



**Week 7 Report
03.01.25**

This week in Olympia the fiscal committees were the stars of the show ahead of the February 28th cutoff deadline. The Transportation, Ways and Means, Finance, and Appropriations Committees held long public hearings and moved hundreds of bills through marathon executive sessions, with lawmakers working long hours to review and scrutinize the fiscal impacts of each bill and make critical decisions on which measures they would support.

Given the state’s budget shortfall, the cost of each measure was a focus of debate in committee proceedings, and lawmakers drafted last-minute amendments to reduce fiscal impacts while keeping their bills alive. Throughout this busy week, WPPA staff remained involved in discussions with legislators, committee staff, and stakeholders to ensure that key legislation impacting ports advanced through the process.

Notably, WPPA and several member ports provided testimony in the Senate Transportation Committee on our supply chain competitiveness bill (SB 5649), emphasizing the importance of maintaining efficient and competitive supply chains to support Washington’s economy. We appreciate the support of our members who joined us in providing testimony. Read more about this bill later in the report below.

Outside of Olympia, our Executive Director supported the Port of Seattle and labor and maritime stakeholders at a Seattle City Council hearing on legislation related to the maritime industrial lands surrounding the port. A current proposal before the Council would put residential development directly across from Terminal 46, creating transportation and freight mobility challenges, and re-opening a deal signed by the Mayor in 2023 that was negotiated over a half-decade of difficult compromise. The issue is not unrelated to the work of the Legislature: in early February,

AT A GLANCE

Length: 105 days; Regular session began on January 13, 2025

For up-to-date legislative information, visit: leg.wa.gov

To listen to a legislative hearing, visit: tvw.org

For current & previous copies of our report, visit our website at: washingtonports.org

SESSION CUTOFF DATES

- Feb. 21, 2025: House of Origin Policy Cutoff
- Feb. 28, 2025: House of Origin Fiscal Cutoff
- March 12, 2025: House of Origin Floor Cutoff
- March 24, 2025: Opposite House Policy Cutoff
- March 31, 2025: Opposite House Fiscal Cutoff
- April 9, 2025: Opposite House Floor Cutoff
- April 27, 2025: Last Day of Session

For more information about cutoff dates, visit: leg.wa.gov

thirty-one legislators from both parties, representing districts around the state, wrote to the Seattle City Council asking them not to compromise port operations at this essential gateway.

Back to regular programming: With the fiscal committee cutoff behind us, the focus will soon shift to budget discussions and tax and revenue proposals. We saw evidence of this during the week, as lawmakers considered slates of early measures to adjust tax policy and fund priority programs. WPPA was actively engaged in these discussions, weighing in on a proposal (HB 1960) to address the property tax impacts of renewable energy projects. Additionally, WPPA highlighted the importance of maintaining a tax preference for seafood processors (HB 1995), emphasizing their role in the commercial fishing industry and the economies of coastal rural communities. A full update on these bills can be found later in the report.

Looking ahead, WPPA will continue to be proactive in providing our perspective to leaders in the budget negotiations and revenue discussions to ensure our priorities are reflected in the final product. We appreciate the members who continue to reach out with feedback and who provide us with information and data on how legislation might impact their port and the communities they serve. Our work is only possible with your support and engagement.

Governor Ferguson Budget Proposal

Governor Bob Ferguson unveiled a partial [budget proposal](#) aimed at addressing Washington state's projected \$15 billion operating budget shortfall over the next four years. The plan emphasizes government efficiencies, spending reductions, and the reassessment of recent investments to achieve approximately \$4 billion in savings. Key strategies include consolidating office space and closing facilities that his administration has deemed unnecessary, like a pandemic-era medical supply warehouse. Additionally, the proposal suggests pausing or phasing-in program expansions and rate increases in state programs that have not yet been implemented, as well as scaling back recent spending decisions made before the full scope of the budget crisis was clear. It also achieves \$300 million in savings by requiring most state employees to take one furlough day per month for the next two years. Certain public employees, such as state troopers and staff in prisons and state hospitals, will be exempt from this requirement.

