



**Week 5 Report
02.14.26**

The fifth week of session was a marathon-like slog, with a quick transition from long fiscal committee executive sessions in the lead up to Monday evening's fiscal cutoff deadline, to floor debates that stretched well into the evenings. All the rush of activity is in preparation for the next major deadline: "House of Origin cutoff," on Monday, February 17th. Next week, things will shift back to committee hearings as the policy committees begin to hear bills sent over by the opposite house. We expect the initial budget proposals to be released following the updated revenue forecast, early in the week of February 22nd. In the meantime, we have updates on bills that are still being considered and some final notes on those that are no longer viable.

As a reminder, we primarily include bills in our report that we have marked as "high or medium" priority in our tracking list and that are currently moving forward in the process or experienced a change of status in the past week or the week ahead. For a full list of the bills we're tracking, including all priority levels, or to raise a specific bill you don't see in the list below, please contact WPPA staff directly.

Thank you!

-WPPA team

This Week's 3 Key Things:

- **Aircraft Fuel Tax to Aeronautics Account:** As far back as 2017, the State of WA and the FAA have been at odds on the distribution of aviation fuel tax revenue in Washington. According to a presentation from WSDOT Aviation to the Senate Ways and Means Committee earlier this session, the state may now be accountable for total aviation fuel tax collections totaling upwards of \$210 million and could face federal penalties as high as \$1.2 billion. A suite of proposals was brought forward to address the issue this year, briefly summarized below.

AT A GLANCE

Length: 60 days; Regular session began on January 12, 2026

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

- February 17: House of Origin Floor Cutoff
- February 25: Opposite House Policy Cutoff
- March 2: Opposite House Fiscal Cutoff
- March 6: Opposite House Floor Cutoff
- March 12: Last Day of Session

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

While none of the bills have advanced so far this session, WPPA expects that there may be additional legislation related to the state's distribution of aviation fuel tax brought forward.

- [SB 5898/](#)[HB 2592](#) sought to direct the proceeds of the hazardous substance tax (HST), the oil spill response tax, and the petroleum products tax on aircraft fuel to the aeronautics account. WPPA testified "other" to share support for FAA compliance but concerns about a large MTCA diversion. The bill was scheduled for an executive session on Monday, February 9th, but no action was taken.
- [SB 5989](#) directs an increasing portion of the use tax and retail tax on aviation fuel to the aeronautics account and requires the aviation division of WSDOT to track and report the amount of additional funds awarded to airport projects through the airport aid grant program. WPPA supported this bill, which was heard but never scheduled for executive session.
- [SB 6240](#) proposes spending a portion of the HST on airport-related mitigation for things like noise and emissions. WPPA testified "other" on SB 6240 to communicate our concerns about diverting HST funds from the MTCA account. It was heard alongside the other bills but never scheduled for executive session.

Notably, the "transportation resources" bill introduced on Thursday, February 13th, directs a portion of the aircraft fuel excise tax to the aeronautics account at WSDOT, and directs a portion to the sustainable aviation fuel account. More on that below.

- **Port Employee Pensions:** [HB 2179/](#)[SB 5905](#), 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 issue also impacts a small number of employees at the Ports of Longview and Seattle. WPPA testified in support at the public hearing in the House Appropriations Committee and the Senate Ways & Means Committee. SB 5905 passed the Senate 49-0 on February 12th. HB 2179 is on the House Floor Calendar but has a proposed amendment that would only address the situation that is occurring at the Port of Pend Oreille. WPPA staff continue to work with committee staff and labor stakeholders to draft an amendment to address concerns about unintended pension liability as it relates to the employees at the other ports.
- **Port Districts Under CETA:** [HB 2245/](#)[SB 5982](#), 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, with a preference for the amended language in the Senate version. WPPA was successful in advocating to include in SB 5982 a requirement that Commerce establish planning, reporting, and guidance specific to port districts and provides authority to waive irrelevant CETA requirements. We are engaged with stakeholders and bill sponsors seeking consistency between bills. HB 2245 was pulled from Rules on February 6th to the House Floor Calendar, but we do not expect this version to progress this session. SB 5982 passed the Senate 30-19 on February 11th. SB 5982 is scheduled for a public hearing in the House Environment & Energy Committee on February 18th, and executive session on February 19th.

Action Alert – Sign in on the following bill

NOTE: WPPA staff are working hard on the legislative proposals highlighted in this section and would love your support! If you're comfortable signing in "pro" or "con" to show your port's position, we would be grateful! If you're interested in signing in, 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.

