



The document below includes the WPPA's 2025 Legislative Agenda, as passed by our Board of Trustees on December 13, 2024. The italicized text below each agenda item provides an update on where each item stands at this point in the 2025 Legislative Session. Where possible, we reference specific bills or developing budget dynamics that are tied to each agenda item. If no bills came forward in each issue area, we have indicated that as well.

Aviation

Commercial Aviation Work Group: Commercial aviation in the Puget Sound continues to grow but there is insufficient capacity to support future growth. Several past planning efforts have failed to identify a solution and a work group established by budget proviso in 2023 will be sunset in June of 2025. WPPA will advocate for a more durable and effective process this session.

- *We expect discussions on this issue to occur later in session as part of the final budget negotiations.*

Accelerating Adoption of Unleaded AvGas: Adoption of no-lead fuel for GA aircraft has been slow. WPPA will seek opportunities to advance the transition through incentives and protect against mandates which create unsafe operating conditions at airports.

- *There were no bills introduced mandating the use of unleaded fuel. There were also no bills introduced that would create incentives for their adoption.*

Community Aviation Revitalization Board (CARB) Funding: CARB provides loan funding for infrastructure at small GA airports. WPPA supports WSDOT's request for an additional \$5 million for the program aimed at creating a sustained, long term funding plan for the CARB program.

- *WPPA will continue to advocate for this funding to be included in the final transportation budget.*

Sustainable Aviation Grant Program: This grant program, aimed at investing in airport infrastructure, is funded with Climate Commitment Act revenue. WPPA will seek to sustain this program and expand opportunities for airports interested in decarbonizing their operations.

- [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 was not passed out of the Senate Ways & Means Committee ahead of the cutoff deadline. WPPA will work with interested stakeholders to determine if there is a path forward for this bill. The Sustainable Aviation Grant Program is eligible to receive funding from the Climate Commitment Act but limited funding in the that account makes this unlikely this year.

Broadband

BEAD Program Match: \$1.2 billion in federal BEAD funding is allocated to Washington to bring “internet to all.” WPPA supports the state’s intent to provide \$200 million in matching funds. This funding will assist project proponents in building internet capacity across the state.

- [*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. This bill is necessary to implement the budget (NTIB). Therefore, it remains “alive” despite not advancing ahead of the cutoff deadlines.

Economic Development

ADO Funding: Seven ports act as their county’s Associate Development Organizations (ADO). Legislation in 2025 seeks to make modest changes to allocation levels and improve the resiliency of these important, albeit underfunded, economic development tools.

- [*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). WPPA has supported both bills during the public hearings. HB 1406 did not advance ahead of the March 12th cutoff deadline, so it is now unlikely to advance. SB 5677 passed the Senate on March 4th and is scheduled for a public hearing in the House Technology, Economic Development & Veterans Committee on March 18th. Announcing \$4 billion in cuts across state government, Governor Ferguson proposed additional cuts to the ADO program amounting to half of the total program funding.

Community Economic Revitalization Board (CERB): CERB is seeking maintenance level funding of \$75 million for the upcoming 2025-27 biennium. WPPA supports CERB as an effective funding tool for economic development.

- WPPA will continue to advocate for this funding to be included in the final operating budget.

MatchED Act 2.0: The Match Act passed the legislature in 2024 and funded tools to help local governments better compete for competitive federal funding. This legislation is intended to further leverage historic federal funding for important local infrastructure projects across the state.

- [*HB 1057*](#), sponsored by Rep. Barnard (R-8th LD, Pasco), requires the Department of Commerce to provide additional assistance to local economic development organizations in applying for federal funds. The bill did not get passed out of the House Appropriations Committee ahead of the cutoff deadline and it is now unlikely to advance further this session. WPPA will continue to advocate for support for local governments seeking federal funding.

Industrial Symbiosis Program: Commerce is proposing sustained funding of \$5 million per biennium for an ongoing Industrial Symbiosis Program designed to launch and fund circular economy grants.

