



This document includes the *WPPA's 2026 Legislative Priorities*, as passed by our Board of Trustees. The plain text quotes our officially adopted policy statement on each issue. The italicized text provides an update and references specific bills or developing budget dynamics. **The bold text** provides a brief update on current status. This is current as of 2/16/2026 and not a comprehensive list.

Aviation

WPPA will continue to support legislation and important infrastructure programs critical to maintaining airport investments. Airports support commercial air service, air medical transport, wildland firefighting, business and general aviation, providing economic benefits to communities across the state.

- [SB 5932/HB 2322](#) – Sen. Warnick (13th, Moses Lake), Rep. Dent (13th, Moses Lake). **Status: House Rules.** This bipartisan bill aims to encourage and support the additional production and use of alternative jet fuel in Washington. WPPA supports this legislation based on our members' engagement in the development of a robust sustainable aviation fuel industry.
- [SB 5652/HB 1948](#) – Sen. Orwall (D-33rd, Des Moines). **Status: Dead.** The substitute bill would authorize a University of Washington study of airport environmental impacts to occur every two years and would establish a Commerce-led work group that would meet quarterly to “inform the development of mitigation strategies.” This bill would only apply to the Port of Seattle.

FAA Compliance: Beginning in 2017, the FAA required documentation of aviation fuel tax revenue collected and mandated that it must be deposited into an account dedicated solely to airport related projects. The FAA did not approve the state's plan for compliance at that time. The state may now be accountable for total aviation fuel tax collections totaling upwards of \$210 million. This year a suite of proposals has been brought forward on this issue:

- [SB 5989](#) – Sen. Boehnke (R-8th, Kennewick). **Status: Dead.** This bill directs an increasing portion of the use and retail tax that may be imposed on aviation fuel to the aeronautics account. It also requires the aviation division of WSDOT to track and report the amount of additional funds awarded to airport projects.
- [SB 5898/HB 2592](#) – Sen. Boehnke (R-8th, Kennewick), Rep. Ley (R-18th, Vancouver). **Status: Dead.** This bill directs the proceeds of the hazardous substance tax, the oil spill response tax, and the petroleum products tax on aircraft fuel to the aeronautics account which must be spent on aviation-related purposes. This would redirect nearly \$40 million from the MTCA account.
- [SB 6240](#) – Sen. Orwall (D-33rd, Des Moines). **Status: Dead.** This bill directs the proceeds from the inflationary increase on the hazardous substance tax on petroleum products to a newly created state aircraft noise and air quality mitigation account. Commerce would oversee a grant program

related to aviation-related air quality impacts and aviation-related noise impacts. This would redirect \$1.3 million in the next biennium from the MTCA account.

Community Aviation Revitalization Board (CARB) Funding: CARB provides low-interest loan funding for infrastructure at small General Aviation (GA) airports. WPPA supports the original goal of achieving \$25 million in revolving loan funding for this program.

- *The 2025-2027 Capital Budget enacted in 2025 included \$5 million in funding for the CARB program. The Governor’s proposed budget left this funding intact.*

Broadband

Washington’s ports deliver reliable, affordable broadband through targeted infrastructure investments. WPPA supports policies that recognize the value of open access networks, especially in rural communities, and ensure access to state and federal funding, including for emerging needs on existing networks.

- [*HB 2365*](#) – Rep. Gregerson (D-33rd, Sea-Tac). **Status: House Rules.** *This bill updates state law to clearly define ideas like “digital equity” and “broadband adoption,” and it recognizes the role of places like libraries, schools, ports, and other community organizations as “community anchor institutions” that help connect underserved communities. WPPA supports this bill.*
- [*SB 5188*](#) - Sen. Wellman (D-41st, Mercer Island). **Status: Passed the Senate 48-1, and is in the House Capital Budget Committee.** *This bill would allow the Public Works Board to fund repair projects for broadband infrastructure by either grants or loans. WPPA supports this bill.*

Economic Development

Economic development is central to port districts’ missions. While the 2025 Legislature sustained infrastructure investments, including fully funding the Community Economic Revitalization Board (CERB) many technical and support programs were drastically cut or eliminated. WPPA will work with partners to restore and prioritize funding for programs that advance port-driven economic growth, like CERB. Including elements of our WA State Trade Strategy that focus on business recruitment and retention, such as manufacturing and warehousing tax incentives and tax relief for trade-exposed small businesses.

