

AGENDA
GIG HARBOR CITY STUDY SESSION
Thursday, April 28, 2022 – 2:00 p.m.
Virtual Meeting

This may be accessed through Zoom at <https://zoom.us/j/93216056382> or by calling (253) 215-8782 and entering Meeting ID 932 1605 6382.

CALL TO ORDER/ROLL CALL

DISCUSSION ITEMS

**1. Urban and Community Forestry in Washington Presentation
- DNR Urban and Community Forestry Program**

Documents:

[Urban and Community Forestry in Washington Presentation.pdf](#)

2. Climate Change Advisory Body

Documents:

[Climate Change Presentation.pdf](#)
[STAFF MEMO Climate Change.pdf](#)

3. Sister City Presentation

Documents:

[Sister Cities.pdf](#)

4. Legislative Session Wrap-Up

Documents:

[Gig Harbor 2022 End of Session Report.pdf](#)
[2022 End of Session Presentation.pdf](#)

ADJOURN

AMERICANS WITH DISABILITIES (ADA) ACCOMMODATIONS

ADA accommodations can be provided upon request. Those requiring special accommodations should contact the City Clerk at cityclerk@gigharborwa.gov or (253) 853-7613 at least 24 hours prior to the meeting.

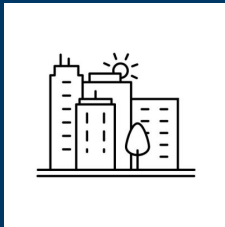
Urban and Community Forestry in Washington

DNR Urban and Community
Forestry Program



AGENDA

1



Why are trees and forests important for cities? What is the urban forest? What is urban forestry?

2



Urban Forestry BMPs and what steps can your city take to develop and urban forestry program?

3



What is the DNR Urban and Community Forestry program? How can our program assist your city?



Why are trees and forests important in cities?



WASHINGTON STATE DEPARTMENT OF
NATURAL RESOURCES

The Value of Urban Trees

TREES AS URBAN INFRASTRUCTURE

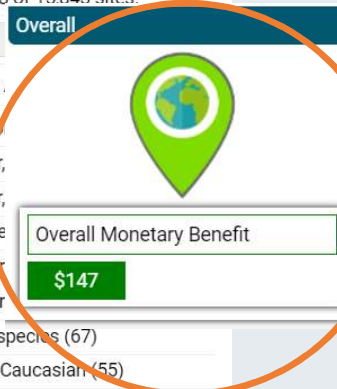
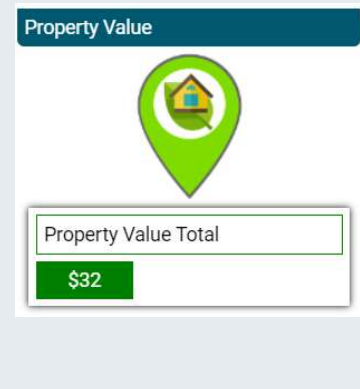
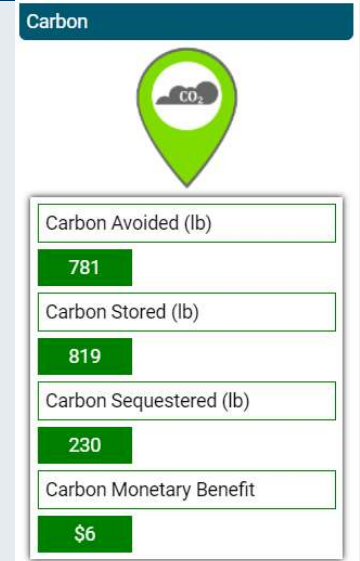
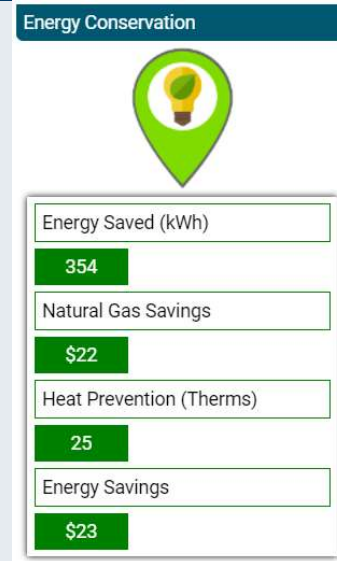
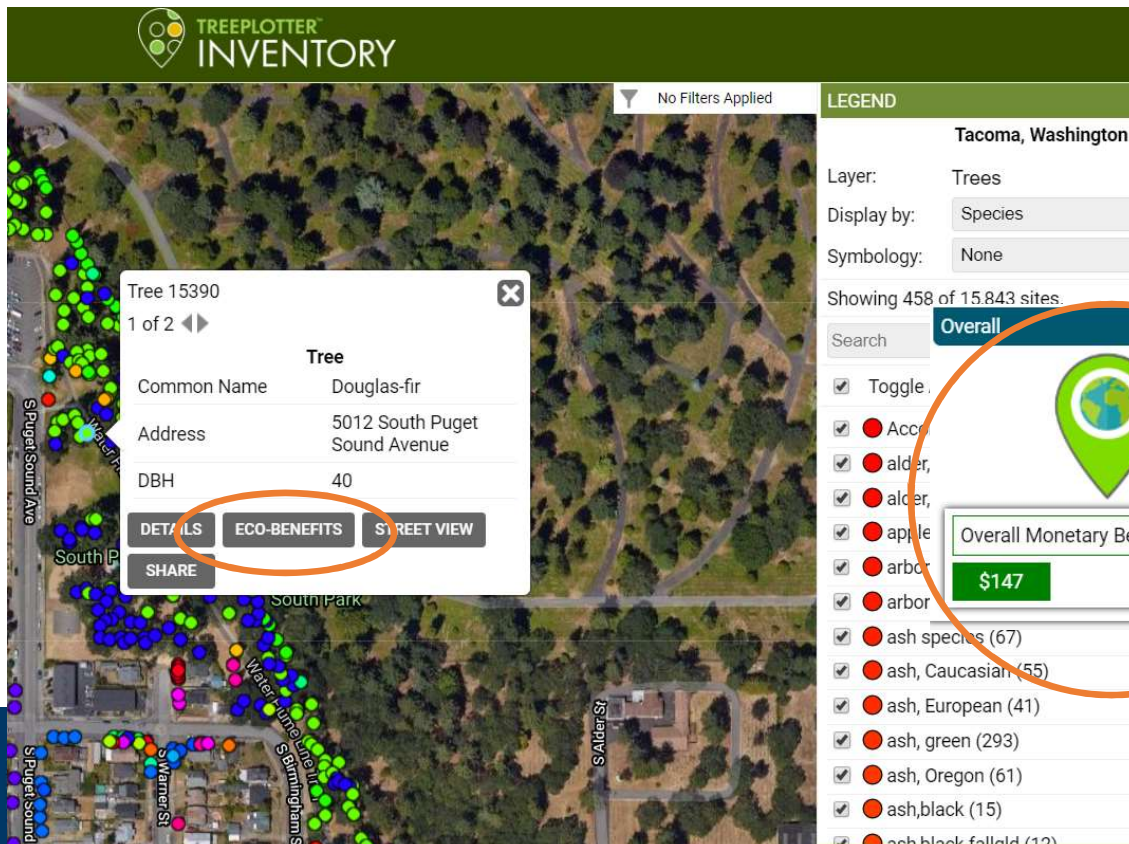


- Trees provide numerous intangible benefits like their ability to create a sense of place
- Trees also play a much larger economic, social and ecological role in our communities
 - Infrastructure/Ecosystem services
 - Health benefits
- Trees only provide these benefits if they are healthy, which often require proactive maintenance in urban environments



The Value of Urban Trees

TREES AS URBAN INFRASTRUCTURE



WHAT IS AN URBAN FOREST?

- Street trees
- Park trees
- Residential trees
- School yards
- Cemeteries
- Utility corridors
- Trees in industrial areas
- Greenbelt vegetation
- Natural areas
- Urban wood utilization
- Any woody/associated vegetation within an urban space



WHAT IS URBAN FORESTRY?

Urban forestry: the planting, maintenance, care and protection of tree populations in urban and suburban settings.

The role of trees is an essential function of city planning and urban infrastructure.

Multiple Scales

- Micro/local
- Neighborhood
- City
- Regional
- National

Multiple Stakeholders

- Urban planners
- City leaders
- Schools
- Utility providers
- Neighborhood organizations
- Hospitals
- Residents

Multiple Goals

- Resiliency
- Sustainability
- Public health
- Safe transportation
- Walkability

Multiple Interventions

- Policies
- Regulations and by-laws
- Plans
- Incentives and grants
- Fees and fines
- Educational programs



What steps can your city take to transform their urban forestry program?