The proposal also outlines targeted reductions in various programs and services. For instance, it recommends a 50 percent reduction in out-of-state travel and a 25 percent reduction in in-state travel for state employees. The overall goal, according to the Governor, is to preserve essential public services while addressing the significant budget deficit. The Governor has so far been resistant to proposing or endorsing any new revenue proposals.

A few items of interest to ports from the Ferguson announcement on February 27th include:

- Funding reductions to Associate Development Organizations (ADOs) - \$3.5 million in savings
- Termination of the port noise abatement program (note: program specific to SEA Airport) - \$1 million in savings
- Reduction in the clean energy development office - \$2.5 million in savings
- Elimination of Microenterprise Development - \$600,000 in savings

As the legislative session progresses, it is anticipated that the Governor will release additional budget proposals to further address the state's financial challenges. These forthcoming proposals may provide more detailed funding strategies and adjustments in response to evolving fiscal

priorities and the updated revenue projections. It is important to note that legislative budget writers will introduce their own budget proposals later in March. These legislative proposals will be shaped by their respective policy priorities. The legislature is not obligated to adhere to the Governor's recommendations, and significant changes may occur as budget negotiations unfold.

Action Alert – Ask for a “rules pull” the following bills

NOTE: WPPA staff are working hard on the legislative proposals highlighted in this section, and we would love your support! If you're comfortable sending a request to committee members in your area to pull a bill from the [House](#) or [Senate](#) Rules Committee to ensure it receives a floor vote, we would be grateful! If you're interested in helping out, but unsure of the process, please reach out to WPPA staff. We will use this area of the report to briefly spotlight bills that would benefit from your engagement.

Senate “Rules Pull” Request: [SB 5649](#), Supply Chain Competitiveness Infrastructure Program, contact members of Senate Rules Committee to request this bill be pulled for a floor vote

House “Rules Pull” Request: [HB 2016](#), Additive Capital Budget for Matching Funding for Broadband, contact members of the House Rules Committee to request this bill be pulled for a floor vote.

WPPA Weekly Bill Tracking Update

Aviation

SEA Environmental Justice and Community Engagement:

[SB 5652/HB 1948](#), sponsored by Sen. Orwall (D-33rd LD, Des Moines) and Rep. Santos (D-37th LD, Seattle) would require the Port of Seattle to develop new and additional environmental justice implementation plans, expand their engagement with communities around SEA Airport, and assess the environmental and health impacts of any “significant port action” costing more than \$8 million. WPPA testified against the Senate version when it was heard in the Senate Environment, Energy & Technology Committee on February 18th. Neither version of the bill passed out of committee prior to the cutoff deadline and are considered unlikely to advance further this session.

Alternative Aviation Fuels:

[SB 5601](#), sponsored by Sen. Liias (D-21st LD, Edmonds), would create a competitive grant program at the Department of Commerce to support the research, development, demonstration, engineering designs, production facilities, and blending and use of alternative jet fuels infrastructure. Rail spurs, barging infrastructure, and fuel loading racks are among the qualifying projects. The bill received a public hearing in the Senate Ways & Means Committee on February 25th and was scheduled for executive action on February 28th, but no action was taken. WPPA will work with interested stakeholders to determine if there is a path forward for this bill.

Broadband

Digital Equity:

[HB 1503](#), sponsored by Rep. Gregerson (D-33rd LD, SeaTac), would transition some of the duties of the Statewide Broadband Office to the Office of Equity. The goal of the proposal, according

to proponents, is to support the implementation of the recommendations of the Digital Equity Plan which seeks to provide greater access to broadband to hard-to-reach and low-income communities. WPPA worked with the bill sponsor on an amendment retaining the existing speed goals and establishing a process to update speed goals in 2027. The bill received a public hearing in the House Appropriations Committee on February 24th and was passed out of the committee on February 27th. With the speed goals amendment adopted, WPPA is now neutral on this bill.