- [*HB 2186*](#) – Rep. Barnard (R-8th, Pasco). **Status: House Rules.** *This bill requires Commerce to support local agencies in the acquisition of federal funds to promote economic development. It was amended this year to clarify that it depends on funds being appropriated for this purpose, and removes many requirements, leaving primarily a “grants inventory.” WPPA supports this bill.*
- [*SB 6132*](#)– Sen. Warnick (R-13th, Moses Lake). **Status: Passed the Senate 49-0, sent to House.** *This bill would allow the Port of Moses Lake to increase its bonding capacity by modifying the section of RCW 53 that specifies the borrowing limit for port districts. This will allow the port to contribute its required match for federal funding for its rail expansion project. WPPA supports this bill.*
- [*SB 6149*](#) – Sen. Wilson, J. (R-19th, Longview). **Status: Passed the Senate 48-1, sent to House.** *This bill would expand the statutory definition of rural counties to include those counties with a population density over 100 people per square mile but no city larger than 45,000 people for the*

Washington Public Ports Association

A Trade Association Representing the 75 Public Port Districts of Washington State
1501 Capitol Way, Suite 304, Olympia, WA 98501
Phone: 360.943.0760 | www.washingtonports.org

purposes of funding eligibility in programs such as CERB and .09. Cowlitz County is the only county that would meet the parameters established in the bill, and it was requested by the Cowlitz Economic Development Council. WPPA supports this bill.

- [SB 6289](#) – Sen. Kauffman (D-47th, Kent) **Status: Passed the Senate 30-19, sent to the House.** *This bill would direct Commerce to develop a statewide economic development and competitiveness strategic plan. At a minimum, the plan must establish goals and strategies for state supported economic development activities. WPPA supports this effort.*

Tax increment financing (TIF): TIF remains an effective tool for regional economic development. WPPA will continue to engage with the Legislature about the way in which this tool is being implemented by member ports and other local governments. WPPA will work with its TIF Work Group to evaluate any proposed changes to the TIF statute and pursue a consensus Association position.

- [HB 2451](#) – Rep. Duerr (D-1st, Bothell) **Status: Passed House 93-1, sent to Senate.** *This bill updates the tax increment financing statute to: tighten the “but for” requirement for new tax increment areas; establish a mitigation framework for all impacted taxing jurisdictions; and allows the “assessed value” cap on the size of an increment area to increase with the Consumer Price Index, among other provisions. WPPA engaged with a work group of local government representatives, the Washington Economic Development Association, fire commissioners, and more to develop compromise language. WPPA is now neutral on this bill.*

Energy

Washington’s ports are at the forefront of the clean energy transition by advancing decarbonization projects, green technologies, and job growth across key industries. However, limited access to reliable, adequate, and affordable energy coupled with project delays and increased costs hinder progress. Ports investing in things like alternative fuels and zero-carbon infrastructure like shore power, are facing major barriers that slow down adoption and impact recruitment and development. WPPA advocates for policies that improve energy siting and permitting, address rising project costs, and expand in-state transmission and generation capacity. We prioritize addressing Washington’s energy supply challenges to ensure the state’s energy goals are pursued in a responsible and attainable way.

- [HB 2245/SB 5982](#) – Rep. Doglio (D-22nd, Olympia), Sen. Hunt (D-5th, Issaquah). **Status: SB 5982 Passed Senate 30-19 and sent to House. HB 2245 is on the House Floor Calendar.** *This bill would add public port districts to the definition of consumer-owned utilities under the Clean Energy Transformation Act (CETA) if they generate and sell electricity to at least one customer. WPPA is neutral on the bill and was successful in advocating to include language in SB 5982 that would establish port specific reporting and planning guidance. The same language including public port districts in CETA is also in [HB 2515/SB 6171](#) relating to emerging large energy use facilities that WPPA has not been taking a position on.*
- [HB 1689](#) - Rep. Reed (D-36th, Seattle). **Status: Dead.** *This bill would adopt California at-berth 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. Shore power is the most feasible option but comes with many challenges to implement with limited resources, time,*

Washington Public Ports Association

and energy availability. WPPA opposed this bill in 2025 and has been engaging with stakeholders and the bill author again this session. We expect work on this issue to continue through the interim.