Reactive Management

- No dedicated staff to manage urban trees
- Request based response to tree issues
- No data on urban forest
- Limited budget
- No committee or tree board
- No partnerships with local organizations
- No Urban Forest Plan



Proactive Management

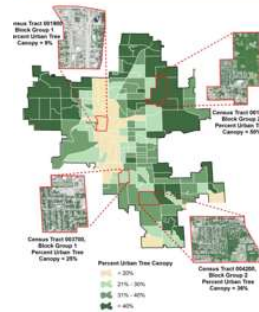
- Dedicated staff (certified arborist, urban forester)
- Proactive maintenance – tree pruning and risk management
- Urban Forestry Committee
- Tree inventory, canopy data
- Goal setting
- Community engagement and partnerships
- Adoption of Urban Forest Plan
- Monitoring and evaluating progress towards goals



Urban and Community Forestry BMPs

A tree canopy assessment Uses satellite, aerial, and Lidar imagery to map out the coverage of tree canopy over a defined area. Used to track large trends, can look at canopy cover across land ownerships, and can be used for goal setting.

An operations or management plan helps provide recommendations for the day-to-day structure and activities of crews, departments, or organizations.





Tree City USA

Provides direction, assistance and national recognition for your community.

It's 4 core qualifying standards provide a framework for a healthy urban and community forestry program in your town.

<https://www.arborday.org/programs/treecityusa/>



WASHINGTON STATE DEPARTMENT OF
NATURAL RESOURCES



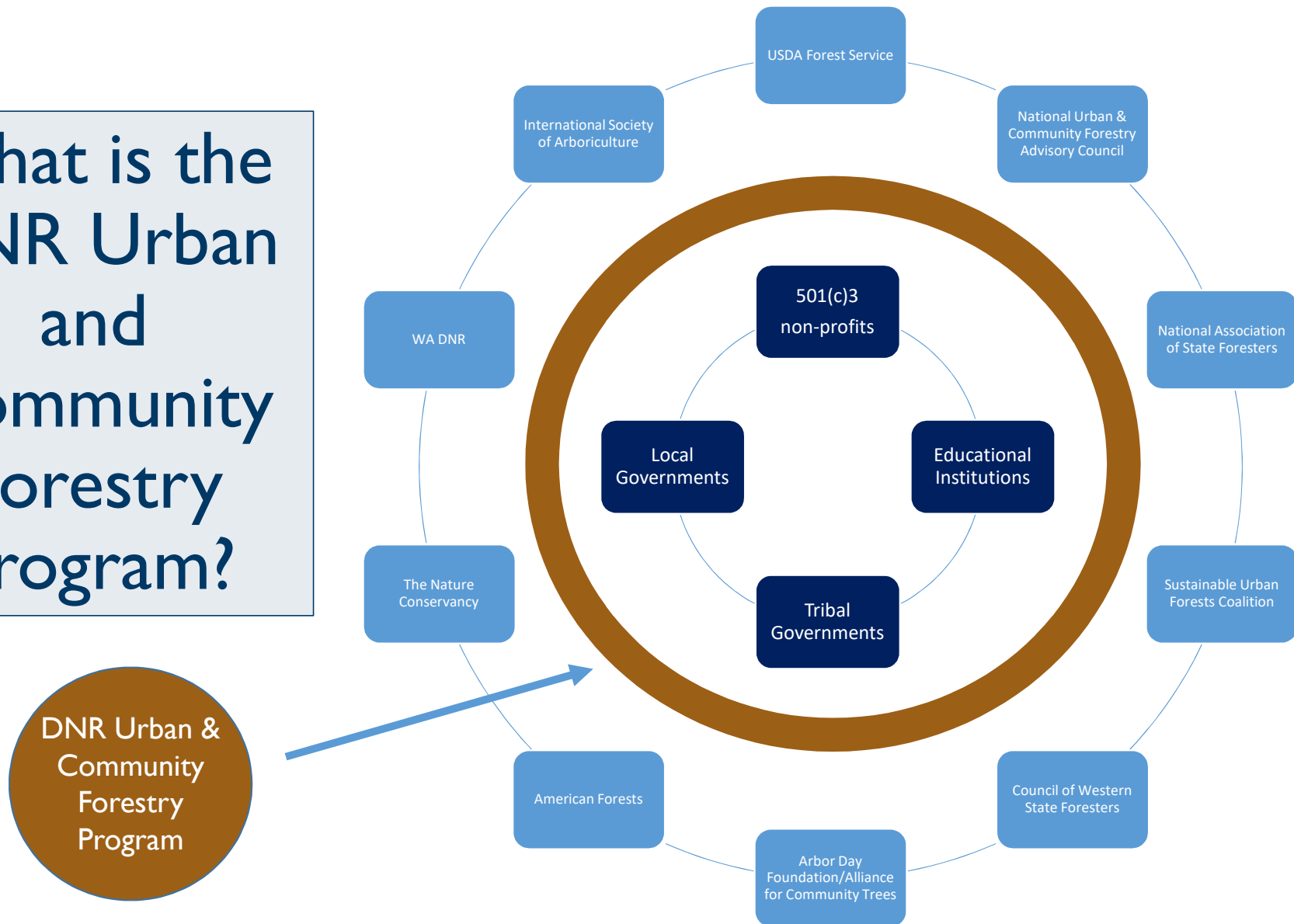
Tree City USA Standards



1. Tree Board or Department (*responsibility*)
2. Tree Care Ordinance (*sets the law*)
3. Community Forestry Program With Annual Budget of at Least \$2 Per Capita (*many types of expenditures qualify*)
4. Arbor Day Observance and Proclamation (*community engagement and celebration*)



What is the DNR Urban and Community Forestry program?

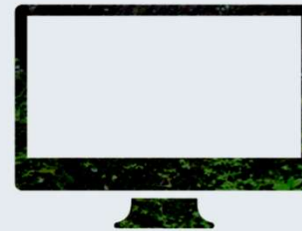




Washington's Urban and Community Forestry Program provides educational, technical and financial assistance.

www.dnr.wa.gov/urbanforestry

www.dnrtreelink.wordpress.com



Educational:

- Resources, tools, guides
- Training sessions



Technical:

- Strategies, plans, policies, best practices, etc.



Financial:

- Arbor Day Reimbursements
- Community Forestry Assistance Grants



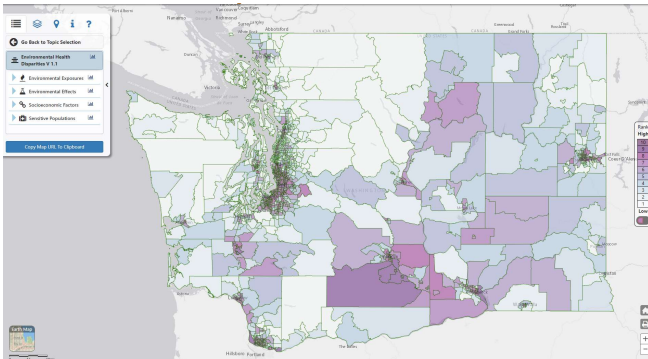
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Evergreen Communities Act and Recognition program

Goals of the ECA

- Geographic prioritization for delivery of UCF program services and resources based on health disparity, salmon recover, canopy cover,



Grants & Recognition Program

- Pass through grant funding to local government, tribes, 501c3's for tree inventories, canopy analyses, urban forest management plans, urban forest manuals
- Recognition program in development - based on TCUSA plus additional requirements

New DNR staff

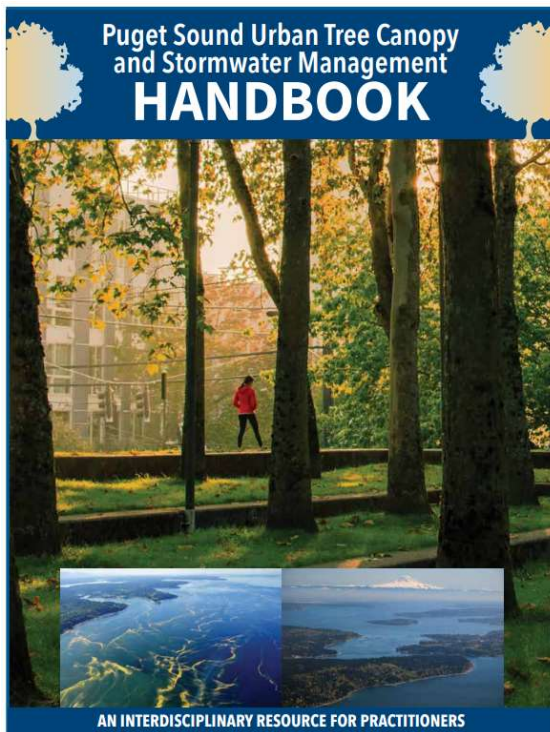
- Hiring of several new full-time staff:
 - Evergreen Communities Coordinator
 - Inventory Specialist and Technician
 - Grant Manager
 - GIS Specialist
 - Contract Specialist