- *WPPA is working with the Center for Sustainable Infrastructure on a capital budget proposal to fund Commerce's continued work in this area. We will continue to advocate for this funding to be included in the final capital budget.*
- *[HB 1302](#), sponsored by Rep. Cortes (D-38th LD, Everett), seeks to give municipal utilities the ability to waive connection fees for organizations undertaking industrial symbiosis development projects, and would also define "industrial symbiosis" in statute. WPPA testified in support alongside the Center for Sustainable Infrastructure at the public hearings on this bill. The bill passed the House 93-1 on February 13th. WPPA is now working to ensure it advances through the Senate and using testimony as an opportunity to talk more broadly about port interests in this area.*

Public Facilities District Taxing Authority: Public Facilities Districts work to create venues that attract visitors to their region and create economic growth. Ports are among the organizations that can partner with local governments to promote economic benefit to their communities by building these types of facilities. The facilities are paid for by the distribution of state sales tax money and the levy of parking and occupancy taxes. WPPA supports legislation to extend this taxing authority to ensure the continued solvency of these facilities.

- *[HB 1109](#), sponsored by Rep. Ryu (D-32nd LD, Shoreline), extends the duration of the taxing authority of public facilities districts from forty-five to sixty years. WPPA signed in pro on the bill at the public hearing. The bill passed the House 95-1 on March 11th. WPPA will now work to advance the bill through the Senate.*

Environment & Natural Resources

Model Toxic Control Act (MTCA): Nearly every community in Washington is benefiting from results driven by MTCA funding. More than 7,400 contaminated sites have been cleaned up with MTCA funds and collection authority since it became law in 1989 through the Hazardous Substance Tax (HST). The HST applies to more than 8,000 hazardous substances, including petroleum products and certain chemicals and pesticides. As more demands of the program funding continue each legislative session amid increasing capacity constraints and lower revenue, maintaining funding for long-term, large port cleanup projects is critical. WPPA will continue to advocate for full funding of port capital projects and continue to collaborate with stakeholders to maintain revenue from the Hazardous Substance Tax (HST) within the MTCA account where it can support things like the Remedial Action Grants that ports rely on to pursue complex environmental cleanups.

- *WPPA supported the development of a stakeholder letter advocating for MTCA funding. WPPA will continue to support full funding for Remedial Action Grants and maintain the MCTA operating and capital funding levels with legislators and the Governor's office as the budget process continues.*
- *WPPA is monitoring which programs are utilizing MTCA funds and will continue to monitor this as the budget process progresses.*

Industrial Stormwater General Permit (ISGP) 2025 Changes and Significant Port Impacts: WPPA will support our port members significantly impacted by the 2025 ISGP changes and vast expansion of coverage. This may include any policy changes that would help ports come into compliance and where possible, additional resources for infrastructure changes. **The 2025 ISGP was not published as this document was drafted, these changes are anticipated through numerous public hearings and meetings with the Dept of Ecology.*

- [HB 1937/SB 5712](#), sponsored by Rep. Fey (D-27th LD, Tacoma) and Sen. Boehnke (R-8th LD, Kennewick), would establish a “safe harbor” provision of presumption of compliance for entities covered under the state's industrial stormwater general permit. The Department of Ecology raised significant concerns with the language in the bill at the last minute, resulting in the bill being removed from public hearing agendas and the bill did not make it past the cutoff deadline.
- [SB 5360](#) is a bill that WPPA has been actively engaged in due to its potential impact on permitted activities, like the ISGP. Sponsored by Sen. Trudeau (D-27th LD, Tacoma), this bill creates new definitions for environmental crimes such as violations of the state Water Pollution Control Act, Clean Air Act, Hazardous Waste Management Act, and others. The bill increases penalties for crimes up to certain first- and second-degree felony violations for an individual and entity. The bill continues to change significantly with amendments as it goes through the process. WPPA is engaging with other entities who have concerns about the implications of the bill.