- [HB 2416/SB 6092](#) – Rep. Hill (D-3rd, Spokane), Sen. Riccelli (D-3rd, Spokane). **Status: House Rules.** This bill adjusts compliance requirements under the Climate Commitment Act (CCA) for waste to energy facilities. The waste to energy facility in Spokane is the only of its kind in the state where a few ports with international flights rely on the facility’s assured destructive services for waste incineration. WPPA supports this bill on behalf of those ports with international flight services.
- [HB 1302](#) - Rep. Cortes (D-38th, Everett). **Status: Passed House 76-21, referred to Senate.** This bill would put a definition of “industrial symbiosis” into statute and would grant municipal utilities the ability to waive connection fees for organizations undertaking industrial symbiosis development projects. WPPA supports this bill.
- [HB 1819](#) – Rep. Barnard (R-8th, Pasco). **Status: House Floor Calendar.** This proposal aims to increase electrical transmission capacity by streamlining grid upgrades including a SEPA categorical exemption and updating utility action plan requirements. WPPA supports this bill.

Port Electrification Grant Program: This program was established with \$26.5 million in the 2023–25 budget and was awarded to 11 port projects. However, WPPA had to rigorously defend funding for these projects to be reappropriated in the 2025–27 budget and was unable to secure new funding. WPPA advocates for program renewal to advance access for decarbonization projects across the state.

- *In lieu of the challenges facing the shore power bill, HB 1689, Rep. Reed supported WPPA and a group of ports, labor, and environmental advocates in our request to the Transportation Committee leadership asking to continue supporting the Port Electrification Grant Program with \$30 million.*

Environment & Natural Resources

Washington’s ports are not only economic drivers in their communities but leaders in environmental stewardship and redevelopment. Managing the intersection of land, water, and commerce, ports are uniquely positioned to lead long-term cleanup and restoration efforts that strengthen both communities and ecosystems. WPPA supports initiatives that build on historic cleanup successes and advance resiliency projects for local economic vitality and environmental responsibility.

- [HB 1652/SB 5519](#) - Rep. Lekanoff (D-40th, Bow), Sen. Lovelett (D-40th, Anacortes). **Status: Dead.** This bill seeks to reduce emissions from ocean-going vessels by mandating the use of specific low-sulfur fuels within three miles of Washington shorelines. The [proposed substitute](#) house bill contains similar language from last session, but with new definitions and Ecology record-keeping requirements. WPPA has concerns with the bill and committed to continue working with the bill sponsors and stakeholders over the interim.
- [SB 5360](#) - Sen. Trudeau (D-27th, Tacoma). **Status: On Senate Floor Calendar (striker).** 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

Washington Public Ports Association

A Trade Association Representing the 75 Public Port Districts of Washington State
1501 Capitol Way, Suite 304, Olympia, WA 98501
Phone: 360.943.0760 | www.washingtonports.org

penalties for these crimes up to certain first- and second-degree felony violations. WPPA worked extensively in 2025 to express concerns about this bill with the bill sponsor and stakeholders.