Broadband Infrastructure Repair & Replacement:

[HB 1441/SB 5188](#), sponsored by Rep. Ryu (D-32nd LD, Shoreline) and Sen. Wellman (D-41st LD, Mercer Island), would allow the Public Works Board to fund repair projects for broadband infrastructure by either grants or loans. The bills have minor differences in language, but both would accomplish similar goals. WPPA testified in support of SB 5188 at the public hearing in the Senate Ways & Means Committee on February 24th and the bill was passed out of the committee on February 27th.

Broadband Equity Access and Deployment Matching Funds:

[HB 2016](#), sponsored by Rep. Tharinger (D-24th LD, Port Townsend), provides \$280 million in funding intended to be the local match portion for the rollout of the Broadband Equity Access and Deployment (BEAD) Program funded by the federal Infrastructure Investment & Jobs Act. The bill was heard in the House Capital Budget Committee on February 26th and was voted out on February 28th. WPPA signed in pro on the bill during the committee hearing, and it now sits at the House Rules Committee.

Economic Development

Support for Associate Development Organizations:

[HB 1406/SB 5677](#), sponsored by Rep. Barnard (R-8th LD, Pasco) and Sen. Cortes (D-18th LD, Battle Ground), increases allocations and modifies reporting requirements for associate development organizations (ADOs). This is a legislative priority for WPPA and our economic development partners at the Washington Economic Development Association (WEDA). The House bill received a public hearing in the House Appropriations Committee on February 22nd and was passed out of the committee on February 25th and moved to the floor calendar on February 28th. WPPA signed in pro at the public hearing on this bill on the 22nd. The Senate version has been referred to the Senate Rules Committee, where it will need a “rules pull” from a member of that committee to be added to the floor calendar.

Energy

Electric Transmission System Improvements; The Transmission Office:

[SB 5466](#), sponsored by Sen. Shewmake (D-42nd LD, Bellingham), would establish an Electric Transmission Authority at the Department of Commerce tasked with supporting the expansion of and upgrades to the transmission system. The bill also includes a SEPA categorical exemption for upgrading and rebuilding transmission lines. The bill received a public hearing in the Senate Ways and Means Committee on February 24th and was passed out of the committee on February 28th. WPPA is supportive of the bill and continues to support additional resources for addressing the state’s energy supply challenges.

Clean Energy Development Office:

[HB 1328/SB 5359](#), sponsored by Rep. Doglio (D-22nd LD, Olympia) and Sen. Shewmake (D-42nd LD, Bellingham), was brought forward at the request of the Department of Commerce. This bill would create the Clean Energy Development Office within Commerce and tasks the office with providing resources to local governments to aid in the goal of accelerating the development of clean energy projects and increasing transmission capacity. The bill received a hearing in the Senate Ways & Means Committee on February 24th and was scheduled for an executive session on February 28th, but no action was taken. Both versions of the bill are now unlikely to advance this session.

County Public Utility Tax:

[HB 1702](#), sponsored by Rep. Wylie (D-49th LD, Vancouver), would allow counties to impose an excise tax of up to 3 percent on utility providers which includes electric power, gas, telephone, water, sewer, solid waste, cable service. Counties may allow an exemption for manufacturing, aircraft repair, industrial parks, industrial facilities, farm businesses, and data centers. WPPA has concerns about this bill and its application and impact on port districts who provide these utility services, oftentimes some of our smallest members. Additionally, we have concerns about the possible impact to many of our port tenants. WPPA [testified](#) in opposition to this bill at the public hearing in the House Finance Committee on February 21st. The bill was passed out of the committee on February 26th with a [substitute amendment](#) that unfortunately does not address our concerns with the bill but would require 0.2 percent of the tax revenues be used for utility assistance for low-income residents.

