



## 2024 Session Wrap-up Report

March 11, 2024

The Legislative Report is distributed weekly throughout the legislative session. Each edition includes an update of legislative activities as well as a list of specific legislative meetings of interest to ports. Copies of bills can be found on this page of the Legislature’s web site: [Bill Information](#).

### Washington State 2024 Legislative Session

The 2024 Legislative Session was scheduled as a short, 60-day session that began Monday, January 8, 2024, and concluded on time on Thursday, March 7, 2024. It was an action-packed session that attempted to tackle topics like artificial intelligence, housing supply and affordability, along with several workforce and labor-related measures. Additionally, the legislature negotiated and passed the state’s supplemental biennial budgets: Operating, Capital, and Transportation. As a reminder, during the two-year biennium, all bills that do not pass during the 105-day session, are technically *alive* again for the 60-day session. While many were not revived this session, more than 1,000 bills from 2023 were eligible for consideration.

Democrats continued to control the agenda in Olympia with strong majorities in both the House (58-40) and Senate (29-20) as well as control of the executive branch.

1,191 bills were introduced, and 364 bills passed the legislature and have been sent to the Governor to be signed into law. Between now and March 30<sup>th</sup>, the Governor will review bills passed by the legislature and choose one of four options: 1) sign the bill into law 2) veto the entire bill 3) partially veto the bill by removing entire sections - the Governor does not have line-item veto authority which means removing sentences or words is not allowed. 4) take no action – the bill will become law without signature.

Once signed, bills become effective on June 6, 2024, unless provisions of the bill note otherwise.

2023	Bills Introduced	Passed the Legislature
House	861	273
Senate	774	221
Total for 2023	1635	494

2024	Bills Introduced	Passed the Legislature
House	642	197
Senate	549	167
Total for 2024	1191	364

## Initiatives to the Legislature – Three to the Voters; Three Passed the Legislature

A major topic of the 2024 Legislative Session was how the legislature would address six high profile initiatives aimed at rolling back recent laws enacted by the legislature. Ultimately, Democratic leaders in the House and Senate decided **not** to take action on [I-2117](#) (Repeal of the Climate Commitment Act), [I-2109](#) (Repeal of the Capital Gains Tax) and [I-2124](#) (Opt-Out of Washington’s Long-Term Care Retirement Program). Instead, those proposals will go directly to the November ballot for voters to decide.

With less than two weeks remaining in the 2024 legislative session, lengthy public hearings were held on [I-2081](#), (Parent’s Bill of Rights), [I-2111](#), (No State Income Tax), and [I-2113](#) (Police Pursuits). During the final week of session, the legislature passed three of the initiatives in one day.

As reported by the [Washington State Standard](#), “Passage of three initiatives in one day is historic in Olympia. State lawmakers have only enacted citizen initiatives about a half-dozen times during the past 110 years, according to the secretary of state’s office. Only once — in 1995 when two were approved — did the Legislature approve more than one of these initiatives in a single year.”

### 2024 WPPA Priority Bills Passed

- \* **HB 1870 Promoting Economic Development Through Federal Funding**
- \* **HB 1982 Broadband Grants & Loans**
- \* **HB 2020 Public Infrastructure Assistance Program**
- \* **HB 2039 Appeals Process for Energy Siting**

Despite a mix of official outcomes on WPPA Legislative Priorities, WPPA had a great year elevating the importance of ports and moved several policies close to the finish line.

As noted above, we are thrilled at the passage of HB 1870, which will support ports and other local governments with securing federal funds; HB 1982, which will codify the Community Economic Revitalization Board’s authority to oversee the rural broadband program; HB 2000, which updates the state’s international trade program incorporating port districts into key planning roles; and HB 2039 streamlines the clean energy siting appeals process by allowing for consolidation. Other policies came close including SB 6302, which would have created a port supply chain competitiveness grant; and HB 1371, which aimed to support greater investment in freight rail infrastructure.