- [SB 6119/HB 2421](#) – Sen. Lias (D-21st, Edmonds), Rep. Hall (D-5th, Issaquah). **Status: House Rules.** This bill would ban the manufacturing and sale of tires containing 6PPD beginning in 2035 and in the original version of the bill, established a per tire fee beginning in 2027 with some of the revenue for testing, monitoring, and MTCA. The substitute proposal that passed committee eliminated the per tire fee and only includes a 2035 ban. WPPA is monitoring this proposal.
- [HB 1906](#) – Rep. Tharinger (D-24th, Clallam County). **Status: Passed the House 91-1, referred to Senate.** This bill intends to increase transparency and consumer protection in water systems. It is an attempt to address the large number of small water systems that are in disrepair and in need of consolidation into existing water systems while providing additional oversight. The bill adds flexibility and consideration for special purpose districts in water planning and rate regulation to account for their operational constraints. WPPA has been following this bill and advocated for special purpose district considerations while working with the bill sponsor and stakeholders.
- [HB 1303/SB 5380](#) - Rep. Mena (D-29th, Tacoma), Sen. Lovelett (D-40th, Anacortes). **Status: Dead.** This bill would integrate environmental justice (EJ) considerations into certain projects by adding it as an element of the environment in the SEPA checklist. WPPA worked with a coalition of stakeholders in 2025 to raise concerns about this bill and engaged over the interim. WPPA will be opposed to any proposal that adds substantial, additional time and cost to permitting projects.
- [HB 2426](#) – Rep. Bernbaum (D-24th, Port Angeles). **Status: Passed the House 96-0, referred to the Senate.** This bill aims to improve the appeals process to the Pollution Control Hearings Board (PCHB) by modifying procedures or criteria for how appeals are handled, with the goal of streamlining environmental review. WPPA supports this bill.
- [SB 5609](#) – Sen. Kauffman (D-47th, Kent). **Status: Senate Rules Committee (striker).** This bill has gone through numerous changes and now requires local governments under GMA or comp planning to adopt an ordinance protecting archaeological and cultural resources in consultation with tribes. It further requires the Dept of Archaeology and Historic Preservation to develop standards and establishes a taskforce to assess protections and make recommendations. WPPA and other stakeholders have concerns with the bill and adding complexity to permitting.

Model Toxics Control Act (MTCA) funding: As MTCA demand grows and revenues decline, maintaining funding for major port cleanup projects is critical. WPPA supports preserving all three MTCA accounts for their intended purpose, especially the MTCA Capital Account, that supports port capital cleanup projects. WPPA will collaborate with stakeholders and advocate to keep Hazardous Substance Tax (HST) revenue within the MTCA accounts where it can fund things like Remedial Action Grants and Integrated Planning Grants vital to complex environmental cleanups.

- *The Governor’s budget proposal maintains the funding sweeps at the same levels that passed last session. No additional transfers to the general are proposed in the supplemental budget, although*

Washington Public Ports Association

A Trade Association Representing the 75 Public Port Districts of Washington State
1501 Capitol Way, Suite 304, Olympia, WA 98501
Phone: 360.943.0760 | www.washingtonports.org

transfers to the general fund will occur in FY2026. The aviation fuel tax bills mentioned earlier have potential impact on the MTCA account.

Governance

WPPA supports policies that preserve transparency, accountability, and effective local decision-making for Washington's public ports. We will continue to promote and support balanced reforms to the Public Records Act, election processes, and preserve taxing authority included in port statute to ensure that ports can continue their role as economic development leaders that provide support to their communities.

- [HB 2255](#) – Rep. Walen (D-48th, Kirkland). **Status: House Rules.** This bill would establish standards for third-party litigation funding in Washington, including disclosure and agreement-production requirements for along with contract limits and enforcement provisions under the Consumer Protection Act. WPPA received feedback on this bill from our Legal Committee and will support the bill as it advances.
- [HB 2520](#) – Rep. Lekanoff (D-40th, Bow). **Status: Dead.** This bill would allow local governments to take expedited action to address a state or federally declared emergency at a meeting held remotely or at which the physical attendance by some or all members of the public is limited. WPPA supports this bill to ensure government continuity during emergencies.
- [SB 6123](#) – Sen. Conway (D-29th, Tacoma) **Status: Dead.** This bill would prevent the disclosure of individual employee demographic information. This was requested by Pierce County due to concerns that employees in certain demographic groups could be targeted for harassment. WPPA supports this bill.
- [HB 2198/SB 5968](#) – Rep. Richards (D-26th, Gig Harbor), Sen. Krishnadasan (D-26th, Gig Harbor). **Status: Passed Senate 40-8 and referred to the House. HB 2198 is dead.** This bill requires agencies that review any permitting applications to reimburse application fees if agency established timelines are not met and gives them the statutory authority to do so. It also requires a centralized database and inventory of all permit applications and status. This bill comes at the request of the Governor's office. WPPA is in support of this bill.

Labor Relations and Workforce Development

WPPA supports policies that foster productive management-labor relations and help build a skilled, diverse maritime and port-related workforce. We work to advance investments in workforce development programs, apprenticeship and training opportunities, and collaborative efforts between industry, labor, and education partners. These efforts include initiatives that support the responsible adoption of technologies such as artificial intelligence to meet the evolving needs of Washington's economy.