Thermal Energy:

[SHB 1514](#), sponsored by Rep. Ramel (D-40th LD, Bellingham), would promote the development of thermal energy networks (TENS) by bringing the industry under the regulatory control of the Washington Utilities and Transportation Commission (UTC). The bill received a public hearing in the House Appropriations Committee on February 22nd and was passed out of the committee on February 25th with a [second substitute amendment](#) that removes the requirements for electric and gas utilities to incorporate thermal energy networks into regular on-going planning. It also removes the grant program at the Department of Commerce for thermal energy networks. WPPA supports this bill which encourages the deployment of low carbon energy options in Washington.

Environment And Natural Resources

New Environmental Justice SEPA Element:

[HB 1303](#), sponsored by Rep. Mena (D-29th LD, Tacoma), would integrate environmental justice (EJ) considerations into certain projects by adding it as an element of the environment and a part of the SEPA checklist. The bill was amended significantly to simply require Ecology to undertake rulemaking to implement the environmental justice component and develop mitigation guidance. The bill passed the House Appropriations Committee on February 28th with a second [substitute amendment](#). WPPA still has concerns with the broad nature of the bill and requiring mitigation that is not a part of any other consideration under SEPA. We are continuing to work with the bill sponsor and stakeholders to resolve these concerns as the bill moves through the process.

Exempting Fuels Used for Agricultural Purposes from the Climate Commitment Act:

[HB 1912](#), sponsored by Rep. Dent (R-13th LD, Moses Lake), would require the Department of Ecology to adopt rules and establish a remittance program for fuels that are used for agricultural purposes. WPPA supported exemptions for energy intense and trade exposed industries, like agriculture and maritime, when CCA passed in 2021, and we registered our support for the House bill at its initial public hearing consistent with that prior position. A [substitute](#) to HB 1912, with significant changes, received a public hearing in the House Appropriations Committee on February 26th and was passed out of the committee on February 28th. WPPA signed in pro at the public hearings on this bill.

Bottom Culture Shellfish Farming:

[SB 5322/HB 1309](#), sponsored by Sen. Chapman (D-24th LD, Port Angeles) and Rep. McEntire (R-19th LD, Cathlamet), would direct the Washington State Department of Agriculture to establish an integrated pest management research program to address the impacts of burrowing shrimp on bottom culture shellfish farming. A [substitute](#) bill received a public hearing in the Senate Ways & Means Committee on February 26th and was scheduled for an executive session on February 28th, but no action was taken. The House version was passed out of the House Appropriations Committee on February 26th. WPPA is supporting this legislation given that we have many port members that work closely with their local shellfish industries.

Water System Rates:

[HB 1906](#), sponsored by Rep. Tharinger (D-24th LD, Port Townsend), requires water utilities to submit water system plans every three years to the Department of Health that would require the identification of all capital improvement projects necessary for the next ten years. WPPA testified with concerns about small port districts that operate water systems having the capacity and resources to meet the new requirements at the public hearing on the bill on February 13th in the House Environment & Energy Committee. The bill did not receive consideration in the House Appropriations Committee prior to the cutoff deadline and is now considered unlikely to advance further this session.

Governance

Port Commissioner Elections:

[SB 5370](#), sponsored by Sen. Harris (R-17th LD, Camas) and cosponsored by Sen. Chapman (D-24th LD, Port Angeles) and Sen. Lovelett (D-40th LD, Anacortes), would amend [Title 53 RCW](#) to allow voters to extend port commissioner terms from four to six years in certain circumstances. This legislation was introduced at WPPA's request, and responds to concerns raised by ports with three-member commissions serving four-year terms. The bill passed the Senate unanimously on February 26th. WPPA will now work with the House Local Government Committee members and with legislators from areas with interest in the bill to keep it moving. Thanks to our ports who have engaged so far to help this bill advance!

Labor

Artificial Intelligence Bargaining:

[HB 1622/SB 5422](#), sponsored by Rep. Parshley (D-22nd LD, Olympia) and Sen. Bateman (D-22nd LD, Olympia) would require public-sector employers, including ports, to bargain with their union represented employees over the decision to adopt or modify the use of artificial intelligence (AI). The House version received a public hearing in the House Appropriations Committee on February 24th and was passed out of the committee on February 27th. The Senate version received a public hearing in the Senate Ways & Means Committee on February 25th and was scheduled for an executive session on February 28th, but no action was taken. WPPA sent our concerns about how widespread AI is in modern tools and the potential for the bargaining requirement to significantly slow innovation and efficiency at our ports to the members of both fiscal committees.

