



2022 Session Report to the 49th District

State Representative **Sharon Wylie**

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Olympia Office:

414 John L. O'Brien Bldg.
PO Box 40600
Olympia, WA 98504

(360) 786-7924

sharon.wylie@leg.wa.gov

www.housedemocrats.wa.gov/wylie

Committees:

- Transportation
Vice Chair
- Commerce & Gaming
- Finance

Legislative Assistant:

Megan Walsh
megan.walsh@leg.wa.gov



Dear friends and neighbors,

As you know, the 60-day legislative short session ended on March 10. I am proud of all the work we did so that Washington residents receive the support they need at a time when they need it most.

While we are seeing signs of a more familiar tomorrow, it's also true that many Washington families and small businesses are still recovering from the devastating impacts of the COVID-19 pandemic. I strongly believe that the steps we took this year will help get our state back on track sooner than later.

This report is a quick look at major things that happened during the 2022 session and how they will affect our communities. While it includes a brief overview of the budgets, you'll find more detailed information on key investments in the electronic newsletter I sent back in March that was entirely focused on the budgets. If you did not receive it, you can find it on my website (housedemocrats.wa.gov/Wylie) under the **NEWSFEED** tab.

This mailer will focus more on some of the policies we passed this session that put people first. There isn't enough room to write about every bill and issue, so if you have specific questions, please get in touch with my office and we'll do our best to get you the answers you need.

Thank you to everyone who wrote, emailed, or called with your input and feedback. It is a continued honor and a privilege to serve as your state representative.

Sincerely,

*For in-depth
information on
the Operating,
Capital and
Transportation
budgets,
please go to
leap.leg.wa.gov*



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STRATEGIC INVESTMENTS

In this table you'll see the amounts appropriated in the biennial 2021-23 Operating Budget passed last year, the supplemental budget approved this session and the grand totals:

Issue Area	Allocated in 2021	Additional investments in 2022	Total investments for 2021-2023
K-12 Education	\$2.3 Billion	\$808 Million	\$3.1 Billion
Higher Education	\$158 Million	\$283 Million	\$441 Million
Children, Youth & Families	\$827 Million	\$245 Million	\$1 Billion
Homelessness & Housing	\$1.7 Billion	\$318 Million	\$2 Billion
Healthcare	\$1.3 Billion	\$837 Million	\$2.1 Billion
Behavioral Health	\$520 Million	\$277 Million	\$800 Million
Human Services	\$1.2 Billion	\$211 Million	\$1.3 Billion
Long-Term Care	\$1.2 Billion	\$1.2 Billion	\$2.4 Billion
Public Safety	\$189 Million	\$215 Million	\$404 Million
Natural Resources	\$342 Million	\$620 Million	\$1 Billion

We're also helping our economic recovery with **Business and Occupation tax credits**, \$100 million for restaurants and hospitality businesses, \$75 million for disaster response, and \$25 million for arts programs.

STRENGTHENING INFRASTRUCTURE



Washington's Capital Budget, also known as the construction budget, generally provides funding for buildings and physical infrastructure projects throughout the state. This year, we were able to make investments in affordable housing & shelter for families (**\$439M**), broadband grants (**\$100M**), schools (**\$224M**), behavioral health (**\$111M**), clean energy (**\$101M**) and much more.



Rep. Sharon Wylie speaking on the House floor.

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TRANSPORTATION

The \$11.7 billion supplemental budget invests in finishing projects already started and strengthening our transit network. But this year we also passed a huge transportation package, called **Move Ahead Washington**, that focuses on preserving our existing infrastructure, reducing carbon emissions, and expanding safe, accessible, and affordable options to get around.



The most important item for our area in that package is an investment of **\$1 billion to fund Washington's portion of an I-5 replacement bridge across the Columbia River.**

The I-5 Columbia River Bridge is a project of national significance and is critical for the movement of freight. One span is over 100 years old, at risk for collapse in the event of a major earthquake, and no longer satisfies the needs of commerce and travel. Replacing the aging Interstate Bridge with a modern, seismically resilient, multimodal structure that provides improved mobility for people, goods and services is a high priority not only for those of us in the Vancouver area, but for the entire state.