- [HB 2420](#) – Rep. Zahn (D-41st, Bellevue). **Status: Passed House 94-0.** This gradually increases the thresholds for the use of the small works roster from in 2026 \$530K to \$650K by July 1, 2030. This bill was brought forward by the Capital Projects Advisory Review Board (CPARB) based on extensive discussions over the interim with public owners, labor organizations, and contractors. WPPA supports this bill.

Washington Public Ports Association

A Trade Association Representing the 75 Public Port Districts of Washington State
1501 Capitol Way, Suite 304, Olympia, WA 98501
Phone: 360.943.0760 | www.washingtonports.org

- [SB 5061](#) - Sen. Conway (D-29th, Tacoma). **Status: Passed Senate 30-19.** This bill 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. In 2025, WPPA was in support of the underlying policy. WPPA worked with other public owners on amendment language throughout that legislative session to limit the potential for cost increases and delays on projects. WPPA will continue to engage with other stakeholders on the bill as it moves forward.
- [SB 5176](#) - Sen. Valdez (D-1st, Seattle) **Status: Dead.** This bill 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. WPPA and other public owners expressed concerns about being required to pay penalties for delays over which they have no control. It was subject to a great deal of stakeholder discussion over the interim and a [proposed substitute](#) was recommended by CPARB. Members of the WPPA procurement workgroup provided helpful feedback during the process. WPPA supports the positive changes but believes there is still improvement to be made.
- [HB 2179/SB 5905](#) – Rep. Abell (R-7th, Inchelium), Sen. Short (R-7th, Addy). **Status: Passed House 96-1, Passed Senate 49-0 referred to House.** This bill would allow a small number of impacted ports to continue to make contributions to employee pension plans that are outside of the Public Employees Retirement System (PERS). WPPA worked with Senator Short on this legislative proposal after being alerted to this situation by the Ports of Pend Oreille and Vancouver. This bill also impacts a small number of employees at the Ports of Longview and Seattle. WPPA supports this bill and has worked throughout session to address concerns about unintended pension liability and ensure the bill covers the intended employees.

Land Use and Management

Washington ports prioritize strategic land use and management to support economic development, transportation, and environmental stewardship. Ports own and operate shipping terminals, marinas and docks, airports, industrial sites, business districts, railroads, public parks and recreational facilities. Through strong partnerships and collaborative efforts, these sites and locations can be utilized and maintained to best serve their community's needs.

- [HB 2170/SB 5999](#) – Rep. Reeves (D-30th, Federal Way), Sen. Lovelett (D-40th, Anacortes). **Status: Dead.** This bill would allow the Department of Natural Resources to change how it generates revenue from state lands, such as forest trust lands, by participating in “natural climate solutions” and ecosystem services markets. WPPA opposed the bill due to concerns that it would reduce proceeds from timber sales that go to trust beneficiaries of county trust lands, including port districts

Growth Management Act: WPPA and several ports have participated in a Commerce-led task force evaluation on integrating special purpose district planning with county and city comprehensive plans. As recommendations advance that may be considered for the 2026 legislative session, WPPA will support policies that respect port districts' existing planning mandate while considering opportunities for greater collaboration with local government partners.

Washington Public Ports Association

A Trade Association Representing the 75 Public Port Districts of Washington State
 1501 Capitol Way, Suite 304, Olympia, WA 98501
 Phone: 360.943.0760 | www.washingtonports.org

- [HB 2679](#) – Rep. Rule (D-42nd, Blaine). **Status: Dead.** This bill was brought forward by the Whatcom Working Waterfront Coalition and seeks to address concerns with incompatible land use and gentrification of industrial and maritime lands. WPPA shares a general concern with the loss of industrial land statewide and gentrification pressures our ports face.

Recreation and Tourism

WPPA advocates for legislative proposals that support our mission to operate waterfront and off-water public access infrastructure, strengthen programs such as Washington’s Derelict Vessel Removal Program that protect and preserve public waterways, generally expand public access to public resources consistent with our public port mission, and promote tourism in port communities.