Technology Use by Employers:

[HB 1672](#), sponsored by Rep. Kloba (D-1st LD, Kirkland), would add regulations to employers' use of technology in the workplace by prohibiting practices such as requiring employees to install monitoring applications on personal devices and using facial recognition technology. The bill also mandates that employers provide advance notice to employees regarding any electronic monitoring such as keystroke logging or other productivity tracking programs and obtain consent before collecting biometric data. The bill was passed out of the House Labor & Workplace Committee on February 19th. It has been amended to only apply to private-sector employers. The bill did not receive consideration in the House Appropriations Committee prior to the cutoff deadline and is now unlikely to advance further this session.

Land Use

No bills included in this report

Marina

No bills included in this report

Public Works

Responsible Bidding for Public Works:

[HB 1549/SB 5476](#), sponsored by Rep. Fosse (D-38nd LD, Everett) and Sen. Hasegawa (D-11th LD, Tukwila), would place additional requirements on contractors that bid on public works projects to produce an apprenticeship utilization plan. The House version received a public hearing in the House Capital Budget Committee on February 25th and was passed out of the committee on February 26th. It then received a public hearing in the House Appropriations Committee on February 27th and was passed out of the committee on February 28th. The bill now includes amendments that WPPA requested. WPPA engaged in multiple rounds of discussions with other stakeholders to ensure that sufficient training on apprenticeship utilization is made available to contractors and subcontractors and will continue to work with stakeholders to ensure this occurs.

Prevailing Wage Paid When Work is Performed:

[SB 5061](#), sponsored by Sen. Conway (D-29th LD, Tacoma), would require public works contracts to provide for the payment of prevailing wages at the time the work is performed instead of when the contract is executed. WPPA testified in support of the underlying policy during the public hearing. We will continue to advocate that contractors appropriately manage labor costs through the bid and award process and not require public owners to approve change orders well after the contract has been executed. WPPA met with the bill sponsor to discuss the importance of minimizing change orders to only those which impact project scope. The bill received a public hearing in the Senate Transportation Committee on February 24th and was passed out of the committee on February 25th. WPPA worked with public owners on amendment language that would result in the legislation only impacting public works contracts that exceed one year in length and removed small works contracts completely. Additional amendments are needed to ensure conflicting language doesn't impact other contracting tools.

Prompt Pay:

[SB 5176](#), sponsored by Sen. Valdez (D-46th LD, Seattle), would require any payment on public works projects that exceed thirty days of receipt of a properly completed invoice to automatically remit a one percent penalty with the payment. All subcontractors must be paid within ten days after payment is received by the prime contractor. The bill received a public hearing in the Senate Ways & Means Committee on February 24th but failed to make it out of committee by the February 28th cutoff. WPPA testified with concerns that the bill does not fully address conflicts with requirements to withhold retainage.

Recreation & Tourism

Alcohol Service in Public Places:

[HB 1515](#), sponsored by Rep. Reed (D-36th LD, Seattle), originally sought to allow "cities, counties, and towns" to request approval from the Washington State Liquor and Cannabis Board (LCB) to provide expanded outdoor alcohol service for liquor licensees at large events. Because some port districts have sought similar allowances from the LCB in the past - and because two ports have been selected as FIFA World Cup 2026 fan zone sites - WPPA worked with the bill sponsor, committee chair, and legislative supporters to include port districts in the list of local governments given this new authority to work with LCB. After the bill's fiscal note posed a challenge in the House Appropriations Committee, the bill sponsor and proponents worked on language to narrow the new allowance to apply to fewer events. Ports would still have an improved ability to work with LCB, but some additional benefits that were contemplated are no longer in the current version. The House Appropriations Committee adopted that narrowing amendment and advanced the bill on February 27th.