Important policies also passed in Tourism Promotion (SB 6080) and incorporating ports into the state’s emergency management mutual aid preparation (HB 1978). It is important to remember that short sessions are constrained by time and fiscal limitations which make passing large-scale legislation very difficult. WPPA wishes to thank the members who supported our efforts with testimony, emails, phone calls, meetings with legislators, and feedback on how legislation would impact them.

## Biennial Budgets

After each chamber released and passed their respective biennial budgets – Operating, Capital, and Transportation, budget leaders retreated behind closed doors to negotiate the differences between the House and Senate versions of the budgets. This year, negotiations concluded in the final days of session with the Capital Budget released to the public on Tuesday, March 5, and the Transportation and Operating Budgets on Wednesday, March 6 – with just over 24 hours before the end of session.

## 2024 Port Budget Priorities

Whether its \$115M dedicated for Remedial Action Grants, \$64.8M for statewide port electrification projects and zero emission dray truck program pilots or \$27M in dedicated funding for port districts across the state, ports had a successful session in achieving budget priorities. There are some concerns to pay attention to as it relates to this year's budgets: \$50M in FY 2025 from the MTCA Operating Account, which supports imports port cleanup projects, is transferred to backfill the state's general fund. Below are highlights of each budget:

## Adopted 2024 Supplemental Operating Budget

The Operating Budget is a two-year plan that pays for the day-to-day operations of state government, including K-12 schools, human services, higher education, prison system, public safety, and more. The final biennial budget appropriates \$71.9 billion, an increase of \$2.1 billion from the enacted biennial budget of \$69.8 billion.

This includes a net increase of \$1.1 billion in Near General Fund-Outlook (NGF-O) funds and \$3.0 billion total budgeted funds at maintenance level to continue current programs and meet statutory obligations. Lawmakers stated that the largest cost drivers are increases compared to prior forecasts in Medicaid medical assistance caseloads and per-capita costs, the Food Assistance Program caseload, K-12 enrollment and workload, and the mandatory *Trueblood* case judgment.

Approximately \$4.1 billion in total reserves remain in the two-year budget, or about 11.8%.

Relevant operating budget investments include:

<b><i>Budget</i></b>	<b><i>Senate</i></b>	<b><i>House</i></b>	<b><i>Conference Committee Negotiated:</i></b>
<b>Operating</b> <a href="#">SB 5950/HB 2104</a>	Appropriations for 2023-25 biennium: \$70.95 billion	Appropriations for 2023-25 biennium: \$71.16 billion	\$71.087 billion
MTCA Operating Acct Transfer to the General fund (oppose)*	\$50 million	\$50 million	\$50 million
Commerce Grants for Federal Funding Support (web portal, federal tax incentives, and federal reporting) *	\$9 million	\$10.5 million	\$10.5 million
Innovation Cluster Accelerator Program*	\$1.3 million	\$500,000	\$1 million
Blue Wind Supply Chain*	\$250,000 Dept Commerce study	\$250,000 Dept Commerce study, \$375,000 coalition workshops	\$250,000 Dept Commerce study, \$375,000 coalition workshops
Industrial Symbiosis Program*	\$2.5 million	\$1 million	\$2.1 million
Maritime Fuels Strategy*	\$250,000	\$250,000	\$250,000
BEAD pre-development technical asst.*	\$1 million (capital budget)	\$2.5 million (operating)	\$1.5 million (operating)
Tourism Marketing Grants*	X	\$1 million	\$1 million
HB 1717, ADO Grants*	X	\$668,000	X