- [HB 2199](#) – Rep. Richards (D-26th, Gig Harbor). **Status: Passed House 95-0.** This bill allows problem vessels that have not been registered for two years or more to be declared derelict and for the custody process to begin so they can be removed. It makes minor changes to the custody process to ensure proper notification of the legal owner. A workgroup of Kitsap County Ports, County Officials, and Dept. of Natural Resources staff brought this bill forward. WPPA supports this bill.
- [HB 2278](#) – Rep. Barnard (R-8th, Pasco). **Status: House Rules.** This bill removes the expiration date on the lodging tax assessed to visitors of the state, which provides funding to the state’s tourism promotion account. WPPA supports this bill.
- [HB 2325/SB 6061](#) – Rep. Paul (D-10th, Oak Harbor), Sen. Riccelli (D-3rd, Spokane). **Status: House Floor Calendar, Senate Floor Calendar.** This bill would establish a tourism self-supported assessment program to fund statewide tourism promotion. It also creates the governance and oversight structure of the program to ensure industry compliance and engagement. WPPA supports this bill.

Revenue and Taxes

WPPA traditionally limits its tax policy advocacy to proposals directly affecting port district operations or governance. In 2025 proposals to generate revenue came forward, such as a five-fold increase in the business and occupation tax assessed on stevedoring services – which prompted WPPA and supply-chain partners to take defensive positions on harmful tax bills. Anticipating revenue proposals in 2026, WPPA will continue working with the same supply-chain coalition to support tax policies that promote competitiveness of Washington’s trade gateways and keep costs affordable for businesses and residents.

- **Revenue Forecast:** State budget writers received improved revenue projections this week as they prepare to release supplemental budgets. On February 16th, the Economic and Revenue Forecast Council increased expected collections for the current biennium by \$827 million (1.1%) over the November forecast, largely reflecting early proceeds from tax increases enacted last year. Total projected revenue for the 2025–27 biennium now stands at \$75.3 billion—\$438 million more than lawmakers assumed when adopting last year’s budget. Looking ahead to the 2027–29 biennium, the Council projects revenues will rise by more than \$1 billion (1.3%) above prior estimates, bringing total expected collections to over \$80 billion. Combined, the updated forecasts reflect roughly \$1.8 billion in additional revenue across the four-year outlook. Despite the improved numbers, budget leaders cautioned that the state continues to face structural pressures, including

rising caseloads and service costs, as lawmakers work to address a previously identified \$2.3 billion shortfall.

- [SB 6346/HB 2724](#) - Sen. Pederson (D-43rd, Seattle), Rep. Fitzgibbon (D-34th, West Seattle). **Status: Passed Senate 27-22.** This bill would establish a new state income tax on high-income earners, generally taxing annual income above \$1 million, with the goal of generating revenue to support K-12 education, health care, higher education, human services, and the Working Families Tax Credit. WPPA has been neutral on the bill but worked with the Washington Maritime Federation and the American Waterways Operators to secure an exemption aligning with the federal Capital Construction Fund (CCF), which allows commercial vessel owners to defer certain federal taxes for reinvestment in vessels. As amended in the Senate, the bill also repeals most [taxes](#) enacted in 2025 under SB 5814, except the sales tax on advertising. The CCF exemption was included in the amended version.
- [SB 6347](#) – Sen. Kauffman (D- 47th, Kent). **Status: Passed Senate 38-11.** This bill would roll back portions of the 2025 estate tax increase that raised Washington’s top rate to 35%—the highest in the nation. Legislative leaders, including Senate Majority Leader Jamie Pedersen (D-Seattle), have expressed concern that the higher rate may incentivize high-net-worth individuals to change residency, potentially reducing revenue from other sources such as the capital gains tax. The 2025 changes increased the exemption to \$3 million (from \$2.2 million) and applied the 35% rate to taxable estates above \$9 million. The estate tax has averaged approximately \$535 million annually over the past five years and was projected to exceed \$600 million under the higher rates.
- [HB 2442](#) - Rep. Berg (D- 44th, Mill Creek). **Status: House Rules.** This bill would expand and modify local taxing authority by authorizing additional real estate excise taxes for capital projects and affordable housing, creating new local sales and use tax options to support housing, children, and family services. The bill also revises property tax levy limitations, clarifies voter-approved levy authority and duration, and makes technical changes to ensure certain revenues, such as rental car sales taxes, are dedicated to specified public purposes. WPPA has remained neutral on this bill as many of our local government partners are advocating for additional tools to sustain core services.