Derelict Structure Removal Program – Tire Reefs: Tire reefs are artificial reefs created in the 1970-80s that were used through the WA Dept of Fisheries to help bring in more fish and wildlife around piers. The tires are heavy and imbedded in the sand and other debris. Tire reefs release bits of rubber, plastics, and metals into water as they break apart, and are now reported to be environmental hazards that ports are being required to remove. In 2023 the Legislature Passed [SSB 5433](#) creating the Derelict Structure Removal Program. Under this program, the Dept of Natural Resources is working to survey and remove a couple tire reef piles in the Puget Sound. WPPA will advocate for the continuance of this program, support increased funding and efforts for tire reef removals. It is important that ports are eligible for additional resources in this program.

- WPPA will continue to advocate for this funding to be included in the final operating budget in support of additional cleanup efforts with DNR.

Waterway Health and Salmon Recovery: WPPA supports waterway health initiatives and state salmon recovery efforts in a holistic watershed approach. Additional support for an approach that includes adequate resources for culvert barrier removal as a pathway to increase habitat recovery. WPPA will advocate for state salmon recovery through a lens that supports economic development, environmental stewardship, and local port community needs.

- [HB 1208/SB 5155](#), sponsored by Rep. Tharinger (D-24th LD, Port Townsend) and Sen. Salomon (D-32nd LD, Shoreline), allowed for a streamlined statewide permit pathway for certain environmental restoration projects. Neither version of the bill passed ahead of the fiscal cutoff deadline. WPPA supported this bill led by Puget Sound Partnership, and will continue to advocate for policies that efficiently manage salmon recovery and resiliency projects and adequate funding for barrier removal efforts.

Energy

Clean Energy Siting and Permitting: As decarbonization and renewable energy demand increases, a sustainable clean energy economy needs an efficient permitting process. WPPA supports a more effective siting process that supports clean energy projects in our communities and does not continue to increase costs or delay projects further. Improvements could include further process efficiencies for energy projects of “statewide significance”, clearly identify acceptable ghg emission mitigation measures, consolidate and improve outreach requirements, and consider SEPA categorical exemptions for certain projects.

- [HB 1237/SB 5246](#), sponsored by Rep. Fitzgibbon (D-34th LD, West Seattle) and Sen. Shewmake (D-42nd LD, Bellingham), seeks to help improve the process for application decisions of clean energy facilities by the Energy Facility Site Evaluation Council (EFSEC). While they would not have fully solved the issues around the siting and permitting process, they would have been a step in the right direction and why WPPA supported them this session. These bills did not make it past the committee cutoff deadline and will not move forward this session.
- [HB 1328/SB 5359](#), sponsored by Rep. Doglio (D-22nd LD, Olympia) and Sen. Shewmake (D-42nd LD, Bellingham), create the Clean Energy Development Office within Commerce and must provide resources to local governments to aid in the goal of accelerating the development of clean energy projects and increasing transmission capacity. These bills did not make it past the cutoff deadline and are now unlikely to advance this session. WPPA supported this bill as it would have provided technical resources for ports with energy project development.
- Improving the siting and permitting process in WA is a guiding principle for WPPA and a lens through which many bills were viewed in forming a position. For example: [HB 1303](#) sponsored by Rep. Mena (D-29th LD, Tacoma), would integrate environmental justice (EJ) as an element of the environment and a part of the SEPA checklist. WPPA opposed the bill because it would have created a lengthy additional process for all projects leading to additional costs and delays. This bill did not make it past the cutoff deadline and is unlikely to advance this session.

Port Electrification Grant Program: This grant program was created at WSDOT and funded with \$26.5M in the 2024 legislative session through Climate Commitment Act funds. This grant program supports 11 ports to electrify their operations which will collectively plan to reduce their greenhouse gas emissions by more than 140,000 metric tons over the next 10 years. WPPA will continue to advocate for the continuance of the grant program and support additional funding to increase access and deployment of important decarbonization projects.