<b><u>Operating</u></b>	<b><u>Senate</u></b>	<b><u>House</u></b>	<b><u>Conference Committee Negotiated:</u></b>
SB 5955 – Large Port Districts*	\$67,000 for implementation. \$1 million to create a Port District Equity Fund.	X	67,000 for implementation. \$1 million to create a Port District Equity Fund.
Waters of the state admin orders at Ecology*	\$2.4 million	\$2.4 million	\$2 million
Snake River Dams invasive species study*	X	\$3.6 million	\$3.6 million
RCO Snake River Recreation Study	X	\$1 million	\$600,000
6PPD Study	\$300,000 remove tires with 6PPD from docks. \$300,000 waste tire study.	\$300,000 waste tire study	\$300,000 remove tires with 6PPD from docks. \$300,000 waste tire study.
SB 5931, Safer Products 6PPD	\$665,000	\$665,000	X
SB 6058, carbon market linkage	\$1.78 million	\$1.78 million	\$1.78 million
Offshore wind energy development (concerns)	\$338,000 Ecology-led planning and engagement	\$338,000 Ecology-led planning and engagement	\$338,000 Ecology-led planning and engagement
Seattle Jobs initiative-Entry Level Assistance	\$200,000	X	\$200,000
CCA Agriculture fuel Exemptions – Reimbursements	\$30 million	\$30 million	\$30 million
Strategic Growth Area Investment	\$2.4 million, increased amount	\$2.4 million, increased amount	\$2.4 million, increased amount
HB 2020, Military Dept Public Infrastructure Assistance*	X	\$250,000	\$250,000
Mitigate aviation-related pollution in King County	X	\$6 million	\$6 million
Chelan-Douglas regional sports complex outreach	\$250,000	X	\$250,000
GMA planning – task force examining port inclusion (concerns)	X	\$250,000	\$250,000
Fusion energy innovation cluster accelerator	X	\$250,000	\$250,000
State Building Code Council Embodied Carbon Study	X	\$250,000	\$250,000
Elections Study-Even Year	X	\$150,000	\$150,000
Public Works Study	\$175,000	X	\$175,000

<b><i>Operating</i></b>	<b><i>Senate</i></b>	<b><i>House</i></b>	<b><i>Conference Committee Negotiated:</i></b>
Low Income Utility Bill Rebates	\$150 million	\$150 million	\$150 million
Sea lion removal in tributaries of the Columbia River	\$1.5 million – <a href="#">amendment</a>	X	X
Commerce, GhG emissions reduction subelements. Reducing emissions or per capita vehicle miles traveled.	X	\$10 million - Striker	\$10 million
ESSHB 2000 International Leadership*	X	\$75,000	\$75,000

Links to the 2024 Supplemental Operating Budget: [Text of the Budget](#) & [Summary Documents](#)

## Adopted 2024 Supplemental Capital Budget

The Capital Budget is the state’s construction budget, and typically includes investments to state and local agencies for building and infrastructure projects, such as public schools and universities, parks, and prisons, but does not include transportation construction. It operates over the same two-year period as the Operating Budget. The final supplemental budget appropriates \$1.3 billion in total funds, of which \$130.6 million is from debt limit bonds and \$1.2 billion is from other state and federal accounts, including \$688 million from the Climate Commitment Account. For context, the 2023-25 approved budget authorized \$9 billion in spending.

Notably, the majority of the 2024 Supplemental Capital Budget appropriations from the Climate Commitment Act Accounts, because of the funding uncertainty due to I-2117 (repeals of Washington’s Cap and Invest Program), have a January 1, 2025 contingency. This means that there are certain investments that may be delayed and unable to take effect until the beginning of next year, or if the initiative passes by vote of the public, the proposal simply dies due to a lack of funding support. Additionally due to I-2109 (repeal of the Capital Gains Tax), the Supplemental Capital Budget does not appropriate the projected Common School Construction Fund revenue from the tax on capital gains beyond November 2024.

Relevant capital budget investments include:

<b><i>Budget</i></b>	<b><i>Senate</i></b>	<b><i>House</i></b>	<b><i>Conference Committee Negotiated:</i></b>
<b>Capital</b> <a href="#">SB 5949/HB 2089</a>	Budgeted for 2023-25 biennium: \$9.96 billion	Budgeted for 2023-25 biennium: \$9.93 billion	\$9.99 billion
Green Jobs and Infrastructure Grants*	\$24 million	\$51.5 million	\$25 million total, including \$150,000 Longview Industrial Symbiosis Park project, \$150,000 Pasco Agricultural Symbiosis Industrial Park project, and \$2.5 million Myno carbon removal facility.
Clean Energy Community Grants*	\$50 million	\$50 million	\$50 million total, \$7.6 million for Lummi Indian business council clean energy projects.
State Funding for the Federal BEAD Program*	X	Additional \$11.4 million	X
Port of Hoodspoint Dock*	\$40,000	\$41,000	\$41,000
Port of Skagit Granary Expansion*	X	\$125,000	\$125,000
Port of Quincy Business & Event Center*	X	\$3.1 million	\$309,000
PFAS Cleanup Sites – MTCA funded*	\$2 million Eastside Fire and Rescue Pilot. \$2.2 million Hannah Heights	\$2 million MTCA Eastside Fire and Rescue Pilot	\$2 million Eastside Fire, \$855,000 DuPont PFAS Treatment, \$2.2 million Hannah Heights
Mitigation for schools in communities near SEA Airport*	\$500,000 School District Indoor Air Quality & Energy Efficiency	X	\$500,000
Maritime 253, Puget Sound Skills Center*	\$4 million	X	X
SB 6243 clean technology B&O tax exemption*	\$8 million	X	X
Port of Port Townsend – Boat Haven Marina Stormwater Improvements*	X	\$3.1 million	\$3.1 million
Port of Benton Inland*	X	\$240,000	\$240,000

<b><i>Capital</i></b>	<b><i>Senate</i></b>	<b><i>House</i></b>	<b><i>Conference Committee Negotiated:</i></b>
Wildfire Restoration Grants	\$2.5 million	X	\$2.5 million
Anaerobic digester development	<a href="#">Amendment</a> : \$22 million in dairy farm grants for cost-shares	X	\$22 million
Dept of Commerce Hard-to-Decarbonize grant program	\$49.4 million (increase from \$20M)	X	\$49.8 million
DNR Encumbered Land Acquisition in Wahkiakum County	X	\$25 million	\$15 million

Links to the 2024 Supplemental Capital Budget: [Text of the Budget](#) & [Summary Documents](#)

## Adopted 2024 Supplemental Transportation Budget

The state's transportation budget pays for the daily operation of state transportation agencies and the construction and preservation of state highways and roads. The traditional revenue that supports the transportation budget comes from the state gas tax, permits, licenses, and other fees. Overall, the total expected traditional transportation revenues for the 2023-25 fiscal biennium are lower by \$56 million since the 2023-25 budget was adopted in 2023, a 0.8-percent decrease.

The final budget appropriates \$14.6 billion, an increase of \$1.1 billion, and made additional investments towards port electrification (\$35.5 million), addressing cost increases to mega projects (\$353 million), and fish and culvert removal and repair (\$150 million).

Relevant transportation budget investments include:

<b><u>Budget</u></b>	<b><u>Senate</u></b>	<b><u>House</u></b>	<b><u>Conference Committee Negotiated:</u></b>
<b>Transportation</b> <a href="#">SB 5947</a> / <a href="#">HB 2134</a>	Budgeted for 2023-25 biennium: \$14.6 billion	Budgeted for 2023-25 biennium: \$14.46 billion	\$14.71 billion
Port Supply Chain Competitiveness Infrastructure Funding*	\$2 million	X	X
Port Electrification Grant Program*	\$15 million (\$11.5M dedicated to tribal project)	Maintained at \$26.5 million	Maintained at \$26.5 million
MHD-ZEV Incentive Program and School Bus Replacement*	\$61.3 million (reduction)	Additional \$15 million	Additional \$10 million
MHD hydrogen refueling infrastructure*	\$20 million	X	\$10 million
Puget Sound Gateway Project*	Senate <a href="#">amendment</a> that does not use toll revenue.	Fully funded	Fully funded
Port of Quincy Rail Project*	X	\$2 million	\$2 million
NWSA Shore-Power Project*	X	Additional \$14 million	Additional \$14 million
Port of Anacortes Electrification Project*	X	Additional \$1.5 million	Additional \$1.5 million
Port of Bremerton airport feasibility study*	X	\$300,000	\$300,000
Commercial Aviation Demand Study	X	\$125,000	\$188,000
MTCA Grants for Zero Emissions School Buses (concerns – MTCA)	\$15.7 million – MTCA Capital Account	\$15.7 million – MTCA Operating Account	\$19.7 million. \$15.7 million MTCA Capital Account, \$4 million CCA.
Fish Barrier Removal	Additional \$227 million	Additional \$227 million	Additional \$227 million
Truck parking tech-based system on I-5 corridor with OR, CA.	Additional \$12 million	X – No additional, maintains current funding levels	Additional \$12.2 million
Highway Maintenance and Preservation	Additional \$150 million	Additional \$40 million	Additional \$100 million
Stormwater Retrofits and Improvements project - MTCA	\$15 million	\$20.9 million	\$15 million