Sign in PRO – Support: [SB 5649](#), Supply Chain Competitiveness – public hearing February 18th in the House Technology, Economic Development & Veterans Committee

WPPA Weekly Bill Tracking Update

**Indicates A New Bill Introduced in 2026*

PLEASE NOTE: The House was engaged in floor action on bills late on Friday, February 13th and Saturday, February 14th so the status of some bills may have changed by the time you read this report.

Aviation

***Sustainable Aviation Fuel Development**

[HB 2322](#) – Rep. Dent (13th, Moses Lake)

This bipartisan bill aims to encourage and support the additional production and use of alternative jet fuel in Washington. WPPA supported this legislation at its first committee hearing based on our members' engagement in supporting the development of a robust sustainable aviation fuel industry. A substitute amendment to HB 2322 was heard at the House Finance Committee on February 6th and was advanced through executive session on February 9th. The bill is now on the House Floor Calendar, where it could be voted on at any time.

Bills Unlikely to Advance Further:

- *SEA Environmental Justice and Community Engagement: [SB 5652/HB 1948](#)*
- *Hazardous Substance Tax Revenues Derived from Aviation fuel to Aircraft Noise and Air Quality Mitigation: [SB 6240](#)*

Broadband

Digital Equity

[HB 2365](#) – Rep. Gregerson (D-33rd, Sea-Tac)

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 legislation due to our members' interest in supporting broadband adoption. The bill is in the House Rules Committee awaiting further action.

Bills Unlikely to Advance Further: N/A

Economic Development

***Industrial Land Banks**

[HB 2006](#) – Rep. Ybarra (R-13th, Quincy)

This bill extends and updates a planning tool for certain rural counties that want to promote industrial economic development outside urban growth areas. It would allow eligible rural counties to establish up to two "industrial land bank" areas in their comprehensive plans. WPPA

supports this legislation based on member feedback and communicated that support to the committee. The bill was passed out of the committee on February 3rd with an amendment to clarify that it only applies to Kittitas County. The bill is on the House Floor Calendar, where it could be voted on at any time.

***MATCH Act 2.0**

[HB 2186](#) – Rep. Barnard (R-8th, Pasco)

This bill requires the Dept. of Commerce to support local agencies in the acquisition of federal funds to promote economic development. WPPA supports this bill and signed in “pro” at the public hearing in the House Technology, Economic Development, & Veterans Committee on January 16th. The bill passed out of the committee on January 23rd with an amendment that clarifies that this requirement is subject to the availability of funds. The amended bill was passed out of the committee February 9th and is now at the House Rules Committee.

***Port Bonding Authority**

[SB 6132](#) – Sen. Warnick (R-13th, Moses Lake)

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 signed in “pro” on this bill at its public hearing, and the bill was passed out of committee on January 29th by a unanimous vote. It passed the Senate unanimously on February 11th.

***Rural Public Facilities Funding**

[SB 6149](#) – Sen. Wilson, J. (R-19th, Longview)

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 over 75,000 people for the 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. The bill passed out of committee on February 4th with an amendment reducing the city population threshold from 75,000 to 45,000. WPPA supports this bill, which is currently on the Senate’s Consent Calendar and is eligible for Senate passage at any time.

***Statewide Economic Development Plan**

[SB 6289](#) – Sen. Kauffman (D-47th, Kent)

This bill directs the Dept. of 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. The plan must be completed by June 30, 2027, and updated every two years thereafter. WPPA supports this effort generally and testified to the need for more coordinated economic development when it was heard in the Senate. The bill was passed out of committee on February 4th with an amendment that specified certain factors that should be considered in the economic development planning process. It was passed out of the Ways & Means Committee on February 9th and is on the Senate Floor Calendar.

[Bills Unlikely to Advance Further: N/A](#)

Energy

***Port Districts Under CETA**

[HB 2245/SB 5982](#) – Rep. Doglio (D-22nd, Olympia), Sen. Hunt (D-5th, Issaquah)

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, with a preference for the amended language in the Senate version. WPPA was successful in advocating to include in SB 5982 a requirement that Commerce establish planning, reporting, and guidance specific to port districts and provides authority to waive irrelevant CETA requirements. We are engaged with stakeholders and bill sponsors seeking consistency between bills. HB 2245 was pulled from Rules on February 6th to the House Floor Calendar, but we do not expect this version to progress this session. SB 5982 passed the Senate 30-19 on February 11th. SB 5982 is scheduled for a public hearing in the House Environment & Energy Committee on February 18th, and executive session on February 19th.