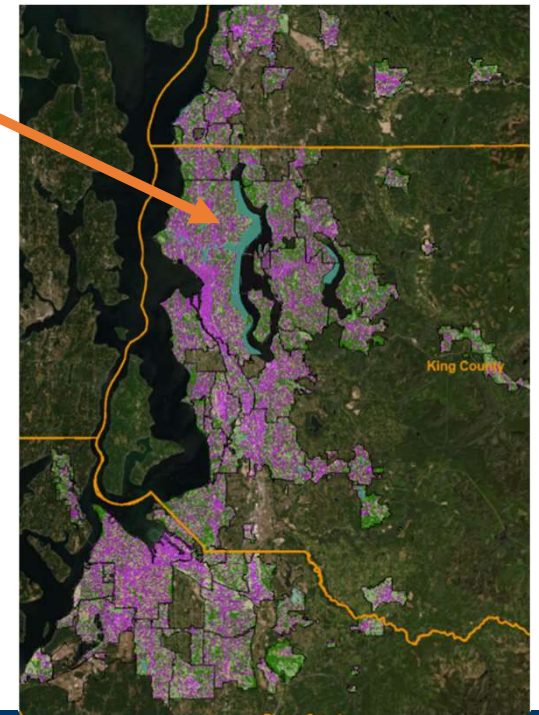
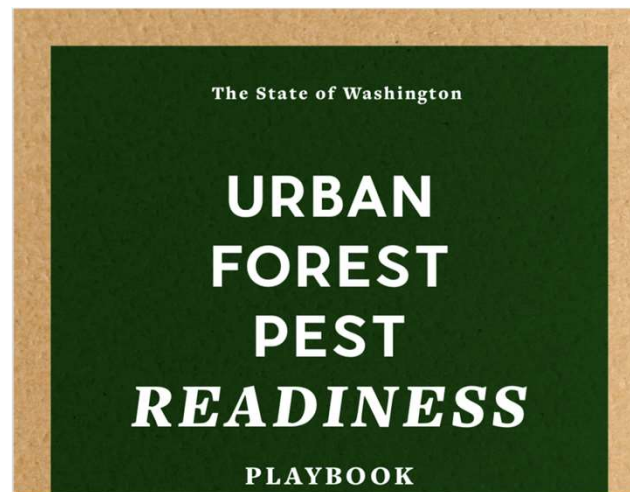
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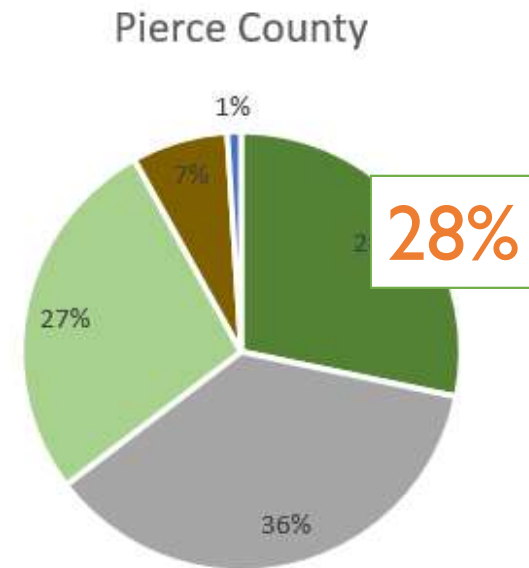
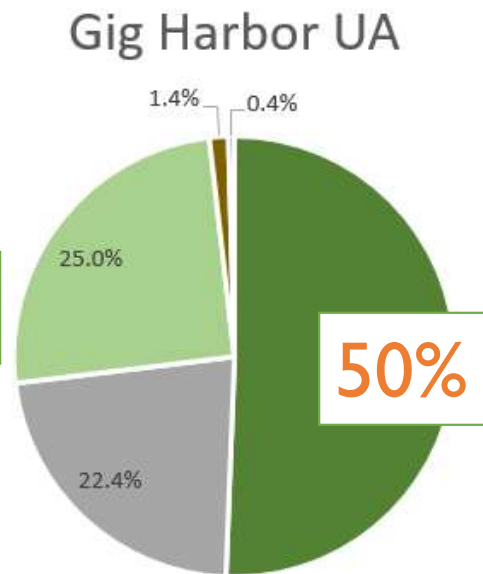
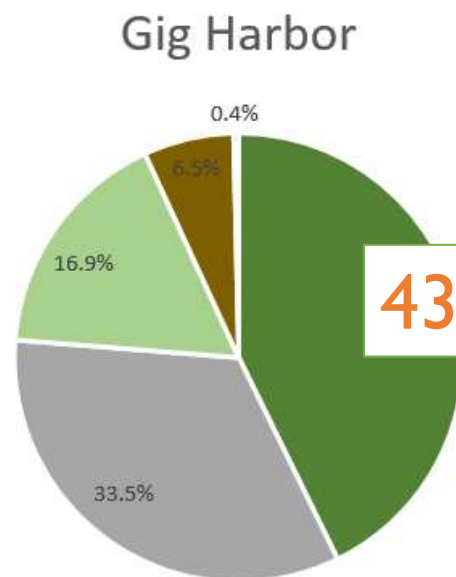
Statewide projects supported by the DNR UCF program



The Puget Sound Urban Tree Canopy Assessment Project



Puget Sound Urban Tree Canopy Assessment Project



Tree Canopy

Impervious
Surface

Low
Vegetation

Bare Soil

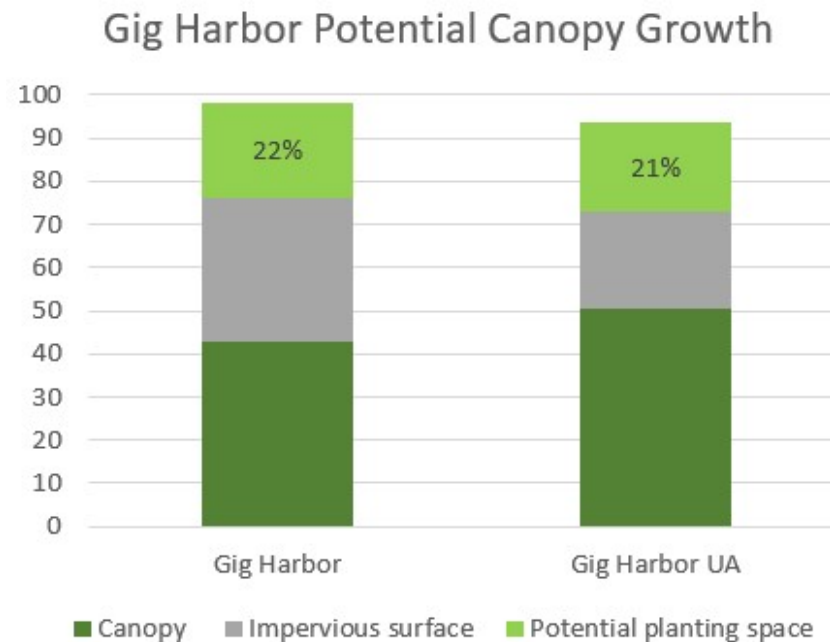
Open Water



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NATURAL RESOURCES

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Puget Sound Urban Tree Canopy Assessment Project



This translates to about 1,424 acres of potential tree planting opportunity in the city of Gig Harbor

Tree Canopy

Impervious
Surface

Potential Planting
Space



WASHINGTON STATE DEPARTMENT OF
NATURAL RESOURCES

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Questions?

Jessica Lloyd

Urban Forestry Specialist

Jessica.Lloyd@dnr.wa.gov



Sign up for our Tree Link newsletter:
www.dnrtreelink.wordpress.com



Climate Action

Gig Harbor Adaptation & Resiliency

Where We Are

Climate change removed from comprehensive plan

What's Next

1. Form climate change advisory body
2. Understand state & regional requirements
3. Draft Comp Plan amendment to include climate change
4. Legislative process to adopt amendment