<u>Transportation</u>	<u>Senate</u>	<u>House</u>	<u>Conference Committee Negotiated:</u>
Alternative Fuel Vehicle Charging Infrastructure	X	\$10 million	\$15 million
JTC study – CA emission standards ocean-going vessels	X	\$477,000	\$477,000
JTC Study – streamlining project permitting	\$375,000	X	\$375,000
Ultra high-speed rail project	Striker adds \$25 million	X	X
Ultra high-speed rail federal grant match	Removes all funding (\$50 million)	Maintains funding levels (\$50 million)	Reduction to \$25 million
Columbia River Bridge Replacement/Hood River. Contingent on OR funds.	X	X	\$15 million (additional \$200 million over multiple biennia)
Electric boat grants	Senate striker \$5 million tribal grants only	<u>Amendment</u> : \$5 million tribal grants, \$5 million to non-tribal residents	\$5 million tribal grants only.

Links to the 2024 Supplemental Transportation Budget: [Text of the Budget](#) & [Summary Documents](#)

**Links to All Adopted Budgets**

2023-2025 Final Supplemental Operating Budget: [Text of the Budget](#) & [Summary Documents](#)

2023-2025 Final Supplemental Capital Budget: [Text of the Budget](#) & [Summary Documents](#)

2023-2025 Final Supplemental Transportation Budget: [Text of the Budget](#) & [Summary Documents](#)

## 2024 Policy Bills

As noted above, bill action from the Governor will conclude on March 30<sup>th</sup>. The bills listed below passed the legislature and likely will be signed into law. Should a veto or partial veto occur, this report will be updated after March 30<sup>th</sup>.

### Notable legislation that passed the Legislature in 2024:

#### Aviation

**SEA Airport Legislation:** SB 5955, sponsored by Senator Keiser (D-33rd LD, Des Moines), will establish a Port District Equity Fund to support some of SEA Airport's noise mitigation work. As originally introduced, this legislation would have required the Port of Seattle to spend a portion of their tax levy on noise mitigation. WPPA had concerns about the precedent this would set for other ports and their taxing authority. After the bill was amended, SB 5955 was supported by the Port of Seattle. The final bill can be found [here](#) and a summary can be found [here](#).

#### Dead

- ◆ Promoting Economic Development of the Aerospace Industry Through a Committee Empowered to Advise on Industry Issues Other than the Siting of Commercial Airports: [HB 1531](#)
- ◆ Establishing Tax Exemptions for Unleaded Aircraft Fuel: [HB 2393](#)
- ◆ Concerning Petroleum Products Supply and Pricing: [SB 6052](#)
- ◆ Requiring Local Airport Operators to Provide Sustainable Aviation Fuel for Use in Private Jets: [SB 6114](#)

#### Broadband

**CERB Rural Broadband Program:** HB 1982, sponsored by Rep. Waters (R-17<sup>th</sup> LD, Stevenson), will codify the Community Economic Revitalization Board's (CERB) Rural Broadband Program, and make it a permanent part of the board's funding portfolio. WPPA supported this bill and appreciated the members who testified in support as it moved through the legislative process. The final bill can be found [here](#) and a summary can be found [here](#).

