Affordable Housing, Homelessness and Human Services

The Legislature prioritized increasing affordable housing, addressing homelessness, and expanding behavioral health services during the 2022 session. The investments made in 2022 are additive to a robust level of investment in 2021, making the biennial budget the most generous to housing and behavioral health investments in state history. Below is an outline of investments made throughout the three budgets:

- Bellevue-specific funding for the Eastgate Shelter was transferred to the Illahee Apartment project to allow \$2 million to be utilized as soon as possible.
- \$72 million is allocated to expand care for individuals in crisis, particularly the homeless. The funding will expand and create new capacity for 24-hour crisis triage, crisis stabilization, and youth residential crisis triage and stabilization facilities. Additionally, \$26.3 million is allocated for a variety of behavioral health services including long-term civil commitments, triage, crisis diversion, detox, and adolescent services. These funds will be allocated on a competitive grant basis.

- \$300 million is allocated for the rapid conversion of property into enhanced emergency shelters, permanent supportive housing, transitional housing, permanent housing, youth housing, or shelter for extremely low-income people. The priority of this program is to fund housing projects that move individuals from unsanctioned encampments and public rights-of-way into transitional and more permanent housing options.
- \$45 million is allocated to transition persons residing on state-owned rights-of-way to safer housing opportunities.
- \$114.5 million is allocated to the Housing Trust Fund, a competitive grant program that funds the production and preservation of affordable housing units serving low-income and special needs populations. Of that amount, \$25 million is for non-profit agencies to develop homeownership projects affordable to low-income households throughout the state.
- \$9 million is allocated to local governments and public utility districts to assist in the cost of utility improvements or connections to new affordable housing projects.
- \$45 million is allocated to the eviction prevention rental assistance program and \$27 million is allocated to the landlord mitigation program.
- \$98 million is allocated to community-based behavioral health beds and \$12.8 million to mental health state facilities.

The Legislature also approved the following policy bills addressing housing, homelessness, and behavioral health:

- **Affordable Housing REET Exemption:** [House Bill 1643](#), sponsored by Representative David Hackney (D-Seattle), will provide an exemption from the state real estate excise tax (REET) for the sale or transfer of ownership of property to non-profit entities, housing authorities, or public corporations that intend to use the property for low-income rental housing or home ownership. Notably, this policy passed the Legislature in 2020 with bipartisan support but was vetoed by the Governor due to COVID related budget concerns. This bill has multiple effective dates, depending on the section of the bill. The final bill can be found [here](#) and a summary can be found [here](#).
- **Supportive Housing for Persons Receiving Medical Assistance:** [House Bill 1866](#), sponsored by Representative 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. The final bill can be found [here](#) and a summary can be found [here](#).

- **Affordable Housing Sales Tax Incentive:** [Senate Bill 5755](#), sponsored by Senator Yasmin Trudeau (D-Tacoma), allows the cities of Tacoma, Spokane, Vancouver, Bellevue and Kent the option to offer a sales tax deferral (state and local) for the construction of multifamily housing on surface parking lots. To receive the deferral, 50% of the units must be rented or sold at affordable rates. The bill takes effect on June 9, 2022. The final bill can be found [here](#) and a summary can be found [here](#).

Climate and the Environment

In 2021, the Legislature adopted the Climate Commitment Act and a Low Carbon Fuel Standard. Building on those policies, the Legislature adopted the following policies and investments in the 2022 session:

- **Electric Vehicle Infrastructure in Common Interest Communities:** [House Bill 1793](#), sponsored by Representative David Hackney (D-Seattle), prohibits common interest communities (e.g. condominiums, homeowners associations) from unreasonably restricting the installation or use of an electric vehicle charging station within the boundaries of an owner's unit or in a designated parking space. HB 1793 does however allow an association to impose reasonable restrictions, such as an application process and cost coverage requirements related to the installation and the cost of electricity. On March 11, the Governor signed the bill into law with an effective date of June 9, 2022. The final bill can be found [here](#) and a summary can be found [here](#).
- **Public Facility Design:** [House Bill 1280](#), sponsored by Representative Alex Ramel (D-Bellingham), requires a government agency to include an all-electric energy system as an option when a life-cycle cost analysis for a new facility is conducted. On March 25, the Governor signed the bill into law with an effective date of June 9, 2022. The final bill can be found [here](#) and a summary can be found [here](#).
- **Organics Recycling:** [House Bill 1799](#), sponsored by Representative Joe Fitzgibbon (D-West Seattle) establishes a goal to reduce food and yard waste in landfills by 75 percent by 2030. To achieve this goal, the bill places several new requirements on local governments. AWC has published an article on the impacts to local governments, which can be found [here](#). On March 25, the Governor signed the bill into law with an effective date of June 9, 2022. The final bill can be found [here](#) and a summary can be found [here](#).