Advisory Body Members

Council & Commissions

- City Council
- Design Review Board
- Planning Commission
- Parks Commission

City Staff

- Planning
- Parks
- Engineering
- Stormwater
- Building

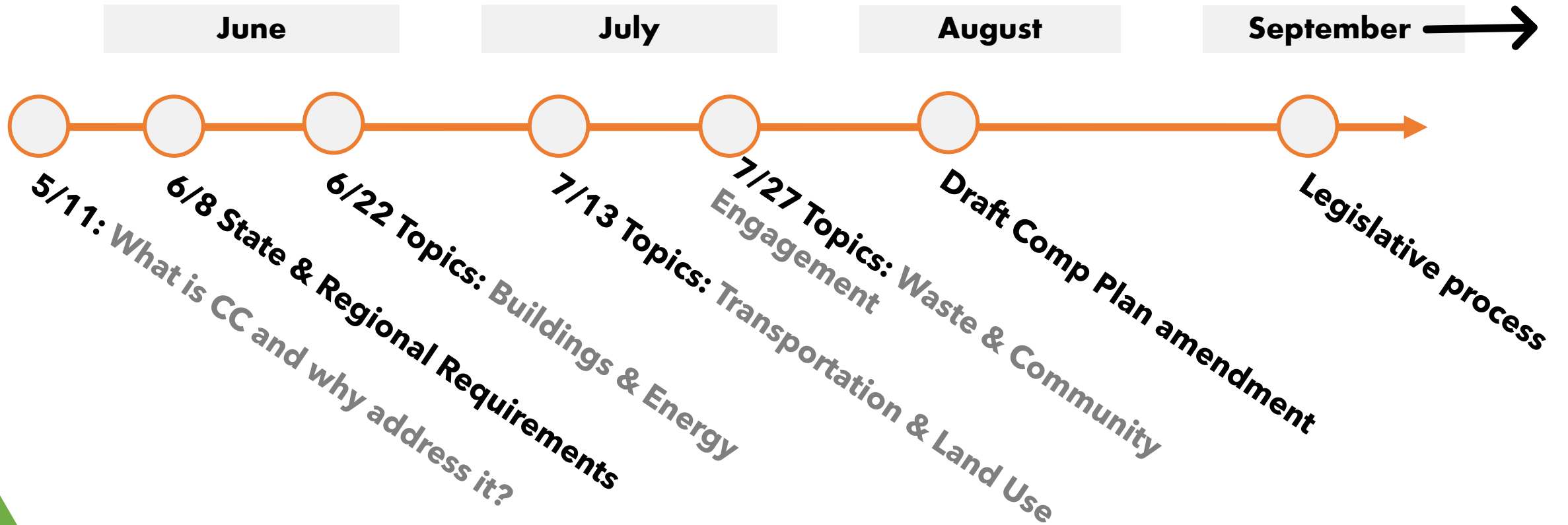
Stakeholders

- ★ Pierce County Sustainability Resources
- ★ Pierce County Floodplain Management
- ★ Harbor WildWatch
- ★ Master Builders Association of Pierce County
 - Downtown Waterfront Alliance
 - KGI Watershed Council
- ★ Confirmed participant

Proposed Timeline

Date	Topic
April 28 th	Study session: Climate action
Climate Change Advisory Body Meetings	
May 11 th	Introductory session: What is climate change and why address it?
June 8 th	State & regional requirements: WA Commerce & PSRC
June 22 nd	Topics: Energy & buildings
July 13 th	Topics: Transportation & land use
July 27 th	Topics: Waste & community engagement
Legislative Process	
Aug. 2022	Draft Comp Plan amendment for Planning Commission
Sep. 2022	Begin legislative process to adopt amendment

Proposed Timeline



Discussion & Questions

Roxanne Robles | Senior Planner

Rrobles@gigharborwa.gov

O (253) 853-7616 | M (253) 525-0319



STAFF MEMORANDUM

April 22, 2022

FROM: Roxanne Robles, Senior Planner

TO: City Council

CC: Mayor Tracie Markley
Linda Kelly, City Administrator
Katrina Knutson, AICP, Community Development Director

RE: **City Council Study Session, April 28, 2022**
Council Priority: Promote environmental sustainability and preserve Gig Harbor's natural beauty

City Council has prioritized goals and actions within the City's Two Year Strategic Plan 2022-23 to promote environmental sustainability and address the climate change emergency. To further this priority, Council has defined project actions to form a Climate Action Committee, and incorporate climate change into the City's Comprehensive Plan. Staff is seeking Council concurrence to appoint two councilmembers to a climate action advisory body.

A Plan for the Plan

Important steps in this work include:

1. Forming a climate change advisory body
2. Understanding state & regional requirements
3. Drafting a Comprehensive Plan amendment to include climate change in the Comprehensive Plan

4. The legislative process to adopt the amendment

Amending the Comprehensive Plan will allow the City to develop more substantial climate action policy in the future and is an important piece of the Council's priorities for environmental sustainability. An advisory body including City staff, representatives from City Council, the Design Review Board, Planning Commission, Parks Commission, and several local stakeholder groups will guide the development of the Comprehensive Plan amendment, and policy work going forward. The Community Development Director is forming a climate advisory body as follows:

Council & Commissions

- City Council (2 representatives)
- Planning Commission (2 representatives)
- Design Review Board
- Parks Commission

City Staff

- Planning Division (2 representatives)
- Parks Division
- Engineering Division
- Stormwater Division
- Building Division

Local Stakeholders

- Pierce County Sustainability Resources
- Pierce County Floodplain Management
- Harbor WildWatch
- Master Builders Association of Pierce County
- Downtown Waterfront Alliance (yet to be confirmed)
- KGI Watershed Council (yet to be confirmed)



GIG HARBOR SISTER CITIES

embracing heritage

Gig Harbor Sister Cities Timeline

- 2019 Rotary Club Presidents began initiative and discussions with Mayor and City Clerk of Gig Harbor for the establishment of Sister Cities with Norway and Croatia
- 2019 Sister Cities Committee was formed to pursue Bodø, Norway, and Selča, Croatia
- 2020 Connections were made between Gig Harbor Rotaries and Bodø and Selča Rotary
- 2020-2022 International Sister Cities Dues (\$440/year) funded by local Rotary Clubs, Kiwanis, and individuals
- 2021 Gig Harbor Sister City Lodging Tax Grant Approved to GH Arts Alliance \$3,000
- 2021 Norwegian Ministry of Foreign Affairs gave \$3,000 for a History in the Harbor Event: Celebrating Norway. Included partnership with Heritage Distilling, Harbor History Museum, Downtown Waterfront Alliance, Rotary North, Kiwanis, Nordic Heritage Museum, Norwegian American Magazine, Peninsula School District
- 2022 Norwegian Ministry of Foreign Affairs sponsored \$17,000 for delegates from Gig Harbor and Alaska to attend High North Dialogue and meet with Mayor of Bodø to discuss Sister Cities Partnership
- 2022 Commitment from Peninsula School District
- 2022 Peninsula School District sponsored \$5,000 for delegates from Gig Harbor to represent Gig Harbor in Norway
- Total financial support for Bodø from organizations above for Gig Harbor Sister Cities Relationship and Agreement, approximately \$30,000
- Total financial support from City of Gig Harbor to date - \$3,000 committed \$0 used



Bodø – “Boo- duh”



Key Goals

- Peace, stability and predictability
- Safeguarding the environment, and at the same time provide a basis for sustainable use of resources
- International cooperation and international legal order
- A stronger basis for employment, value creation and welfare



Sustainable Economic Development



Norwegian Ministry
of Foreign Affairs

What are Bodø's Main Goals

World Class Arctic, Smart & Green Cultural City

- Engine in the north with an international eye – Economic Sustainability Dimension
- Leading Smart and Green Urban Development Picture – The Environmental Sustainability Dimension
- Focus on Aviation, Marine & Maritime, Security & Preparedness, Culture & Tourism

Sponsored by the Norwegian Consulate General in San Francisco



Norwegian Ministry
of Foreign Affairs

High North Dialogue 2022

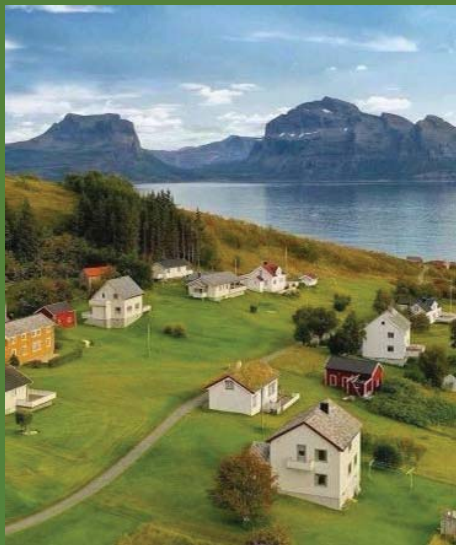
www.highnorthdialogue.no

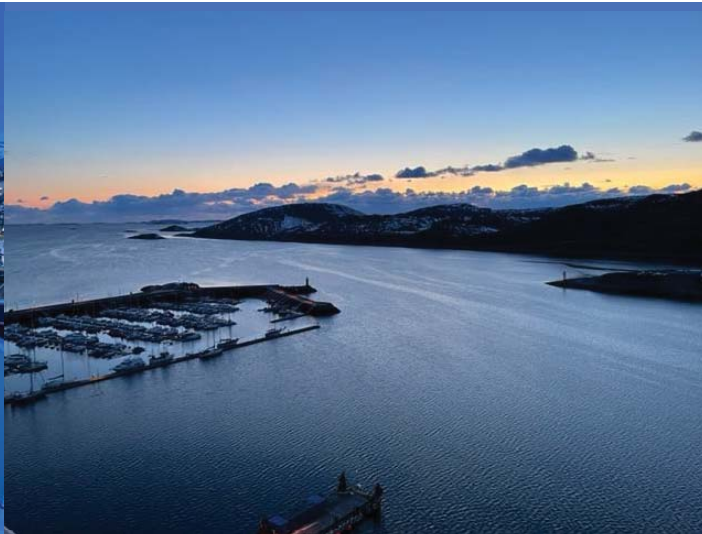
Business in the Arctic
April 6-7, 2022, Bodø, Norway



High North Dialogue is an annual conference bringing together major stakeholders concerned with Arctic development. The purpose of the event is to encourage and facilitate dialogue between stakeholders to promote sustainable development in the Arctic, as well as information sharing and discussion of best practices.