***Data Center Energy Usage**

[HB 2515/SB 6171](#) – Rep. Doglio (D-22nd, Olympia), Sen. Shewmake (D-42nd, Bellingham)

This bill adds additional requirements around the energy use of emerging large energy users like data centers. This bill includes the same language as HB 2245/SB 5982 incorporating ports into CETA as consumer-owned utilities. Both HB 2515 and SB 6171 passed out of committee February 2nd. HB 2515 passed out of the House Appropriations Committee on February 9th and was added to the House Floor Calendar on February 12th. SB 6171 appears unlikely to advance further this session.

***Waste to Energy Facilities**

[HB 2416/SB 6092](#) – Rep. Hill (D-3rd, Spokane), Sen. Riccelli (D-3rd, Spokane)

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 and affordable access to this service. The bill passed out of the fiscal committee on February 9th and is in House Rules. SB 6092 is unlikely to advance further this session.

***Clean Energy Project Procurement**

[SB 6076](#) – Sen. Goehner (R-12th, Dryden)

This bill would allow public utility districts to streamline procurement and self-perform work for projects related to electric generation facilities fueled by non-emitting or renewable resources, energy storage, transmission, and distribution. WPPA supports this bill based on our support for the build-out of energy projects statewide. The bill passed the Senate 48-1 on February 11th.

Increasing Transmission Capacity

[HB 1819](#) – Rep. Barnard (R-8th, Pasco)

This proposal aims to increase electrical transmission capacity by streamlining grid upgrades including a SEPA categorical exemption and updating utility action plan requirements. The bill passed the House in 2025, but it did not pass the Senate. It was placed on the floor calendar on February 11th and may be voted on at any time.

Bills Unlikely to Advance Further:

- *Adopting California Emissions Standards for Ocean-Going Vessels [Shore Power]: [HB 1689](#)*
- *Integrating Advance Nuclear in State Strategy: [HB 2090/SB 5821](#)*
- *Clean Energy Investments: [HB 2103/SB 6004](#)*

Environment & Natural Resources

***Green Fertilizer Incentive Program**

SB 5971 – Sen. Boehnke (R-8th, Kennewick)

This bill directs the Department of Agriculture to establish the green fertilizer incentive program to promote the in-state production and agricultural utilization of green fertilizer and establishes a definition of “green fertilizer.” Atlas Agro is currently developing the Pacific Green Fertilizer Project in Richland to manufacture nitrogen fertilizer using green hydrogen. At the encouragement of our Tri-Cities ports WPPA is supporting this bill. It passed the Senate 48-0 on February 13th.

***Regulating 6PPD**

[SB 6119/](#)[HB 2421](#) – Sen. Lias (D-21st, Edmonds), Rep. Hall (D-5th, Issaquah)

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. A substitute proposal for HB 2421 passed out of committee on January 29th that eliminates the per tire fee and only includes a 2035 ban. It passed out of the fiscal committee on February 9th and was referred to House Rules where it will need a pull before it can be placed on the Floor Calendar. SB 6119 appears unlikely to advance further this session.

***PCHB Efficiency in Appeals**

[HB 2426](#) – Rep. Bernbaum (D-24th, Port Angeles)

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 is supportive of this bill. It passed out of committee on January 29th with no changes and passed the House 96-0 on February 11th. The bill is scheduled for a public hearing in the Senate Environment, Energy & Technology Committee on February 18th.

***SEPA Local Government Projects**

[HB 2418](#) – Rep. Duerr (D-1st, Bothell)

This bill proposes changes to the project permit review process by updating how permit applications are timed and administered by counties and cities. Relating to land use project permits and development for local governments, utilities, and water/sewer districts under the GMA. The bill requires a single point of contact for permit applications and aligns permit review deadlines across all government entities that charge fees, including provisions for refunding fees if review timelines are not met. It passed out of the fiscal committee on February 7th and was approved unanimously by the House on February 13th.

***Permitting and Licensing Timeline Adherence**

[HB 2198/](#)[SB 5968](#) – Rep. Richards (D-26th, Gig Harbor), Sen. Krishnadasan (D-26th, Gig Harbor)

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 testified in support of this bill. SB 5968

passed out of the Senate fiscal committee on February 9th and passed the Senate 40-8 on February 13th. HB 2198 did not make it by the fiscal cutoff and is unlikely to progress this session.