- **Reducing Greenhouse Gas Emissions in Buildings:** In 2019, the Legislature passed the Clean Buildings Act, which established clean building performance standards for covered commercial buildings 50,000 square feet or greater. [Senate Bill 5722](#), sponsored by Senator Joe Nguyen (D-White Center), broadens the Clean Buildings Act by extending standards to buildings between 20,000-49,999 square feet (Tier 2) and to buildings greater than 50,000 square feet that were not previously covered by the Clean Buildings Act (Tier 1). The Department of Commerce is tasked with establishing the standards for Tier 2 buildings by December 2023 and funding is dedicated for building owners who comply with the standard prior to the effective date of July 2027. Incentive payments for building owners are \$0.85 per gross square foot and no greater than \$75 million. On March 25, Governor Inslee signed the bill into law with an effective date of June 9, 2022. The final bill can be found [here](#) and a summary can be found [here](#).
- **Transition to Electric Vehicles:** The 2022 Legislature established a goal that all passenger and light duty vehicles of model year 2030 or later that are sold, purchased, or registered in Washington be electric. The Legislature appropriated \$207 million for charging infrastructure and \$120 million for electric-vehicle incentives through the end of the next biennium.
 - Of the \$207 million for charging infrastructure, \$69 million is dedicated to grants to create electric vehicle charging infrastructure in rural areas, office buildings, housing and other state and local government offices. The remainder is reserved for additional allocations in 2023.
 - Of the \$120 million for electric-vehicle incentives, \$25 million will become available in June, while \$95 million has reserved for additional allocations in 2023. The Department of Commerce could create a rebate program for electric vehicles and charging infrastructure, however, other incentives could be developed, and rebates are not explicitly required.
 - \$8.5 million is provided to create a map of charging locations around the state.

Preserve Fiscal Sustainability and Local Control

- **Fiscal Sustainability:** The Legislature fully funded local-state shared revenues, and even slightly increased some accounts:
 - Liquor profit revenues remained fully funded at \$98.9 million.
 - Liquor tax revenues increased from \$76.5 million to \$87.3 million.
 - Marijuana excise tax revenues increased from \$40 million to \$45.2 million and will be distributed across cities in a new manner.
 - Municipal Criminal Justice Assistance Account revenues increased from \$45.1 million to \$45.6 million.
 - City-County Assistance Account revenues increased from \$39.9 million to \$56.2 million.
 - Fire Insurance Premium Tax revenues increased from \$9.8 million to \$12.1 million.

Additionally, the Legislature provided significant grant funding for planning efforts that have long remained an unfunded mandate:

- \$10 million for local government Growth Management Act (GMA) comprehensive plan updates;
 - \$7.5 million for grants to local governments who update their comprehensive plans in 2024 to allow middle housing types on at least 30 percent of lots currently zoned for single family residences; and,
 - \$250,000 to study and report on the cost of local governments to review and update GMA comprehensive plans.
- The budgets authorize funding for several local government infrastructure grant programs: \$120 million for the Public Works Assistance Account, \$108 million for drinking water projects, \$100 million for broadband, \$40 million for economic development, and \$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).
 - **Local Control:** While there were many proposals that would have preempted local control, particularly on land use, none of them passed into law. Some of the proposals that received heated discussion included [House Bill 1660](#), regarding local regulations on accessory dwelling units; [House Bill 1782](#), regarding local zoning of middle housing types; and [House Bill 1722](#), requiring cities to allow micro trenching (a method of deploying fiber that makes small trenches in public right-of-way).