Cost control is key to competitiveness: WPPA understands the budget challenges and supports a balanced approach with the goal of affordability for businesses and consumers. Controlling costs in Washington’s economy is key to keeping our state competitive. WPPA will advocate for a stable and competitive tax structure and oppose any additional “unfunded mandates” or proposals that unduly shift the tax burden to local jurisdictions.

Transportation

In 2025, the Legislature approved over \$4 billion in new transportation revenue over the next six years, including a .06 cent per gallon state gas tax increase and higher fees and licensing/registration costs. Despite this significant new revenue, most is necessary just to offset rising project costs and increases for maintenance and preservation leaving very few new projects or programs with available funding. Many important construction projects remain either underfunded or completely unfunded. WPPA will review transportation proposals to balance infrastructure investment with budget constraints, and the need to advance key planning projects like the Revive 1-5.

Washington Public Ports Association

A Trade Association Representing the 75 Public Port Districts of Washington State
1501 Capitol Way, Suite 304, Olympia, WA 98501
Phone: 360.943.0760 | www.washingtonports.org

- [SB 6005/HB 2306](#) – Sen. Lias (D-21st, Edmonds), Rep. Fey (D-27th, Tacoma). **Status: Likely to be amended.** These bills represent the Governor’s budget proposal, which were each heard the first week of session at the House and Senate Transportation Committees. The proposals include the key transportation priorities the Governor put forward: ferry funding, relying on bonded revenue; and a focus on maintenance and preservation. WPPA testified to thank the Governor for including funding for the Lower Columbia River channel maintenance project. When the House and Senate release their respective budget proposals, those will be amended into these vehicles as the budget debate advances.
- [HB 2718](#)– Rep. Richards (D-26th, Gig Harbor). **Status: House Rules.** This bill seeks to streamline transportation project permitting by setting specific timelines and coordination requirements for the WSDOT multiagency permit program, including mandatory meetings and expedited decision points with state and federal agencies. WPPA has met with the bill sponsor and stakeholders to identify a pathway forward. This effort is related to the ESHB 1902 WSDOT Permit Streamlining Workgroup that was established last session and in which WPPA participates.

WA Trade Strategy

WPPA will continue to convene trade and supply chain stakeholders to advance a “WA Trade Strategy,” comprised of priorities that boost trade competitiveness and affordability, support job growth, and increase supply chain efficiency. WPPA supports the near-term Strategy’s 2026 initiatives that include tax incentives for warehousing and manufacturing, relief for small businesses and agriculture aggregators harmed by trade upheaval, capital investments in supply chain infrastructure, and “do no harm” proposals relating to regulatory reform, no new cargo movement taxes, and no net loss of industrial lands. This policy partnership envisions a longer-term effort to advance consensus priorities over the next five to seven years that WPPA will help lead.

- *WPPA continues to raise this strategy as it relates to different bills that are moving. We referenced this in the context of: Lower Columbia River dredging; SB 6289, Sen. Kauffman’s bill calling for an economic development strategic plan; SB 5968/HB 2168, Governor-request bills on permit streamlining; and more.*

Lower Columbia River Federal Navigation Channel: The Columbia Snake River System moves more than \$31 billion worth of cargo each year with over 40,000 local jobs relying on this system. The Ports of Longview, Kalama, Woodland, Vancouver, and Portland are working with the U.S. Army Corps of Engineers to develop a 20-year plan to maintain channel depth. The total estimated cost for maintenance under this 20-year plan is \$170 million equally split – \$85 million for Washington. WPPA supports a state investment in the current biennium and continued support to aid in the maintenance of this critical trade gateway.

- **Status: in the balance!** *The Governor’s proposed supplemental transportation budget included \$15 million in funding for the state’s initial contribution toward the 20-year plan to maintain the Lower Columbia River Federal Navigation Channel at 43 feet. Earlier this session, WPPA testified in support of the budget proposal and expressed appreciation to the Governor for prioritizing this investment. Since, we have been joining the lobby team from our Lower Columbia River ports to meet with members of the Transportation Committees and Capital Budget Committees to advocate for this budget item. We will continue to advocate for the funding in the final negotiated budget.*

Washington Public Ports Association