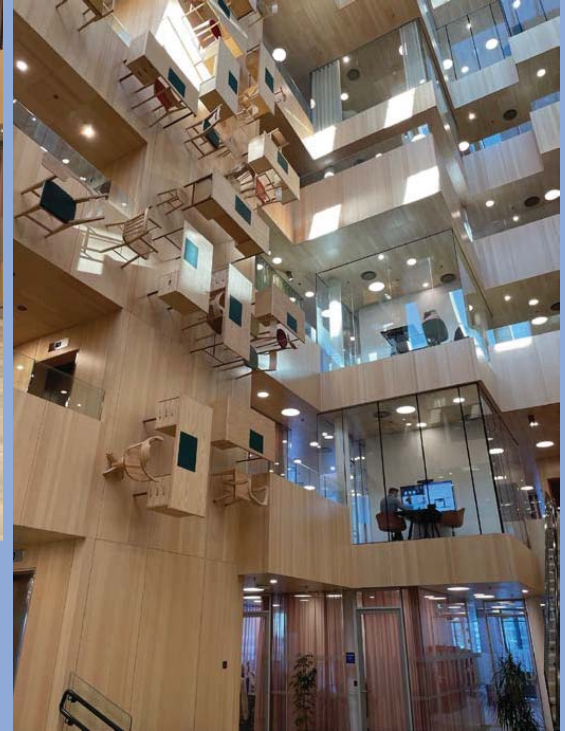


















Sister Cities International

CONNECT GLOBALLY. THRIVE LOCALLY.

Since 1956, Sister Cities International has worked to create exchanges that create community impact and kindle lifelong friendships. Sister Cities International was created at President Eisenhower's 1956 White House conference on citizen diplomacy. Eisenhower envisioned an organization that could be the hub of peace and prosperity by creating bonds between people from different cities around the world. By forming these relationships, President Eisenhower reasoned that people of different cultures could celebrate and appreciate their differences and build partnerships that would lessen the chance of new conflicts.

SISTER CITY MISSION: TO PROMOTE PEACE THROUGH MUTUAL RESPECT, UNDERSTANDING, AND COOPERATION — ONE INDIVIDUAL, ONE COMMUNITY AT A TIME.

The Rotary Foundation helps Rotarians to advance world understanding, goodwill, and peace by improving health, providing quality education, improving the environment, and alleviating poverty.

Take Aways

- Bodø is a progressive city that is growing
- This Sister City is a partnership that will benefit both Gig Harbor and Bodø
- Connecting people from different sectors and different backgrounds sparks new ideas and improves communities
- Mayor Ida Pinnerød is excited about this partnership and will sign an MoU with Gig Harbor



Next Steps

- MoU signed by both cities for Gig Harbor - Bodø
- Establish structure of Sister Cities Organization in Gig Harbor
- Pursue Croatia Sister City Agreement and MoU

Schools in Bodø

2021/22 - 22 schools in the municipality

- 5: «oppvekstsenter»
(kindergarden and school combined)
- 4: «junior high school» – age 12-16
- 6: age 6-16
- 7: primary schools- age 6-12
- 2 private schools



Statistics

– Aug. 2021/22 in Bodø municipality

- 4000 pupils - 1400 in after-school activity
- 60 students at «graduate level» but adults
- 200 pupils in sports, social studies og language practice in BVD
- 400 pupils at culture/theatre/school
- About 200 pupils in grade 7 receive a day at «Læringskole», theme/nature



Schools



Maritime, Space, Green technology

- Wind power, Solar power
- Zero transmission technologies
- Lithium batteries
- Nature outside are key to future work force





The future is now!!!!



Implications for PSD

- Field trips and student/teacher partnerships
- Exploration of High School options
- Deeper dive in Green Shift/Blue Shift technologies



And...the best is yet to
come!



**City of Gig Harbor
2022 End of Session Report
Government Relations Services**

Dear Mayor Markley and Gig Harbor Councilmembers,

It was a pleasure to advocate for the City of Gig Harbor throughout 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.

The virtual format and political dynamics brought challenges for the City of Gig Harbor, including the passage of a transportation revenue package with very little local investment. Despite these challenges, we are pleased that the City of Gig Harbor was successful in defending against several preemptive pieces of legislation, including legislation mandating “missing middle” housing and prescriptive accessory dwelling unit legislation. This would not have been possible without close communication with members of the Gig Harbor legislative delegation: Rep. Jesse Young, Rep. Michelle Caldier, and Sen. Emily Randall.

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 2023 session will be the beginning of a new biennial legislative cycle and 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 Gig Harbor throughout the interim months to continue advancing the City’s priorities and preparing for the 2023 legislative session.

Thank you,

Josh Weiss and Annika Vaughn

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
- \$1.4 million for MRSC to provide training and technical assistance to local governments and contractors on public works contracting including: utilization of supplemental bidding criteria, utilization of alternate public works, contracting, cost estimating, obtaining performance and payment bonds, and increasing participation of women owned and minority-owned businesses.

- The amount of marijuana revenue shared with local governments across the state is increased by \$5 million.
- Funding is provided for city *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.
 - 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.
 - 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.
 - 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.

The City of Gig Harbor may be interested in the following investments:

- Funding to the Department of Ecology to recommend a structure for nutrient credit trading to reduce nutrient discharges in the Puget Sound. The nutrient credit trading system would include point-source dischargers covered under the Puget Sound Nutrient General Permit. By 2023, Ecology must submit a report to the legislature with recommendations of a draft structure, including a stakeholder engagement process to solicit feedback, necessary statutory changes, and funding needs.

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 list of capital projects funded in the 26th legislative district is included as Appendix A to this report.

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.

Speed Cameras: The Move Ahead package 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.

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.

Lists of transportation projects funded in the 26th legislative district are included as Appendices B and C 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. Brandon Vick (R – Felida, 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

Gig Harbor Sports Complex

The City of Gig Harbor requested \$2 million in the capital budget to construct Phase 1B of the City's Sports Complex Project. Phase 1B will include the construction of bocce ball courts, pickleball courts, a performance stage/event lawn, and a playground with synthetic turf, along with a parking lot and multiple points of multimodal access. This is the second year we have requested funding for this phase of the project. In the 2021 legislative session, the City received \$500,000 from the Land and Water Conservation Fund grant program, allowing the City to begin design work on this phase of the project. Funding is still needed to complete construction.

Over the interim, GTHGA consulted with Sen. Emily Randall (D- Bremerton) to determine the best strategy for this project going forward. Within the budget limitations of a supplemental budget year, Sen. Randall encouraged the City to be realistic about the funding available for local community projects; however, she confirmed her willingness to submit a request for the Sports Complex this year. Sen. Randall requested that the City host an informational event where she could hear directly from community members on the importance of this project. GTHGA worked with the City and the Senator's office to set up a time and plan for the event, which was held the week before session. Sen. Randall heard from the YCMA, youth sports groups, Councilmembers, and City staff on the local and regional need for all phases of the project.

Meanwhile, GTHGA worked with City Public Works staff to update capital budget request forms for the Sports Complex project. Having secured Sen. Randall's sponsorship, we hoped to obtain sponsorship from our House members, Rep. Michelle Caldier (R- Port Orchard) and Rep. Jesse Young (R- Gig Harbor) to demonstrate delegation-wide support for the project. We met with Rep. Young and Rep. Caldier early in session, and both members agreed to sponsor the request. GTHGA worked with our delegations' offices to submit the finalized request forms before the deadline.

During budget negotiations, we spoke with Rep. Mike Steele (R- Chelan), Ranking Member on the House Capital Budget. Despite a healthy state revenue forecast, Rep. Steele hampered expectations for local capital projects, relaying that the House received over \$600 million in requests this year. Rep. Steele indicated requests over \$1 million were likely to be scaled or would not receive funding.

Capital budget proposals were released in late February. Unfortunately, neither the House nor the Senate budget proposals included funding for the Sports Complex project. GTHGA spoke to Sen. Randall, who indicated that the district received a total of \$300,000 to distribute. As anticipated, the [final capital budget](#) also does not fund the City's Sports Complex project. Other projects were funded in the 26th legislative district, including in Gig Harbor (see appendix A). We will need to regroup over the interim and determine whether we continue to ask for funding for this project, which to date has not been prioritized by members of our legislative delegation.

Highway 16 Congestion Improvements

The City of Gig Harbor requested \$1.16 million to cover 80% of design and construction costs for three congestion relief projects along SR 16. Our legislators have been supportive of this project in the last few legislative sessions as the project has been a priority for the City for several years. We have done significant legislative outreach on this request in previous years, including conducting an

interim tour, meeting with Transportation Chairs and Ranking Members, writing letters to budget writers, and testifying in transportation hearings. Though the legislature failed to pass a revenue passage in 2021, the SR-16 congestion relief projects were funded in both the House and Senate revenue proposals last session.

After failing to agree on a transportation revenue package in the 2021 legislative session, legislators shifted their focus on passing additive transportation funding in the 2022 legislative session. Democrats established a bi-cameral negotiating team that convened throughout the interim with the intention to reach agreement on a package by legislative session. The negotiating teams, led by House and Senate Transportation Chairs Rep. Jake Fey (D- Tacoma), and Sen. Marko Liias (D- Lynnwood), consisted entirely of Democrats, including the City's Sen. Emily Randall (D-Bremerton), excluding Republican legislators from a traditionally bi-partisan budget development process, which proved to be an obstacle for communities across the state.