- The state’s overall budget challenges have begun to impact this grant program. Because the funds have not been spent in the 2023-25 biennium and there was an oversubscription of Climate Commitment Act (CCA) funds, we are now seeking full reappropriation of \$26.5M in the 2025-27 budget to ensure the 11 already selected projects are awarded and can break ground.
- Because state support is critical for port electrification projects, we continue to advocate for additional funding for NEW projects with an additional \$30M with no changes to the program keeping up momentum on port decarbonization projects. (the most recent CCA cap-and-invest auction in March, 2025 generated \$230M in revenue.)

Energy Supply Challenges: Ports are drivers of economic development and are crucial stakeholders in advancing the deployment of clean energy technologies. However, ports are facing increasing delays in aligning competitiveness and economic growth with the needs of energy and utility providers. In some cases, utilities are unable to provide the necessary energy to support new business opportunities or recruitment, including clean energy production and manufacturing projects, which require substantial power. WPPA will advocate for prioritizing infrastructure investments, increasing energy planning, and supporting cost-effective energy solutions so ports can enhance their ability to both provide economic benefit and environmental stewardship through decarbonization efforts.

- [HB 1819](#), sponsored by Rep. Barnard (R-8th LD, Pasco), is a bipartisan effort to require electric utilities in Washington to develop integrated resource plans (IRPs) that assess demand forecasts, conservation measures, resource options, and transmission needs and includes a SEPA categorical exemption for upgrading or rebuilding existing transmission lines. WPPA has supported this bill which could help identify solutions to the energy transmission challenges and provide a better understanding of future energy capacity in the state.
- [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 and includes a SEPA categorical exemption for upgrading and rebuilding transmission lines. The bill passed the Senate 29-20 on March 10th. WPPA is supportive of the bill and continues to support additional resources for addressing the state's energy supply challenges.
- Supporting efforts to address energy supply challenges in the state was a lens through which we viewed many energy-related bills. Including our support of [SHB 1514](#) sponsored by Rep. Ramel (D-40th LD, Bellingham), that would promote the development of thermal energy networks (TENs) in the state. This also informed our opposition of [HB 1689](#), sponsored by Rep. Reed (D-36th LD, Seattle), which would adopt CA emissions standards that require any ocean-going vessel visiting a port, terminal, or berth to connect to shore power or implement an alternative emissions control strategy by Jan. 1, 2028. Our opposition was due to the questionable feasibility of getting accessible shore power available on this timeline. In addition to the energy constraint concerns, there would have been a significant financial burden to compliance for our port members and their marine terminals.

Governance

Public Records Act: WPPA is supportive of modest changes to the Public Records Act to ensure ports and other small local governments are not burdened with legal fees and fines associated with attempting to respond to record requests in good faith. WPPA is exploring legislation that would require records request to be submitted to the appropriate records officer to promote prompt responses and compliance with the PRA.

- Early in session, WPPA worked on a draft bill requiring requests be submitted to the public records officer in order for the "five-day rule" to apply. We were given feedback from the potential bill sponsor that additional stakeholder engagement would be required before pursuing the bill. We will work on an updated bill in the interim and intend to pursue it in the 2026 session.

Property Tax Cap: WPPA is part of a coalition of local governments that supports legislation to increase the 1 percent property tax cap. Local governments face significant challenges in

generating sufficient revenue to meet the increasing costs of public services. With costs often rising faster than 1 percent annually due to inflation and other factors, the cap restricts their ability to maintain service levels. Despite having access to other sources of revenue, many ports feel the impact of the property tax cap.

- [HB 1334](#), sponsored by Rep. Pollet (D-46th LD, Seattle), would raise the annual limit on property tax from 1 percent to 3 percent. The bill received a public hearing in the House Finance Committee, but it is unclear if it will be a part of final budget negotiations. WPPA will continue to advocate for this change.

Land Use and Management

Growth Management Act: Last year, a port member brought forward legislation to allow for development of “natural resource based” industrial facilities outside the urban grown boundary in a county. WPPA supported this as did the Association of Counties, and the issue is anticipated to return to the Legislature. WPPA will advocate for this reasonable and narrowly tailored amendment to keep our agricultural economies efficient and productive.