Other Items of Interest

- **Open Public Meeting Act:** [House Bill 1329](#), sponsored by Representative Emily Wicks (D-Everett), allows a public agency to hold meetings of its governing body remotely, or with limited in-person attendance, after a declared emergency and requires that the public be allowed to listen in, in real time, to such meetings. The effective dates vary based on the section of the bill. The final bill can be found [here](#) and a summary can be found [here](#).
- **Ban Weapons in Council Meetings:** [House Bill 1630](#), sponsored by Representative Tana Senn (D-Mercer Island), prohibits the open carry of firearms and other weapons in certain locations used for public city council meetings, public school board meetings and other local government meetings. The bill exempts federal, state, or local law enforcement officers, or any hired security personnel from the restrictions outlined in the proposal. It also clarifies that the restrictions do not apply to concealed carry of a pistol by a person who has a concealed pistol license in any voting center and establishes the first offense as a misdemeanor. The bill takes effect on June 9. The final bill can be found [here](#) and a summary can be found [here](#).
- **Urban Growth Area (UGA) Boundaries:** [Senate Bill 5593](#), sponsored by Senator Shelly Short (R-Addy), states that each county shall review its designated UGAs, patterns of development

within the UGA, and the densities permitted within the incorporated and unincorporated portions of each UGA during the jurisdiction's regularly scheduled comprehensive review update cycle. If, during the jurisdiction's regularly scheduled review, the county determines the patterns of development have created pressure in areas that exceed the available and developable lands within the UGA, the county may revise the UGA to accommodate identified patterns of development and future development pressure for the succeeding 20-year period. Areas added to the UGA must not be designated as long-term commercial significance or contain more than 15 percent critical areas. The areas added must be suitable for urban growth and contiguous. The revision may not result in an increase in the total surface area of the existing UGA. A jurisdiction's transportation element and capital facility plan element must identify the transportation facilities, public facilities, and related services needed to serve the added areas to the UGA. The Governor signed the bill into law and it takes effect on June 9. The final bill can be found [here](#) and a summary can be found [here](#).

- **GMA Comprehensive Plan Updates – Eight to Ten Years:** [House Bill 1241](#), sponsored by Representative Davina Duerr (D-Bothell), pushes out the update cycle for comprehensive plans updates from 8 to 10 years. The bill also subjects the largest and fastest growing counties and cities within these counties to a 5-year check-in on key comprehensive plan elements, including housing, greenhouse gas, and vehicle miles traveled reductions. The bill provides a 6-month extension on the deadline for comprehensive plan updates for the first cycle of counties up for revision: King, Kitsap, Pierce, and Snohomish Counties. The bill was approved by the House by a vote of 55-43. The Senate approved the bill 27-21 with no amendments. The bill takes effect on June 9. The final bill can be found [here](#) and a summary can be found [here](#).
- **State Environmental Protection Agency (SEPA) Exemption for Housing:** [Senate Bill 5818](#), sponsored by Senator Jesse Salomon (D-Shoreline), limits SEPA and other appeals for implementation of Housing Action Plans and other housing-related actions to increase residential building capacity. The bill takes effect on June 9. The final bill can be found [here](#) and a summary can be found [here](#).
- **GMA Effective Dates:** [Senate Bill 5042](#), sponsored by Senator Jesse Salomon (D-Shoreline), changes the effective date of certain actions, to include: an action that expands a UGA; removes the designation of agricultural, forest, or mineral resource lands; creates or expands limited areas of more intensive rural development; establishes a new fully contained community; or creates or expands a Master-Planned Resort. The effective date is changed to the later of 1) 60 days after the date of publication of notice of adoption of the comprehensive plan, development regulation, or amendment to the plan or regulation, implementing the action; or 2) if a petition for review to the Growth Management Hearings Board is timely filed, upon issuance of the board's final order. The Governor signed the bill into law, and it will become effective on June 9, 2022. The final bill can be found [here](#) and a summary can be found [here](#).

The City of Bellevue coordinates with the AWC on legislative efforts. To review legislative materials from the AWC regarding the 2022 Legislative Session, please utilize the links below:

AWC Budget Matrix: https://wacities.org/docs/default-source/legislative/2123suppbudgetmatrix.pdf?sfvrsn=1c5a244f_18

2022 AWC legislative priorities and outcomes: <https://wacities.org/advocacy/City-Legislative-Priorities>

POLICY & FISCAL IMPACTS

The State Legislature addresses a range of policy issues of interest to the City.

OPTIONS

N/A

ATTACHMENTS & AVAILABLE DOCUMENTS

N/A

AVAILABLE IN COUNCIL LIBRARY

N/A