Negotiators quickly agreed to a revenue package outline, released in early February. Neither Democrats nor Republicans supported a gas tax increase to fund the package, leaving limited revenues 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.

The joint revenue package proposal, "Move Ahead Washington," was released in late February. Totalling approximately \$16 billion, the revenue package included limited funding for local projects and did not fund the City's SR-16 congestion relief projects. Within the region, only the SR 3/Gorst project was funded in the package, receiving \$74.3 million over the 16-year period. Sen. Randall indicated that a toll reduction for the Tacoma Narrows Bridge, included in [Senate Bill 5488](#), would advance as a component of the transportation package and supplemental operating budget.

As legislators entered budget negotiations, we asked Sen. Randall to identify opportunities to include the City's projects in the final budgets. As the package proposal moved out of the Senate Transportation Committee, Sen. Randall sponsored an amendment funding the projects. Unfortunately, Senate Transportation Chair, Sen. Liias, asked committee members to withdraw spending amendments in committee with the possibility of these projects being funded in conference negotiations.

In late February, transportation budget writers abandoned a key component of the revenue proposal – a proposed exported fuel tax, which provided \$2 billion to the \$16 billion spending package. The House and Senate proposed differing solutions to address the loss of this revenue source; however, both proposals left a small funding gap, ranging from \$500 million to \$200 million over the package period. It was rumored that projects would need to be reduced or cut to address this gap, leaving little room to negotiate the addition of new projects in the final revenue package or supplemental budget.

Final budgets were released on March 9. While the negotiated budgets backfilled the lost revenue, no additional projects were added, including the City's SR-16 congestion relief projects. This is a

disappointing outcome after several years of advocacy; we will need to work with our delegation over the interim to determine an alternative strategy to secure funding for these projects.

Law Enforcement Reform Adjustments

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 City of Gig Harbor requested that the legislature address unintended consequences of these bills adopted in 2021, joining AWC and WASPC in requesting many of these changes.

Before session, GTHGA, Gig Harbor Police Chief Kelly Busey, and City Administrator Tony Piasecki met with Sen. Emily Randall (D- Bremerton) to brief her on the City's struggles to implement legislation from 2021. Once session began, Chief Busey communicated regularly with the City's legislative delegation to convey the City's position on proposals moving forward, including working with GTHGA to draft and distribute a letter in support of legislation heard in committee. Our delegation was responsive and attentive to the City's concerns.

Several bills were introduced to rectify problems identified by law enforcement and local governments; ultimately, 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 the person has committed, is committing, or is about to commit an offense, and to prevent a person from fleeing or to 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. 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.

Retain Local Control

Mandating “Missing Middle” – House Bill 1782

The City of Gig Harbor opposed Governor-request legislation mandating “missing middle” housing, [House Bill 1782](#), sponsored by Rep. Jessica Bateman (D- Olympia) and companion [Senate Bill 5670](#), sponsored by Sen. Mona Das (D- Kent). This legislation was a priority of many House Democrats and came forward without interim stakeholder work. Despite widespread city opposition, the sponsors advanced the legislation without substantively addressing city concerns. Throughout session, we worked closely with City staff and our legislators to express our concerns with the bill. Our delegation was extremely helpful with this bill, particularly Rep. Michelle Caldier (R- Port Orchard) and Sen. Emily Randall (D- Bremerton).

As introduced, the bill required cities fully planning under the GMA to zone for “middle housing” in areas where single-family residential housing is allowed. “Middle housing” is defined as duplexes, triplexes, fourplexes, fiveplexes, sixplexes, stacked flats, townhouses, and courtyard apartments. Requirements for cities differed based on population size:

Fully planning GMA cities with a population over 20,000 would have been required to zone for middle housing types on all residential lots located within a ½ mile of a major transit stop. On all other single-family parcels, duplexes, triplexes, and fourplexes must be allowed. Alternatively, cities could adopt a minimum citywide net density based on a city’s population. For cities with a population between 20,000 and 100,000, the minimum net density would be at least 25 units/acre. Finally, cities would have been required to adopt anti-displacement policies in their GMA housing element for areas within ½ mile of a major transit stop.

Fully planning GMA cities with a population over 10,000 would be required to allow duplexes on any lot zoned for single-family residential. As an alternative, cities between 10,000 and 20,000 could have adopted a minimum citywide net density of at least 15 units per acre. The bill required a finding of anti-displacement to implement the minimum net density alternative. Cities would have been authorized to adopt development and design standards for middle housing, but the standards could

not discourage or make middle housing impracticable: i.e., development and design standards could not have been more restrictive than those for single-family housing, cities could not require permit or environmental review requirements that are different from those for single-family housing, or implement stricter parking regulations.

Cities of different sizes, character, and projected growth identified the legislation as problematic, opposing the bill due to a variety of technical and policy concerns. AWC worked closely with individual city lobbyists to convey these concerns to bill sponsors. Early in session, GTHGA and City staff drafted a letter to our delegation outlining our concerns with the proposal. We also coordinated with AWC to request that proponents convene a broader stakeholder conversation that included cities; however, only two stakeholder meetings were convened during session, and legislators failed to accept any meaningful technical or policy adjustments to the legislation. GTHGA and City staff attended these stakeholder meetings on the City's behalf. In early February, the bill died in the Senate after Sen. Randall and other Senate Democrats refused to support the legislation. As the bill advanced through the House, Mayor Markley testified in opposition to the bill in the Appropriations Committee. We also worked with Rep. Caldier, a member of the Appropriations Committee, to introduce multiple amendments that would lessen impacts to the City.

As the chamber-of-origin legislative deadline approached, bill proponents agreed to revise the bill to address city concerns; however, the striking amendment was introduced without circulating to cities for input or awareness. Under the striking amendment, cities with a population under 30,000 – including Gig Harbor – would have been exempt from zoning mandates; however, it was anticipated that changes would be made to this population threshold on the House floor.

After significant city outreach, the bill ultimately failed to secure sufficient support in the House. While this is a significant win for the City, we anticipate similar proposals to come forward in future legislative sessions.

Accessory Dwelling Units (ADUs) – House Bill 1660

The City also defended against another preemptive land use proposal: [House Bill 1660](#), sponsored by Rep. Sharon Shewmake (D- Bellingham). As introduced, the legislation would have prohibited cities from imposing owner occupancy requirements on ADUs, unless they were being used as short-term rentals. The House version of the bill advanced furthest through the process and was amended several different times. At one point, the bill would have required cities that plan under the GMA to allow ADUs on any lot within the urban growth area, and restricted their ability to impose specific restrictions, such as requiring off-street parking. Our legislators were responsive to the City's concerns with the proposal. While this legislation ultimately did not pass this year, it will undoubtedly be a topic the legislature brings up in 2023.

Fund Local Culverts

Gig Harbor 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 the operating budget summary included in this report.

Bills of Interest

The legislature considered several bills of interest to the City, summarized below.

Establishing a Body Camera Grant Program – House Bill 1845

The City of Gig Harbor supported [House Bill 1845](#), sponsored by Rep. Gina Mosbrucker (R-Goldendale), establishing a body camera grant program within the Washington Association of Sheriffs and Police Chiefs. Grant funding allocated under the program could be used for capital costs, ongoing maintenance and storage costs, costs associated with storage and public records requests, and costs of hiring personnel to operate the program, so long as the applicant can meet basic requirements (providing training to officers, complying with data collection, able to redact body worn camera footage). The bill did not allocate specific funding for the program, though the fiscal note indicates that WASPC requested \$250,000 for the establishment and allocation of grants this biennium. Should the bill have passed, the program would require funding in the operating budget.

Despite bi-partisan support moving through House committees, the bill died at chamber-of-origin floor cutoff on February 15. House leadership indicated that they ran out of time to advance the bill prior to cutoff, though there was intent to pass the legislation. Thereafter, legislators indicated that funding may be provided in the proposed operating budgets to establish the grant program; however, neither budget proposal included funding to establish the program.

As the operating budget advanced out of the House Appropriations Committee, an amendment was adopted that provides \$100,000 to WASPC to establish the grant program. This would cover most start-up costs for the program but would not be sufficient for the agency to award grants this biennium. The negotiated operating budget, released on March 8, maintains the \$100,000 allocation to establish this body camera grant program within WASPC. The appropriation begins on page 392 of the [operating budget bill](#). As in the House proposal, funding is not provided for grant allocations, and the legislature will need to provide funding in the next legislative session for the agency to begin administering grants.

Tacoma Narrows Bridge Financing – Senate Bill 5488

[Senate Bill 5488](#), sponsored by Sen. Emily Randall (D- Bremerton), addresses the financing for the Tacoma Narrows Bridge. In its final form, the bill directs the State Treasurer to transfer a total of \$130 million over ten years from the state general fund into the Tacoma Narrows Toll Bridge Account. The transfers are made quarterly in \$3.25 million increments. This bill also removes the existing statutory cap on toll rate increases, giving the Transportation Commission the authority to adjust tolls in consideration of the new state contributions.