- WPPA is participating in a Department of Commerce study to evaluate how port planning interacts with city and county governments’ planning under the Growth Management Act. Governor Ferguson’s budget proposal recommended removing the Final Report of this study including nearly half of the original funding for it.

Natural Disaster Prevention and Response – Wildfires: Many ports serve as hubs in collaboration with the Dept of Natural Resources for natural disaster response. WPPA will advocate resources for efforts to help our port districts serve this critical role and support community resiliency efforts and recovery from wildfires. Any additional resources or support for these efforts also help our port districts serve this critical role for the DNR.

- WPPA monitored numerous wildfire bills and will continue to advocate for funding to be included in the final operating budget for wildfire prevention and response efforts.
- [HB 1048](#), sponsored by Rep. Dent (R-13th LD, Moses Lake), would direct the Department of Natural Resources to implement a five-year pilot program to assess the effectiveness of rangeland fire protection associations in the detection, prevention, or suppression of wildfires. This bill did not make it past the cutoff deadline and is unlikely to advance this session. WPPA supported this legislation and wildfire response efforts as general aviation airports in port districts are often used for coordination and logistical support for fire response efforts.

Transportation

Transportation Funding: Washington state is falling short on funding for critical transportation infrastructure. Funding sources, like the state’s gasoline and diesel taxes have been increased but more vehicles than ever evade the fuel taxes because they are more fuel efficient or are electric and simply don’t use gasoline at all. WPPA supports prioritizing projects long overdue for completion and increasing funding for systemwide maintenance and preservation needs.

- WPPA will continue to advocate for this priority in the final transportation budget.

Green Farms to Green Ports Initiative: WPPA supports this strategy designed to increase the competitiveness of Washington's ports by strengthening the export of Washington goods to the global marketplace. Investments to smooth supply chains, incentivize and anchor cargo owners to choose Washington and increase the state's footprint in key global markets.

- *We expect discussions on this issue to occur later in session as part of the final budget negotiations.*

Rail Modernization Tax Credit: This tax preference legislation provides board support for rail infrastructure including a state Sales and Use Tax exemption for ports while short line operators would have the option to apply the tax credit to several different tax obligations.

- [HB 1058/SB 5063](#), sponsored by Rep. Barkis (R-2nd LD, Olympia) and Sen. Derek Stanford (D-1st LD, Bothell), would help modernize short line freight rail across the state. Under this bill, most port districts making investments in rail infrastructure will be eligible for a sales and use tax exemption on materials purchased as part of a rail infrastructure project. WPPA organized member testimony for the public hearings on this bill. Unfortunately, neither version of the bill passed of their respective fiscal committees ahead of the cutoff deadline. WPPA will continue to advocate for this important policy.

Road Usage Charge (RUC): The Legislature is evaluating the implementation of a Road Usage Charge designed to ensure electric and hybrid vehicles are paying for the maintenance and preservation of Washington's roads. WPPA will support the implementation of a RUC program that focuses on those not currently paying the gas tax.

- [HB 1921/SB 5726](#), sponsored by Rep. Fey (D-27th LD, Tacoma) and Sen. Ramos (D-5th LD, Issaquah), would begin the implementation of a road usage charge (RUC) program. The bill outlines a voluntary RUC program from July 2027 to July 2031, followed by a mandatory phase-in between July 2029 and July 2035, targeting light-duty electric and hybrid-electric vehicles, as well as light-duty internal combustion vehicles with a fuel economy rating of twenty miles per gallon or greater. The RUC is set at 2.6 cents per mile, with provisions to offset the amount due by the fuel tax paid and to waive existing electric and hybrid-electric vehicle fees. WPPA testified in support both bills during public hearings. This proposal could still be a part of the final transportation budget negotiations.