Other highlights in the Move Ahead Washington package include:

- **\$3 billion** to fix our existing infrastructure.
- **\$5.4 billion** toward electrification, expanding affordable, accessible options and reducing our carbon footprint.
- **\$50 million** to create bike and pedestrian routes and increase job opportunities.

While a big part of my job as vice chair of the Transportation Committee is centered around the budget, a lot of time is also spent on reviewing legislation and putting forth policies that will make a difference, such as:

- **HB 1785** ensures **Washington State Patrol (WSP) trooper and sergeant salaries remain competitive** with other law enforcement agencies. Increasing competitive pay strengthens recruitment and retention efforts, incentivizing fewer troopers to leave for better pay in other agencies. This bill sends a message to our troopers that we appreciate their work as first responders, and it fairly compensates the Washingtonians who make a career of serving and protecting our communities.

- **HB 2057** implements an **inclusive recruitment, retention, and diversity, equity and inclusion plan for WSP**. To keep our communities safe and to reduce the deadly over-policing of people of color, WSP's hiring processes need significant change so that this agency reflects the ever-growing diversity of Washington.
- **HB 1706** will bring relief, literally, to truck drivers by **requiring port terminal operators to provide sufficient restrooms** in appropriate locations. The people who keep our economy moving and deliver the goods we all depend on deserve more access to restrooms and running water.



A MATTER OF FAIRNESS REGARDING ORVS

Last year I sponsored, and the Legislature passed, **HB 1322** addressing the fact that when Washingtonians go to Oregon to buy expensive ORVs they often register them there instead of paying their taxes here. This year I introduced **HB 2074** to correct an omission that occurred at the end of last session. This bill closes a gap in last year's law by providing the transaction fee to the subagents. This allows subagents to recoup their costs, as they are the ones most likely to deal with these registrations from out-of-state vehicles, because they are open on the weekends and county auditors' offices are not.

KEEPING OUR COMMUNITIES SAFE

We passed two bills this session to clarify last year's policing reform measures to provide more support and certainty to those who protect & serve our communities.

HB 1735 - Law enforcement officers are often called to assist crisis responders and mental and behavioral health specialists with involuntary treatments and other community caretaking functions. This bill clarifies that officers can use force, subject to the reasonable care standard, in behavioral health, child welfare and other related circumstances.

HB 2037 - We worked closely with our police departments to better define physical force and authorize officers to use physical force, subject to the reasonable care standard, to stop someone from fleeing a temporary investigative detention.

PO Box 40600
Olympia, WA 98504-0600
(360) 786-7924

Sharon.Wylie@leg.wa.gov

www.housedemocrats.
wa.gov/wylie

Toll-Free Hotline:
(800) 562-6000

TTY: (800) 833-6388

CRACKING DOWN ON CATALYTIC CONVERTER THEFT



Stolen catalytic converters not only cost families hundreds or thousands of dollars in replacing parts, but it can also have a significant impact on residents who rely on their car to get them to work, school, or to pick up groceries. We passed [HB 1815](#) to regulate the purchase of catalytic converters, prohibit cash payments for these transactions, and require proof of ownership to help close markets for these stolen parts.

SUPPORTING LOW-INCOME HOUSING PROVIDERS

Low-income housing providers, like housing authorities, have a mission to keep rents as low as possible. That helps keep people housed, and it helps keep homelessness and public encampments from spreading. Local, state, and federal funding programs help build this housing, but not much help is provided for ongoing operating costs. A key component in keeping rents low is the use of private property management companies. However, under current law, even ordinary maintenance like unclogging a sink or bathtub could require a lengthy and time-consuming public works procurement process, rather than just a quick call to a trusted handyman. It doesn't matter how much money a renter has—all renters deserve timely fixes for maintenance issues. That's why I am happy to report that the governor signed my bill ([HB 1975](#)) to explicitly allow housing authorities to contract out for operations of a housing project.