The bill was significantly amended as it moved through the process. As originally introduced, the bill would have transferred a total of \$772 million to extinguish the outstanding bond responsibility and deferred sales taxes from the project. The bill stated that the facility would be operated toll free thereafter. However, this approach was determined to be infeasible and the Senate Transportation Committee shaved the contribution to \$130 million but in their amendment stated that toll rates would be capped at 75 cents higher than those in October, 2021.

The House Transportation Committee made further changes to the bill, adopting the version that would eventually be signed by the Governor. As noted above, the Committee removed all reference to toll reductions.

It is notable that Rep. Young (R- Gig Harbor) offered several amendments on the House floor that would have improved the bill for the City's residents had they been adopted. One would have contributed an additional \$57.6 million from the state general fund to pay for the sales tax from the project, another would have reinstated a 75 cent toll reduction, and the final would have reinstated the cap on future toll increases.

Sen. Randall, Rep. Young, and Rep. Caldier all voted for the bill in its final form.

Presumably, this legislation will result in short-term reductions in tolls once the Transportation Commission is able to assess the impact of the state's contributions. GTHGA will be working over the interim with Commission staff to better understand next steps.

Open Public Meetings Act – House Bill 1329

[House Bill 1329](#), sponsored by Rep. Emily Wicks (D- Everett), allows a public agency to hold meetings of its governing body remotely, or with limited in-person attendance, after a state or locally declared emergency. The public must be allowed to listen, in real time, to such meetings. Additionally, any public agency, which held at least some public meetings remotely prior to March 1, 2020, may continue to do so without a declared state of emergency. The effective dates vary based on the section of the bill.

Growth Management Act Proposals

Legislators continue to push legislation preempting – or providing additional – local control over land use. 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. The largest and fastest growing counties and cities within these counties (including Gig Harbor) are subject to a 5-year implementation check-in on the housing element and permitting timelines. If the City has not implemented any zoning, land use, or other regulatory, or administrative changes identified the regular comprehensive plan update, the City 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 City's comprehensive plan. However, because HB 1099 (see summary below) was not enacted this session, those elements are not required. The bill takes effect June 9, 2022.
- **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.
- **SEPA Exemption for Housing:** [Senate Bill 5818](#), sponsored by Sen. 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.

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” for public projects. 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), would have 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	
ESHB 1329	Concerning public meeting accessibility and participation.	Wicks	
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	
HB 1719	Concerning use and acquisition of military equipment by law enforcement agencies.	Bronoske	
SHB 1735	Modifying the standard for use of force by peace officers.	Johnson	
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 5488	Completing outstanding financial obligations regarding the Tacoma Narrows toll bridge project.	Randall	
SSB 5722	Reducing greenhouse gas emissions in buildings.	Nguyen	
SSB 5818	Promoting housing construction in cities through amendments to and limiting appeals under the state environmental policy act and growth management act.	Salomon	
E2SSB 5842	Concerning state laws that address climate change.	Carlyle	

Bills That Did Not Pass

Bill #	Short Description	Sponsor	Position
ESHB 1056	Concerning open public meeting notice requirements and declared emergencies.	Pollet	Support
E2SHB 1099	Improving the state's climate response through updates to the state's comprehensive planning framework.	Duerr	
E2SHB 1117	Promoting salmon recovery through revisions to the state's comprehensive planning framework.	Lekanoff	
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 1523	Concerning renewal of the sales and use tax for transportation benefit districts.	Wylie	Support
HB 1565	Providing a benefit increase to certain retirees of the public employees' retirement system plan 1 and the teachers' retirement system plan 1.	Johnson	
HB 1602 (SSB 5488 passed)	Completing outstanding financial obligations regarding the Tacoma Narrows toll bridge project.	Bronoske	
ESHB 1660	Concerning accessory dwelling units.	Shewmake	Oppose
HB 1722	Concerning the acceleration of broadband deployment.	Boehnke	
HB 1726	Modifying the standard for use of physical force by peace officers.	Goodman	
SHB 1727	Concerning odd-numbered year elections.	Gregerson	
HB 1737	Improving public safety.	Mosbrucker	
ESHB 1770	Strengthening energy codes.	Duerr	Support

HB 1774 (SSB 5722 passed)	Reducing greenhouse gas emissions in buildings.	Hackney	
SHB 1782	Creating additional middle housing near transit and in areas traditionally dedicated to single-family detached housing.	Bateman	Oppose
HB 1811	Concerning fire benefit charges imposed by cities and towns.	Sells	
HB 1822	Improving Puget Sound water quality.	Dye	
HB 1838	Protecting, restoring, and maintaining habitat for salmon recovery.	Lekanoff	
2SHB 1918	Reducing emissions from outdoor power equipment.	Macri	
HB 1933	Authorizing smaller local governments with a scarcity of manufacturing and industrial lands to establish a tax on cannabis producers and processors.	Wicks	
HB 1966	Creating a local infrastructure investment program to support the development of affordable housing, workforce housing, and revitalization efforts.	Steele	
SHB 1981	Concerning local government planning.	Pollet	
SHB 2020	Concerning the creation of affordable and sustainable housing in the state.	Walén	
HB 2026	Implementing a per mile charge on vehicles.	Wicks	
HB 2028	Making full payment of deferred sales taxes regarding the Tacoma Narrows toll bridge project.	Young	
HB 2049	Encouraging construction of affordable housing by eliminating redundancies and streamlining the permitting process.	Barkis	
SHB 2066	Concerning exemptions for infill development under the state environmental policy act.	Barkis	

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 5510	Concerning renewal of the sales and use tax for transportation benefit districts.	King	Support
SB 5569	Improving public safety.	Padden	
SB 5577	Concerning public safety.	Van De Wege	
SB 5621	Concerning intergovernmental tax charges and conflict resolution regarding water and sewage facilities.	Padden	
SSB 5642 (ESHB 1643 passed)	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.	Mullet	
SB 5648	Concerning accessory dwelling units.	Liias	
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	
SSB 5670	Creating additional middle housing near transit and in areas traditionally dedicated to single-family detached housing.	Das	Oppose
SB 5675	Concerning permissible use of force by law enforcement and correctional officers.	Braun	
SB 5727	Protecting, restoring, and maintaining habitat for salmon recovery.	Rolfes	
SB 5775	Concerning the acceleration of broadband deployment.	Wellman	
SSB 5867	Concerning compassionate and effective strategies to address the homelessness crisis.	Fortunato	
SSB 5869	Concerning photographs, digital photographs, microphotographs, videotapes, other recorded images, or other records identifying a specific instance of travel from toll systems and traffic safety cameras.	Lovick	Support
E2SSB 5885	Concerning marine shoreline habitat.	Salomon	

ESB 5919	Concerning the standard for law enforcement authority to detain or pursue persons.	Van De Wege	
SSB 5964	Concerning consolidated local permit review processes.	Mullet	
SB 5971	Concerning the comprehensive plan and implementation of the goals and requirements of the growth management act.	Lovelett	

Appendix A
Capital Projects in the 26th Legislative District
Supplemental Budget
(Dollars in Thousands)

**New
Appropriations**

Total 26th Legislative District	14,301
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Commerce

2022 Dental Capacity Grants #

Peninsula Community Health Services (Bremerton)	463
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2023 Local and Community Projects #

Bremerton Library Building - HVAC (Bremerton)	412
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GH Senior Center Office/Education Container (Gig Harbor)	61
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Harper Estuary Restoration and Bridge Construction (Port Orchard)	100
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Kiwanis Park Playground Accessibility Upgrades (Bremerton)	165
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Corrections

Minor Works - Preservation Projects # %	-1,500
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WCCW: AC for MSU	160
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Natural Resources

Camp Colman Cabin Preservation and Upgrades	1,400
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DNR and Camp Colman Collaboration	70
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Public Schools

West Sound Technical Skills Center Modernization	10,900
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State Parks and Recreation Comm

Kopachuck Day Use Development	2,070
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Appendix B **Transportation Projects in the 26th Legislative District** **2022 Supplemental Budget** **(Dollars in Thousands)**