Supply Chain Competitiveness Infrastructure Program (SCCIP): WPPA will propose legislation focused on dedicated funding for port and port-adjacent projects which have few other funding options but have critical importance to the state's supply chains.

- [SB 5649](#), sponsored by Sen. Liias (D-21st LD, Edmonds), creates the Supply Chain Competitiveness Infrastructure Program, a grant and loan program overseen by WSDOT. WPPA testified in support of this bill alongside our member ports at the public hearings. The bill passed the Senate unanimously on March 12th. WPPA will now work to secure its passage in the House.

Truck Parking Strategies: The Freight Mobility Strategic Investment Board is due to make recommendations on projects that could have a meaningful benefit to the trucking industry by increasing the amount of space available for truckers needing to meet hours of service rest regulations while driving along Washington's busiest truck corridors. WPPA supports efforts to improve safety and access for truck drivers.

- WPPA continues to support funding for the implementation of the Freight Mobility Strategic Investment Board's recommendations including their six-year investment plan.

Delaying Washington State implementation of California's Advanced Clean Trucks Rule: The Washington Trucking Association has raised concerns about the ability of the state's trucking industry to comply with Advanced Clean Truck rules established in California and adopted in Washington by statute. Ports strongly support decarbonization efforts including transitioning the state's dray truck fleet to zero emissions. However, the current rule is seen as too far too fast and does not factor in significant cost hurdles, slower technological adoption and insufficient regional charging capacity necessary to support decarbonization.

- The anticipated legislation to delay implementation of the Advanced Clean Trucks Rule did not materialize. WPPA will continue to advocate for reasonable implementation of the rule to support the overall goal of decarbonization.

Other Emerging Issues

The matrix below comes directly from our bill-tracking software. The legislation included here is coded as either "Medium" or "High" priority and focuses on bills with which we're directly engaged (i.e. more than just "monitoring") and have made it past the cutoff deadlines. Staff will address a selection of these bills during our mid-session check-in meeting on Friday, March 14th.

Aviation

No bills.

Broadband

Bill #	Abbrev. Title	Short Description	Status	Sponsor
HB 2016	Capital budget for broadband	Concerning an additive capital budget for state matching funds and federal expenditure authority for broadband.	H Rules R	Tharinger
SB 5188	Broadband repair loans	Concerning broadband infrastructure repair loans.	S Passed 3rd	Wellman

Economic Development

Bill #	Abbrev. Title	Short Description	Status	Sponsor
HB 1064 (SB 5034)	System improvement team	Eliminating the expiration of the interagency, multijurisdictional system improvement team.	S State Gov/Trib	Abbarno Boehnke
SHB 1302	Utility connection charges	Concerning utility connection charge waivers for organizations using industrial symbiosis.	S Envt, En	Cortes

ESSB 5281	Vessel length/nonresident	Changing the vessel length requirement in obtaining nonresident vessel permits.	H Transpo	Chapman
ESSB 5677 (SHB 1406)	Associate development orgs	Concerning associate development organizations.	H Tech, Econ Dev	Cortes

Energy

Bill #	Abbrev. Title	Short Description	Status	Sponsor
HB 1018 (SSB 5241)	Fusion energy facilities	Adding fusion energy to facilities that may obtain site certification for the purposes of chapter 80.50 RCW.	S Envt, En	Shavers
2SHB 1514	Low carbon thermal energy	Encouraging the deployment of low carbon thermal energy networks.	S Envt, En	Ramel
ESHB 1819	Transmission capacity	Increasing transmission capacity. Reconductoring bill.	H Passed 3rd	Barnard
ESSB 5445	Local energy resilience	Encouraging utility investment in local energy resilience. Local utilities want to stop being required to pay the RECs and want an alternative/local option that is more flexible.	H Env & Energy	Boehnke
ESSB 5466 (SHB 1673)	Electric transmission system	Improving reliability and capacity of the electric transmission system in Washington state. Creating an office and SEPA categorical exemption.	H Env & Energy	Shewmake