***SEPA Cultural Resources Review**

[SB 5609](#) – Sen. Kauffman (D-47th, Kent)

This bill requires a cultural resources review for certain land use activities that are categorically exempt from the state environmental policy act (SEPA). The [second substitute](#) has numerous changes and now require 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 had concerns with the original version of the bill. It passed out of the Senate fiscal committee on February 9th. It has been added to the Senate Floor Calendar, where it may be voted on at any time.

Utility Connection Charges for Industrial Symbiosis

[HB 1302](#) - Rep. Cortes (D-38th, Everett)

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 supported this bill last year. It passed the House in 2025, and moved through the House again early this session and has been referred to Senate Environment, Energy & Technology Committee where it is scheduled for an executive session on February 20th.

Water System Rates and Transparency

[HB 1906](#) – Rep. Tharinger (D-24th, Port Townsend)

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. It requires UTC to adopt rules for how water company rates are determined and restricts approving changes in water company ownership unless there are clear benefits to customers and proper notifications are made. 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 neutral on the bill but working with the bill sponsor and stakeholders to make sure that considerations are made for ports operating small water systems. There was a public hearing on February 7th and executive session on February 9th where the [second substitute bill](#) was approved by the house fiscal committee. The bill was pulled from the rules committee on February 13th and placed on the Floor Calendar where it may be voted on at any time.

Bills Unlikely to Advance Further:

- *Environmental Justice SEPA Element:* [HB 1303/SB 5380](#)
- *Carbon Capture:* [HB 2285/SB 5991](#)
- *Emissions From Ocean-Going Vessels [Scrubbers]:* [HB 1652/SB 5519](#)
- *Ecosystem Service Projects/Contracts:* [HB 2170](#)
- *EFSEC Efficiency:* [HB 2509](#)
- *Mitigation Funding:* [SB 6075](#)

Governance

Bills Unlikely to Advance Further:

- **Public Records Act: Employee Information: [SB 6123](#)*

Labor & Workforce

**Port Employee Pensions*

[HB 2179/SB 5905](#), 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 issue also impacts a small number of employees at the Ports of Longview and Seattle. WPPA testified in support at the public hearings in the House Appropriations Committee and the Senate Ways & Means Committee. SB 5905 passed the Senate 49-0 on February 12th. HB 2179 is on the House Floor Calendar but has a proposed amendment that would only address the situation that is occurring at the Port of Pend Oreille. WPPA staff continue to work with committee staff and labor stakeholders to draft an amendment to address concerns about unintended pension liability as it relates to the other Port's employees.

Bills Unlikely to Advance Further:

- **Maritime Trades Education Tax Credits: [HB 2398](#)*

Land Use

Bills Unlikely to Advance Further:

- **Coastal Communities Transparency Act: [HB 2679](#)*

Marina

**Derelict Vessels*

[HB 2199](#) – Rep. Richards (D-26th, Gig Harbor)

This bill allows for 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 also 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. The bill was passed out of committee on February 4th with a substitute amendment that makes the bill more workable for the Dept. of Natural Resources. The bill passed the House 95-0 on February 11th. It is scheduled for a public hearing in the Senate Agriculture & Natural Resources Committee on February 19th. WPPA will testify in support.

Bills Unlikely to Advance Further:

- **Commercial Shellfish Fees: [SB 6318](#)*

Public Works

***Small Works Roster**

[HB 2420](#) – Rep. Zahn (D-41st, Bellevue)

This gradually increases the thresholds for the use of the small works roster from \$530K in 2027 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 and testified at the public hearing in the House Capital Budget Committee on January 29th. The bill was passed out of committee on February 4th. It passed the House 94-0 on February 12th.

Prevailing Wage Paid When Work is Performed

[SB 5061](#) - Sen. Conway (D-29th, Tacoma)

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 testified in support of the underlying policy during the initial public hearing. WPPA worked with other public owners on amendment language throughout that legislative session to limit the potential for cost increases and delays on projects. The bill passed the Senate but was not adopted by the House. Because it stalled last year in the House, it began 2026 in the Senate Rules Committee. On February 12th, the bill passed the Senate 30-19. There are expected to be additional amendments proposed so WPPA will continue to engage with other stakeholders on the bill as it moves forward. The bill is scheduled for a public hearing in the House Labor & Workplace Standards Committee on February 18th. WPPA will coordinate with other public owners on possible testimony.