Tax & Revenue

Removing Unused Tax Exemptions & Preferences:

[HB 1995](#), sponsored by Rep. Thomas (D-34th LD, West Seattle), seeks to repeal tax preferences and exemptions that are no longer being utilized. WPPA along with the Freezer Longline Coalition, and the West Coast Seafood Producers Association raised concerns about the bill repealing the seafood manufacturing business & occupancy (B&O) tax preference, which begins in 2035 and is intended to support the commercial fishing industry. There is currently a full B&O

tax exemption for seafood manufacturers in place until 2035 and it is widely utilized by the industry. WPPA and other stakeholders reached out to the bill sponsor to share our concerns about the impact that it could have on the seafood industry and on ports who facilitate that business. After receiving that feedback, Rep. Thomas agreed to remove the provision altering the seafood manufacturing tax preference and hosted a positive meeting with WPPA and fishing industry partners. The bill received a public hearing in the House Finance Committee on February 24th and was scheduled for an executive session on February 26th, but no action was taken. WPPA will continue to monitor this bill to ensure that it does not include a repeal of the seafood manufacturing tax preference if it advances.

Sales Tax Authority for Cities with Warehouses:

[SB 5518/HB 1532](#), sponsored by Sen. Kauffman (D-47th LD, Kent) and Rep. Stearns (D-47th LD, Auburn), would authorize the City of Kent to impose a local sales and use tax of up to 0.3%, credited against the state tax, to mitigate the fiscal impacts of sales tax sourcing laws. These laws dictate that sales tax revenue is allocated based on the buyer's location rather than the seller's. This has disproportionately affected cities with significant industrial or warehousing operations, as many large transactions now generate tax revenue for other jurisdictions rather than the cities where the businesses are physically located. HB 1532 passed out of the House Finance Committee on February 25th. WPPA is neutral on this bill but is monitoring it given that we have members who are engaged.

Renewable Energy Personal Property Tax Exemption

[HB 1960](#), sponsored by Rep. Ramel (D-40th LD, Bellingham), would establish a personal property tax exemption for renewable energy facilities (wind, solar, battery storage only) that generate at least fifty megawatts of power and replaces their property tax obligation with a new renewable energy excise tax. The proceeds from that excise tax would be distributed between the state and local governments based on the location of the facilities. Under the current version of the bill, local taxing districts receiving revenue from those facilities must permanently reduce their highest lawful levy by an amount directly corresponding to the revenue received from the new tax. Bill proponents included this as a mechanism to keep local taxing district revenues whole, while reducing the current "tax shift" impacts that are being attributed to depreciation of large-scale energy developments. The bill also mandates local investments in communities hosting renewable energy projects, creates a matching grant program, and allocates \$21.5 million (Climate Commitment Act Funds) each biennium to capacity grants for federally recognized tribes. The bill received a public hearing in the House Finance Committee on February 24th and was passed out of the committee on February 25th. It then received a public hearing in the House Appropriations Committee on February 27th and was passed out of the committee on February 28th. WPPA testified with concerns about the bill's impact to port tax levy authorities at the public hearings. The bill was amended in both committees, but the amendments have only partially addressed WPPA's concerns. WPPA will continue to work with the bill sponsor to address concerns about unintended consequences of the imprecise language in the bill.

Transportation

Supply Chain Competitiveness

[SB 5649/HB 1860](#), sponsored by Sen. Liias (D-21st LD, Edmonds) and Rep. Reed (D-36th LD, Seattle), creates the Supply Chain Competitiveness Infrastructure Program, a grant and loan program overseen by WSDOT. This is a legislative priority for WPPA. The program would provide

funding for port and port-adjacent projects which result in removing supply chain barriers or bottlenecks for some of Washington's most important industries including agriculture, aerospace, manufacturing and clean energy. The House version was passed out of the House Technology, Economic Development, & Veterans Committee on February 19th, but no action was taken in the House Transportation Committee. The Senate version received a public hearing in the Senate Transportation Committee on February 25th and was passed out of the committee on February 27th. WPPA testified in support alongside our member ports. The bill is now in the Senate Rules Committee and is the subject of an Action Alert seeking a "Rules Pull" to the floor calendar.