#### Dead

- ◆ Furthering Digital Equity and Opportunity in Washington: [HB 2313](#)
- ◆ Providing a Revenue Stream to Fund Digital Equity Programs [HB 2327](#)

#### Economic Development

**Promoting Economic Development Through Federal Funding:** HB 1870, also referred to as "the Match Act", was introduced by Rep. Barnard (R-8<sup>th</sup> LD, Pasco), and would direct the Department of Commerce to provide port districts and other local governments technical assistance aimed at securing additional federal funding for projects. WPPA supported this bill. The final bill can be found [here](#) and a summary can be found [here](#).

**Including Ports/Others into the Intrastate Mutual Aid System:** HB 1978, sponsored by Rep. Rule (D-42<sup>nd</sup> LD, Blaine), at the request of the Military Department, will make port districts and other special purpose districts eligible partners of the Intrastate Mutual Aid System. WPPA supported this bill throughout the session. The final bill can be found [here](#) and a summary can be found [here](#).

**.09 Funding – Expanded Use for Affordable Workforce Housing:** HB 1987, sponsored by Rep. Low (R-39<sup>th</sup> LD, Marysville), will expand the eligible uses of .09 funds to include land acquisition for affordable workforce housing. WPPA raised concerns with this expanded use of .09 funds due to limited funding available and the costs associated with increasing the stock of affordable workforce housing. The final bill can be found [here](#) and a summary can be found [here](#).

**Renewing Washington's Engagement in International Affairs:** HB 2000, sponsored by Rep. Mena (D-29<sup>th</sup> LD, Tacoma), will broaden the state's existing international trade programs overseen by the Office of Inter-

national Relations and Protocols. WPPA supported this bill as it will provide a meaningful update to the state's trade policy. The final bill can be found [here](#) and a summary can be found [here](#).

**Tax Increment Financing:** HB 2354, sponsored by Rep. Street (D-37<sup>th</sup> LD, Seattle), makes technical changes to TIF, including mandating pre-notification of junior taxing districts and enabling arbitration for fire and hospital districts when compromise on mitigation cannot be achieved. WPPA was asked to both support and oppose this bill by association members which resulted in WPPA remaining neutral. The final bill can be found [here](#) and a summary can be found [here](#).

**Tourism Marketing Funding:** SB 6080, sponsored by Sen. Boehnke (R-8<sup>th</sup> LD, Kennewick), will streamline the way tourism dollars are deposited by removing the requirement that the legislature take action and instead moving to an automated system. WPPA, along with our partners in the tourism industry supported this proposal. The final bill can be found [here](#) and a summary can be found [here](#).

**Tourism Promotion Exemptions:** HB 2137, sponsored by Rep. Berg (D-44<sup>th</sup> LD, Mill Creek), allows specific properties to be carved out of a Tourism Promotion Area. It was another technical fix bill brought forward by the tourism industry that WPPA was able to support. The final bill can be found [here](#) and a summary can be found [here](#).

## Dead

- ◆ Supporting Innovation at Associate Development Organizations: [HB 1717](#)
- ◆ Changing the Vessel Length Requirements for Nonresident Vessel Permits: [HB 1906](#)
- ◆ Requiring State Agencies to Share Information to Encourage Economic Development: [HB 1912](#)
- ◆ Concerning Tax Preferences for Clean Energy Manufacturers: [HB 2120](#)
- ◆ Concerning Natural Resource-Based Industrial Development: [SB 6055](#)

## Energy

**PSE Phasing Out of Natural Gas:** HB 1589, sponsored by Rep. Doglio (D-22<sup>nd</sup> LD, Olympia), was brought forward by the state's largest utility, Puget Sound Energy. The bill makes several statutory amendments intended to support their transition away from natural gas as an energy source. The final legislation does not end natural gas service, instead it provides a regulatory framework for PSE to begin longer term planning and consolidate both gas and electric operations into a single integrated system plan (ISP). For the past two years, this policy has generated a robust debate. WPPA monitored the legislation but did not engage on it. The final bill can be found [here](#) and a summary can be found [here](#).