Project		Leg Dist	Prior	2021-23	2023-25	2025-27	2027-29	2029-31	Future	Total
26th Legislative District 026			69,886	101,611	81,483	41,627	34,569	118,522	142,546	590,244
Projects only in 26th Legislative District			2,865	19,460	29,732	14,246	0	13,194	12,881	92,378
Route	WSF - Terminal Improvements		1,086	70	122	0	0	0	0	1,278
304	Bremerton Tml Improvement - 930410U	26	1,086	70	122	0	0	0	0	1,278
Route	WSF - Terminal Preservation		1,240	16,429	29,610	14,246	0	13,194	12,881	87,600
160	Southworth Tml Preservation - 916008R	26	1,030	12,884	5,869	2,894	0	6,963	11,059	40,699
304	Bremerton Tml Preservation - 930410T	26	210	3,545	23,741	11,352	0	6,231	1,822	46,901
Route	Connecting Washington - Pedestrian & Bike Projects		539	2,961	0	0	0	0	0	3,500
000	Bay Street Pedestrian Project - G2000015	26	539	2,961	0	0	0	0	0	3,500
Note: Funding for the following project(s) covers multiple locations.			67,021	82,151	51,751	27,381	34,569	105,328	129,665	497,866
Route	SR 16, Tacoma - New Narrows Bridge		0	0	0	0	0	0	57,593	57,593
016	SR16/ Repayment of Sales Tax for New Tacoma Narrows Bridge - TNB001A	26, 28	0	0	0	0	0	0	57,593	57,593
Route	Regional Mobility Grants Reappropriated and Four Year		1,076	3,124	0	0	0	0	0	4,200
000	Pierce Transit: Pacific Ave/SR 7 Corridor BRT Stations - 20190A23	25, 26, 27, 28, 29, 30, 31	1,076	3,124	0	0	0	0	0	4,200
Route	Green Transportation Program		0	1,481	0	0	0	0	0	1,481
Route	Green Transportation Program Reappropriated and Prior		560	482	0	0	0	0	0	1,042
Route	Bridge Preservation - Repair		1,597	5,676	7,251	1,638	1,428	4,637	690	22,917
016	SR 16/Tacoma Narrows Bridge R&R - Preservation - TNBPRES	26, 28	1,597	5,676	7,251	1,638	1,428	4,637	690	22,917
Route	Local Programs - Other Projects		11	1,489	0	0	0	0	0	1,500
303	SR 303 Warren Ave Bridge Pedestrian Improvements - L2000339	23, 26, 35	11	1,489	0	0	0	0	0	1,500

Appendix C **Transportation Projects in the 26th Legislative District** **2022 Revenue Package** **(Dollars in Thousands)**

Project		Leg Dist	Prior	2021-23	2023-25	2025-27	2027-29	2029-31	Future	Total
26th Legislative District 026			0	10,000	0	0	0	0	1,260,498	1,270,498
Projects only in 26th Legislative District			0	0	0	0	0	0	6,500	6,500
Route	Transit Projects		0	0	0	0	0	0	6,500	6,500
000	All-Electric Passenger Ferry (Kitsap Transit) - L2021075	26	0	0	0	0	0	0	6,500	6,500
Note: Funding for the following project(s) covers multiple locations.			0	10,000	0	0	0	0	1,253,998	1,263,998
003	SR 3/Gorst Area - Widening - L4000017	26, 35	0	0	0	0	0	0	74,298	74,298
Route	WSF - New Vessels		0	0	0	0	0	0	836,700	836,700
000	Hybrid Electric Vessel Construction - L2021073	23, 26, 32, 34, 40	0	0	0	0	0	0	836,700	836,700
Route	WSF - Vessel Improvements		0	0	0	0	0	0	193,000	193,000
000	Vessel & Terminal Electrification - L4000072	23, 26, 32, 34, 40	0	0	0	0	0	0	193,000	193,000
Route	WSF - Vessel Preservation		0	10,000	0	0	0	0	150,000	160,000
000	Vessel and Terminal Preservation - L2021072	23, 26, 32, 34, 40	0	10,000	0	0	0	0	150,000	160,000

CITY OF GIG HARBOR

2022 LEGISLATIVE SESSION

Josh Weiss and Annika Vaughn
GORDON THOMAS HONEYWELL GOVERNMENTAL AFFAIRS

PURPOSE

- Overview of the 2022 Legislative Session
- Outcome of 2022 State Legislative Priorities
- Additional Legislative Issues
- Next Steps

OVERVIEW OF 2022 LEGISLATIVE SESSION

- Second year of the two-year legislative biennium
- “Short” session: lasted 60 days
- Adopted supplemental operating, capital, and transportation budgets
- Transportation Revenue Package – Move Ahead WA
- Adoption of redistricting maps
- Democrats held majority in both House of Representatives (57-41) and Senate (28-21)
- Legislation left over from 2021 carried over; new 2022 proposals were considered
- Nearly 1,051 bills considered; 309 passed the legislature

BACKGROUND ON BUDGETS

Operating

- Funds all state agency operations
- February revenue forecasted additional \$1.453 billion for the biennium
- Allocates over \$1 billion in federal COVID-19 relief funding
- \$63 billion total budget
- \$2 billion shifted to transportation, \$650 million to capital budget \$812 million in reserves
- Local Investments: GMA & salmon recovery planning, right of way transition grants, landlord/eviction prevention assistance, marijuana revenue increase

Capital

- Funds public and nonprofit construction projects (excluding transportation)
- Supplemental budget total: \$1.5 billion
 - Combination of bond capacity, IIJA & ARPA funds, operating transfer
- \$62 million allocated for local community projects (\$250 million in 2021)
- Key investments in housing & homelessness, behavioral health, local infrastructure

Transportation

- Budget shortfall, systemic and project demand within the transportation budget led to Move Ahead WA
- \$17 billion investment over 16 years
- Revenue sources: One-time operating budget support, PWAA, Climate Commitment Act, IIJA, Fees
- Roughly 1/3rd of revenue from CCA – Funds transit, alternative fuel, electric ferries, rail, active transportation grants
- Remaining 2/3rd from other revenue streams – maintenance & preservation, ferries, new highway projects, state culverts, backfilling Connecting WA

2022 STATE LEGISLATIVE PRIORITIES

- Funding requests:
 - Sports Complex
 - Highway I6 Congestion Improvements
- Policy:
 - Adjustments to 2021 Law Enforcement Reform
 - Retain Local Control
 - Culverts

BUDGET PRIORITIES - SPORTS COMPLEX

- Second year requesting \$2 million
 - \$500,000 grant funded in 2021 session
- Delegation request
 - Community event with Sen. Randall in December
 - Both Representatives supported
- Spoke with capital budget leadership
 - Local community projects received \$600 million in requests; \$62 million capacity
- Entire district received less than \$800,000 for 4 other projects

BUDGET PRIORITIES – HWY. 16 CONGESTION IMPROVEMENTS

- 2022 session is the fourth session we've requested funding for three projects:
 - Metering on Burnham Drive for entrance to roundabout - \$500,000
 - Adding a turn lane for west bound SR 16 at Wollochet - \$400,000
 - Adding a slip lane for east bound off ramp at Wollochet - \$550,000
- Included in both transportation revenue package proposals in 2021
- “Move Ahead Washington” included \$665 million in new state/local highway projects
 - By comparison:
 - Nearly the same amount goes to backfilling 3 Connecting Washington projects
 - Over \$2 billion goes to new “mega projects”
- Funding provided for Narrows Bridge (\$130m), Gorst (\$75m), Kitsap Transit electric ferry (\$6.5m)

POLICY PRIORITIES – POLICE REFORM

- Three significant bills passed:
 - HB 2037 – Use of force definition
 - HB 1735 – ITA/community caretaking functions
 - HB 1719 – Nonlethal weapons (beanbags)
- One important bill did not:
 - SB 5909 – Vehicular pursuits
- Chief Busey and our delegation deserve our thanks

POLICY PRIORITIES – RETAIN LOCAL CONTROL

- Mandating “Missing Middle” Housing – HB 1782
 - Governor request legislation
 - “Missing middle” housing = multifamily up to sixplexes, townhouses, courtyard apartments, etc.
 - Required cities between 10,000 and 20,000 to allow duplexes in any zone where single-family residential homes allowed
 - No stakeholder work prior to session; minimal during session
 - Coordination with City staff, delegation and AWC – massive effort
- Mandating Accessory Dwelling Units
 - Prohibited cities from imposing owner occupancy requirements on ADU’s, except short-term rentals
 - Required cities to allow ADU’s on any lot

POLICY PRIORITIES – CULVERTS

- Culverts discussed as part of a broader salmon recovery emphasis
- Governor's riparian protection proposal – HB 1838
- Integrating salmon recovery into the GMA – HB 1117
- Funding for:
 - Governor's Office to convene stakeholders and make recommendations for how to improve riparian habitat
 - Study on the effectiveness of existing voluntary and regulatory programs at achieving fully functioning riparian habitat
 - Salmon Recovery Funding Board projects - \$75m
 - Grants to landowners for riparian habitat restoration projects - \$10m
 - Updating Puget Sound watershed recovery plans
 - WDFW to provide technical assistance to local governments on integrating salmon planning into the GMA
 - WDFW to study the impact of implementing net ecological gain for public projects
 - WDFW to assess the status of current riparian ecosystems and assess gaps
 - Study on options to replace the lower Snake River Dams

ADDITIONAL LEGISLATIVE ISSUES

- Establishing a Body Camera Grant Program
 - No funding for grants, yet
- Tacoma Narrows Bridge Financing – SB 5488
 - \$130 million
- Open Public Meetings in Emergencies – HB 1329
 - Permanent authority for remote meetings in emergencies
- Growth Management Act – HB 1241
 - 10 year update cycle

NEXT STEPS

- Advocacy is a year-round effort
- Interim workplan
 - Work/stakeholder groups: Salmon, GMA
- Establishing 2023 priorities
- Adapt:
 - Retirements
 - Elections
 - Economy - November 4 revenue forecast
- Legislature meets for pre-session committee days on December 1 & 2
- Session begins January 9, 2023

QUESTIONS?

**It is a privilege to represent
Gig Harbor. Thank you!**

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