Electric Vehicle Charging Installation:

[SB 5528](#), sponsored by Sen. Liias (D-21st LD, Edmonds), would require that contractors installing electric vehicle charging stations are certified and trained to do so. This is intended to ensure safety and consistency in the work performed. The bill was amended to remove the training requirement for the installation of state-funded charging infrastructure. This week, the bill passed the Senate 29-17.

Train Length Restrictions:

[HB 1862](#), sponsored by Rep. Santos (D-37th LD, Seattle), would limit the length of trains operating within the state to 8,500 feet, citing safety concerns associated with longer trains. The bill proposes fines starting at \$25,000 for the first offense and escalating for subsequent violations. The bill received a public hearing in the House Transportation Committee on February 24th. WPPA testified in opposition citing concerns that such restrictions could disrupt freight operations, leading to increased transportation costs and delays in the supply chain. The bill did not receive an executive session and is not expected to advance this year.

Streamlining Transportation Project Permitting:

[HB 1902](#), sponsored by Rep. Richards (D-26th LD, Gig Harbor), would direct the Washington State Department of Transportation, in consultation with the Department of Ecology, to convene a work group of state, local, and tribal representatives to develop recommendations to streamline the permitting of transportation projects. The bill received a hearing in the House Transportation Committee on February 17th and was passed out of committee on February 26th. WPPA supports this effort and worked to ensure port districts were added to the bill.

Passenger-Only Ferries:

[HB 1923](#), sponsored by Rep. Nance (D-23rd LD, Kitsap County), seeks to increase passenger-only ferry service. The bill authorizes local governments, including port districts, to create passenger-only ferry service districts. The bill sponsor and proponents are bringing the bill forward to address current ferry service disruptions, ensure reliable transportation for dependent communities, and prepare for increased demand during events like the 2026 FIFA World Cup. WPPA and members from ferry dependent communities testified on the bill at the public hearing in the House Transportation Committee on February 19th. The bill was passed out of the committee on February 27th but was amended to remove funding for the passenger ferry grant program, a nod to the fiscal concerns that continue to dominate the legislature. WPPA continues to support the legislation.

Workforce

No bills included in this report

Bills WPPA was Monitoring that are Unlikely to Advance This Session

[HB 1948/SB 5652](#)-
SEA Environmental
Justice and
Community
Engagement

[HB 1117](#)-Vehicle
Emissions Standards,
Decoupling from
California

[HB 1237/SB 5246](#)-
Energy facility site
evaluation

[HB 1249](#)-Advanced
nuclear commission

[HB 1328](#)-Clean
Energy Development
Office

[HB 1481](#)-Nuclear
energy study

[SB 5208](#)-Clean
energy fund program

[SB 5515](#)-Community
solar

[HB 1652/SB 5519](#)-
Emissions from
ocean-going vessels
[scrubbers ban]

[HB 1689](#)-Adopting
California emissions
standards for ocean-
going vessels [shore
power mandate]

[HB 1749](#)-SEPA
considerations

[HB 1937/SB 5712](#)-
Industrial stormwater
general permit (ISGP)
presumed compliance

[SB 5305](#)-Salmon
recovery accelerator

[SB 5380](#)-New
environmental justice
SEPA element

[SB 5475](#)-Salmon
recovery
maintenance

[SB 5630](#)/ Exempting
fuels used for
agricultural purposes
from the climate
commitment act

[SB 5578/HB 1764](#)-
Increasing the
minimum wage &
mandating paid leave

[HB 1777](#)-Registered
Apprenticeship
Program Approval

[HB 1966](#)-Public
works contracting

[SB 5293](#)-Prevailing
wage multiple CBAs

[SB 5476](#)-Responsible
bidding for public
works

[SB 5088](#)-County
public utility tax

[HB 1058/SB 5063](#)-
Incentives to improve
rail infrastructure

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