**Appeals Process for Environmental and Land Use Matters:** HB 2039, introduced by Rep. Fitzgibbon (D-34<sup>th</sup> LD, West Seattle), is part of a multi-year effort to improve the energy siting process in Washington state by providing greater certainty in the appeals process. Throughout the session, WPPA weighed in with support while still flagging other siting and permitting issues we hope to tackle in the future. The final bill can be found [here](#) and a summary can be found [here](#).

**Climate Commitment Act – Linkage with California & Quebec:** SB 6058, introduced by Sen. Nguyen (D-34<sup>th</sup> LD, White Center), will allow the Department of Ecology to pursue linking the state's carbon market with California and Québec. WPPA will continue to monitor this policy as Ecology will now be required to engage in rulemaking. The final bill can be found [here](#) and a summary can be found [here](#).

## Dead

- ◆ Concerning Petroleum Products Supply and Pricing: [SB 6052](#)
- ◆ Energy Storage Tax Preferences: [SB 6303](#)
- ◆ Incentivizing Clean Nuclear Energy Manufacturing Tax Preferences: [HB 1981](#)
- ◆ Water Supply & Energy Sites: [HB 2042/SB 5992](#)
- ◆ Tax Preferences for Clean Energy Manufacturers: [HB 2120](#)
- ◆ University of Washington Study on Offshore Wind Development: [HB 2341](#)
- ◆ Clean Energy Fund: [HB 2388](#)
- ◆ Renewable Energy Loans: [HB 2417](#)
- ◆ Energy Facility Evaluation Process: [HB 2429](#)

- ◆ Concerning Petroleum Products Supply and Pricing: [SB 6052](#)
- ◆ Energy Storage Tax Preferences: [SB 6303](#)

## **Environment**

**Safer Products for WA – 6PPD:** SB 5931, introduced by Sen. Salomon (D-32<sup>nd</sup> LD, Shoreline), identifies the chemical 6PPD as a priority chemical and expedites the Safer Products rulemaking process at the Department of Ecology. Completion of rulemaking is now required by June 1, 2025. WPPA will continue to monitor this process due to a lack of available alternatives and the current ongoing research and studies happening relating to the chemical. The final bill can be found [here](#) and a summary can be found [here](#).

## **Dead**

- ◆ Integrating Environmental Justice into Certain Project Decisions: [HB 2070](#)
- ◆ Aquatic Land Surveys & Payment: [HB 1863](#)
- ◆ Aerial Imagery Program: [SHB 1990](#)
- ◆ Reducing Emissions from Small Off-Road Engines: [HB 2051](#)
- ◆ Integrating Environmental Justice into Certain Project Decisions: [HB 2070](#)
- ◆ Landowner's Lessee & Penalties: [HB 2074](#)
- ◆ Concerning the Salmon Recovery Account: [HB 2294](#)
- ◆ Concerning Natural Resource-Based Industrial Development: [SB 6055](#)
- ◆ Implementing Recommendations of the Transportation Electrification Strategy: [SB 6304](#)

## **Governance**

**State Public Infrastructure Assistance Program:** HB 2020, which will establish a public infrastructure assistance program, was introduced by Rep. Timmons (D-42<sup>nd</sup> LD, Bellingham). WPPA worked with the Military Department to modify the language of the original bill to ensure port districts will be eligible for assistance. The final bill can be found [here](#) and a summary can be found [here](#).

**Public Comments – Technical Changes:** HB 1105, introduced by Rep. Kloba (D-1<sup>st</sup> LD, Kirkland), will require public agencies that solicit public comment to include the last date by which such public comment may be submitted. WPPA did not weigh in on this modest technical change to the open public meeting act. The final bill can be found [here](#) and a summary can be found [here](#).

## **Dead**

- ◆ Concerning Prejudgment Interest: [SB 5059](#)
- ◆ Even-Numbered Year Elections: [HB 1932](#)

## **Public Works, Labor, and Workforce Development**

**Public Works – Prompter Pay:** SB 6040, sponsored by Sen. Valdez (D-46<sup>th</sup> LD, Seattle), aimed to encourage the adoption of policies and procedures that support paying subcontractors sooner after completion of work to remove barriers that encumber small, women, minority and veteran owned businesses. WPPA supported the bill's intent but expressed concerns that it would not achieve its goal and may delay progressive payments. In its final form, the bill directs the Capital Projects Advisory Review Board (CPARB) to further study the issue and bring forward recommendations. The final bill can be found [here](#) and a summary can be found [here](#).