Environment & Natural Resources

Bill #	Abbrev. Title	Short Description	Status	Sponsor
SHB 1309 (SSB 5322)	Burrowing shrimp	Addressing the impacts of burrowing shrimp on bottom culture shellfish farming through integrated pest management research.	S Ag & Natural Re	McEntire
SHB 1758 SB 5656	Aquatic land lease inflation	Calculating the inflation rate for aquatic land leases.	S Ag & Natural Re H Ag&Nr	Parshley Krishnadasan
E2SHB 1912	Agricultural fuel/CCA ex.	Concerning the exemption for fuels used for	H Passed 3rd	Dent

		agricultural purposes in the climate commitment act.		
ESSB 5360	Environmental crimes	Concerning environmental crimes.	H Env & Energy	Trudeau

Governance

Bill #	Abbrev. Title	Short Description	Status	Sponsor
HB 1573	Oath of office timing/local	Revising the period in which the oath of office must be taken for elective offices of counties, cities, towns, and special purpose districts.	S State Gov/Trib	Parshley
SSB 5370	Port commissioner terms	Lengthening port commissioner terms.	H Local Govt	Harris

Labor

Bill #	Abbrev. Title	Short Description	Status	Sponsor
ESHB 1622 (SSB 5422)	Collective bargaining/AI use	Allowing bargaining over matters related to the use of artificial intelligence.	S Labor & Comm	Parshley
SSB 5503	Public employee bargaining	Concerning public employee collective bargaining processes.	H Labor & Workpla	Valdez

Land Use

No bills.

Marina

No bills.

Public Works

Bill #	Abbrev. Title	Short Description	Status	Sponsor
E2SHB 1549 (SB 5476)	Responsible bidder criteria	Modifying the responsible bidder criteria for public works projects.	S State Gov/Trib	Fosse
E2SSB 5061	Public works wages	Requiring certain wages in public works contracts to be at least the prevailing wage in effect when the work is performed.	S Passed 3rd	Conway

Recreation/Tourism

Bill #	Abbrev. Title	Short Description	Status	Sponsor
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HB 1109	Public facilities districts	Concerning public facilities districts.	S Ways & Means	Ryu
2SHB 1515	Alcohol service in public	Modernizing the regulation of alcohol service in public spaces.	S Labor & Comm	Reed
SSB 5492 (SHB 1437)	Tourism promotion	Concerning sustainable state tourism promotion.	H Tech, Econ Dev	Riccelli

Tax

Bill #	Abbrev. Title	Short Description	Status	Sponsor
ESHB 1210	Urban area tax preferences	Concerning targeted urban area tax preferences.	S Ways & Means	Barnard
HB 1284	Investment income B&O deduct.	Eliminating the investment income business and occupation tax deduction for corporations and other business entities.	H Finance	Pollet
HB 1319	Wealth tax	Enacting a wealth tax on the ownership of stocks, bonds, and other financial intangible property.	H Finance	Street
HB 1320	Business & occupation tax	Modifying business and occupation tax rates to fund programs and services to benefit Washingtonians.	H Finance	Street
2SHB 1614 (SSB 5314)	Capital gains tax	Modifying the capital gains tax.	H Rules R	Thai
2SHB 1960	Renewable energy	Encouraging renewable energy in Washington through tax policy and investment in local communities.	H 2nd Reading	Ramel

Transportation

Bill #	Abbrev. Title	Short Description	Status	Sponsor
ESHB 1902	Transp. project permitting	Convening a work group regarding the streamlining of permitting for transportation projects.	S Transportation	Richards
ESHB 1923	Passenger-only ferries	Increasing the availability of passenger-only ferries by establishing the mosquito fleet act.	S Transportation	Nance

SSB 5528	Transp. electrification	Concerning the installation of transportation electrification infrastructure.	H Labor & Workpla	Liias
SB 5649 (HB 1860)	Supply chain competitiveness	Creating a Washington state supply chain competitiveness infrastructure program.	S Passed 3rd	Liias

Workforce

No bills.

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