Prompt Pay

[SB 5176](#) - Sen. Valdez (D-1st, Seattle)

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. This bill was introduced in 2025 but did not advance out of the Senate Ways & Means Committee. WPPA and other public owners expressed concerns about being required to pay penalties for delays that they have no control over. 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. The bill was heard in the Senate Ways & Means Committee on February 5th and WPPA testified with other public owners to express support for the improvements made to the bill. The bill did not receive an executive session prior to the cutoff deadline, so it is now unlikely to advance.

Bills Unlikely to Advance Further: N/A

Recreation & Tourism

***Tourism Promotion Funding: Lodging Tax**

[HB 2278](#) – Rep. Barnard (R-8th, Pasco)

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. It received a public hearing in the House Technology, Economic Development, & Veterans Committee on January 21st. WPPA signed in support, and the bill was passed out of committee on January 28th. The bill received a

public hearing in the House Finance Committee on February 5th was passed out of the committee on February 9th. It remains in the House Rules Committee.

***Tourism Promotion Funding: Industry Self-Assessment**

[HB 2325/SB 6061](#) – Rep. Paul (D-10th, Oak Harbor), Sen. Riccelli (D-3rd, Spokane)

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 signed in “pro” on both House and Senate versions at committee, bills which both advanced on January 28th with amendments to add large restaurants and retailers to the program. HB 2325 received a public hearing in the House Finance Committee on February 5th and was passed out of the committee on February 9th. SB 6061 has been placed on the Senate Floor Calendar by the Rules Committee, where it could be voted on at any time.

[Bills Unlikely to Advance Further: N/A](#)

Revenue & Tax

Renewable Energy Personal Property Tax Exemption

[HB 1960](#) - Rep. Ramel (D-40th, Bellingham)

This bill authorizes a personal property tax exemption for qualified renewable energy facilities and replaces their personal property tax obligation with a new state and local renewable energy excise tax. The intent of the bill sponsor and proponents is to address what they view as an unintentional “property tax shift” that results from the development and current tax treatment of large renewable energy facilities. The [third substitute bill](#) passed out of the committee on January 29th. There are substantial changes in the substitute – one would require counties to distribute Local Grant Program funds to local taxing districts within the county in accordance with the taxing district's relative share of the local property tax levy. The bill passed out of the House fiscal committee on February 9th and is in House Rules where it will need to be pulled before it can be added to the Floor Calendar. WPPA is continuing to monitor the bill.

***Tax Increment Financing**

[HB 2451](#) – Rep. Duerr (D-1st, Bothell)

This bill updates the tax increment financing statute in a number of ways. Generally, it tightens the “but for” requirement for new tax increment areas, establishes 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. As introduced, HB 2451 as introduced still included some language that concerned some WPPA members and other economic development partners. We worked on language that was adopted in committee that included the compromise language that WPPA helped negotiate. The Office of the State Treasurer and the Department of Revenue proposed additional amendments, which were adopted at the House Finance Committee on February 9th. It passed the House 93-1 on February 13th with a floor amendment requiring the State Treasurer to receive comments from other taxing districts prior to the formation of a TIF and a small technical correction to the “but-for” section that WPPA negotiated with the bill sponsor and other advocates in the days leading up to the House vote.

***Millionaires Tax**

[SB 6346/HB 2724](#)– Sen. Pederson (D-43rd, Seattle), Rep. Fitzgibbon (D-34th, West Seattle)

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 while also reducing certain sales and business taxes. WPPA is neutral on this bill but have been working with our partners at the Washington Maritime Federation and the American Waterways Operators to raise awareness of the need for an exemption to align with a federal income tax program known as the Capital Construction Fund (CCF). This program allows owners of commercial and fishing vessels to defer federal income taxes on certain earnings and gains if those funds are deposited into a CCF account and later used to construct, reconstruct, or acquire vessels. SB 6346 was heard at the Senate Ways and Means Committee on February 6th and was passed out of committee on February 9th with an amendment to include the CCF exemption. It is now on the Senate Floor Calendar where it is eligible for a vote at any time.

Bills Unlikely to Advance Further: N/A

Transportation

Passenger-Only Ferries

HB 1923 - Rep. Nance (D-23rd, Kitsap County).

This legislation seeks to increase passenger-only ferry service. The bill authorizes local governments, including port districts, to create passenger-only ferry service districts. The original bill included a grant program for passenger ferry service, but that was removed during the 2025 session. WPPA and members from ferry dependent communities support this bill. The substitute bill would allow additional local government entities to create passenger-only service districts and provides specific guidance for the protection of orca whales. HB 1923 passed the House Transportation Committee on February 6th and is now on the House Floor Calendar.