**Construction Change Orders – Payment to Subcontractors:** SB 6192, sponsored by Sen. King (R-14<sup>th</sup> LD, Yakima), will require change orders on private projects to match the requirements for public works projects. Within ten days of a change order being issued, the contractor must notify all subcontractors impacted by the change. If no change order is issued within thirty days, the lower-tier subcontractor must be paid with interest at a rate of one percent per month. WPPA monitored this legislation to ensure that it only applied to private construction projects. The final bill can be found [here](#) and a summary can be found [here](#).

**Crane Safety:** HB 2022, sponsored by Rep. Reed (D-36<sup>th</sup> LD, Seattle), is designed to increase the safety of the

installation and removal of construction cranes. WPPA worked to ensure that cranes at port terminals and other port operations were excluded from the legislation. The final bill can be found [here](#) and a summary can be found [here](#).

## Dead

- ◆ Concerning Objections to Apprenticeship Programs: [HB 2087](#)
- ◆ Concerning Local Government Procurement Rules: [ESB 6167](#)
- ◆ Unemployment Insurance Benefits for Striking or Lockout Workers: [HB 1893](#)

## Transportation

**Harbor Maintenance Tax:** SJM 8009, sponsored by Sen. Hasegawa (D-11<sup>th</sup> LD, Tukwila), will require a letter be sent to the U.S. House of Representatives urging them to pass legislation to close the import/export loophole in the Harbor Maintenance Tax (HMT). Under current law, HMT is not collected on cargo imported or transported via air or rail. Many importers bring products into the U.S. by redirecting container traffic through Canadian ports to avoid paying the tax. WPPA supports policies to address this loophole and provide funds for important harbor maintenance and development projects. The final bill can be found [here](#) and a summary can be found [here](#).

## Dead

- ◆ Providing Incentives to Improve Freight Railroad Infrastructure: [HB 1371](#)
- ◆ Creating the Washington State Ferries 75 Work Group: [HB 2497](#)
- ◆ Washington State Supply Chain Competitiveness Infrastructure Program: [SB 6302](#)

## Marinas

**Private Moorage Facilities – Process for Selling Abandoned Vessels:** SHB 1919, sponsored by Rep. Bronoske (D-28<sup>th</sup> LD, Lakewood), will streamline the process by which a private moorage facility may sell an abandoned vessel. This bill mirrors previous legislation that WPPA supported that applies to public moorage facilities. The final bill can be found [here](#) and a summary can be found [here](#).

Looking towards next year, the 2025 Legislature will likely look remarkably different with elections, retirements, and members seeking to change chambers. Several long-time lawmakers announced that they will not seek re-election this fall including Sen. Majority Leader Andy Billig (D-3<sup>rd</sup> LD, Spokane), Sen. Sam Hunt (D-22<sup>nd</sup> LD, Olympia), Sen. Karen Keiser (D-33<sup>rd</sup> LD, Des Moines), Sen. Lynda Wilson (R-17<sup>th</sup> LD, Vancouver), Rep. JT Wilcox (R-2<sup>nd</sup> LD, Yelm), and Rep. Joel Kretz (R-7<sup>th</sup> LD, Waconda).

Members leaving the Legislature to seek other office include Sen. Mark Mullet, (D-5<sup>th</sup> LD, Issaquah), Rep. Kelly Chambers (R-25<sup>th</sup> LD, Puyallup), Rep. Jacquelin Maycumber (R-7<sup>th</sup> LD, Republic), and Sen. Kevin Van De Wege (D-24<sup>th</sup> LD, Sequim). Additional Legislators may announce their intentions to leave later in the interim, we will have a breakdown of the new makeup of the Legislature in our session preview.

The Washington State Legislature will convene on January 13, 2025, for a 105-day session.

See you over the interim!

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