****I-5 Bridge Tolling Funds***

HB 2111 - Rep. Fey (D-27th, Tacoma)

This bill will allow the future I-5 replacement bridge tolling account to receive its proportionate share of earnings once the tolls begin to be collected. This bill is essential to the financing of the project, which is supported by WPPA given its importance to freight mobility in the region. The bill received a hearing in the House Transportation Committee on January 15th, where WPPA signed in pro. It was passed out of the committee by voice vote and on February 11th it passed the House 95-0.

****Truck Safety Commission***

HB 2410 - Rep. Fey (D-27th, Tacoma)

This proposal from House Transportation Chair Jake Fey was developed collaboratively between the Chair and our partners at the Washington Trucking Association. It would establish the Washington State Commercial Truck Safety and Education Council and charge the Council with delivering programs and projects that improve the safety of the commercial truck industry. The bill would increase the Commercial Vehicle Safety Enforcement Fee assessed on commercial motor vehicles and direct the additional revenue to be used only for commercial vehicle safety and training improvement activities, administrative support, and grant projects and programs administered by the Council. WPPA supports this bill and signed in "pro" in committee. It was passed out of the committee on February 9th and is now on the House Floor Calendar.

****Transportation Project Permitting***

HB 2718 - Rep. Richards (D-26th, Gig Harbor)

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. A substitute bill passed

the House Transportation Committee on February 9th. WPPA has met with the bill sponsor and stakeholders to identify a pathway forward. The intent of the bill is related to the ESHB 1902 WSDOT Permit Streamlining Workgroup that was established last session and WPPA participates as a member. The bill received a public hearing in the House Transportation Committee on February 5th and passed out of the committee on February 9th and is now at the House Rules Committee.

Supply Chain Competitiveness

[SB 5649/HB 1860](#) – Sen. Liias (D-21st, Edmonds), Rep. Reed (D-36th, Seattle)

This proposal creates the Supply Chain Competitiveness Infrastructure Program, a grant and loan program overseen by WSDOT. This is a legislative priority for WPPA which first came forward in the 2024 session. In 2025, the bill passed the Senate but did not advance out of the House. On January 21st, 2026, the bill once again passed the Senate by a unanimous vote. WPPA staff continue to work with transportation leadership in both chambers to advance the bill and incorporate this program in the final supplemental budget. It is scheduled for a public hearing in the House Technology, Economic Development, & Veterans Committee on February 18th, where WPPA and a few port partners will testify in support.

****Transportation Commission***

[SB 6335](#) – Sen. King (R-14th, Yakima)

This proposal would remove some of the statutory responsibilities of the Transportation Commission including the creation of the statewide transportation plan, voting membership on the Puget Sound Regional Council, and coordinating state transportation planning with federal, state, and local policies and plans. The bill was introduced jointly by Sen. King and Sen. Liias, the bi-partisan leaders on the Senate Transportation Committee. It received a public hearing in the committee on February 2nd, where WPPA joined our local government partners from the Association of Washington Cities and the Washington State Association of Counties in testifying “other” to share our perspective on the important work done by the Commission. The bill was passed out of committee with a [striking amendment](#) which adds representatives from ports, cities, and counties to the commission on February 9th. It has been added to the Senate Floor Calendar, where it could be voted on at any time.

Transportation Revenue Bill

[SB 6352](#) – Sen Liias (D-21st, Edmonds)

The bill to provide additional revenue for the supplemental transportation budget, and cleanup items passed in the much-larger transportation revenue bill in 2025, was introduced this week and will receive a public hearing on February 19th. The bill includes a few notable provisions amidst mostly cleanup language, mainly: it repeals the luxury aircraft tax and instead doubles the registration fee for aircraft from \$15 to \$30, with a requirement that the fee be deposited into the aeronautics account *and* the sustainable aviation fuel account. It also proposes transferring a portion of the aircraft fuel excise tax to the sustainable aviation fuel account. Additional provisions of interest include: adds “clean energy facilities in the public right of way” to the definition of projects that can be funded by Climate Commitment Act revenues; it establishes a new sales tax on peer-to-peer car sharing and directs a portion of those revenues to the Puget Sound ferry operations account. WPPA staff are reviewing the proposal and will have further updates on items of port interest in next week’s report.

Bills Unlikely to Advance Further: N/A

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