



**Week 6 Report
02.21.26**

The sixth week of session brought into focus what is still possible in final weeks before Sine Die. Many bills did not survive the House of Origin Cutoff last week, and the bills that did continue moving may have more forward momentum. The focus of session will shift significantly next week as the initial budget proposals are released. Later in the report, we have updates on bills that are still being considered and an updated list of bills that are no longer being advanced.

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:

- **Revenue Forecast:** State budget writers received improved revenue projections this week as they prepare to release supplemental budgets. The February 16th report from 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. At the start of session, lawmakers projected a \$2.3 billion operating budget shortfall this biennium.

There are similar challenges in the transportation revenue forecast for the current biennium. A report from the Washington Research Council, released on February 18th,

AT A GLANCE

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

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SESSION CUTOFF DATES

- 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

projected revenues for the 2025-2027 budget coming in at \$8.741b, which is \$118m lower than was assumed in the 2025-2027 budget. This is mainly attributed to reduced fuel taxes due to lower fuel consumption, and reduced license and permit fees due to fewer car and truck registrations. That reduction will need to be accounted for in the House and Senate budget proposals released this week.

- **Budget Proposals:** House and Senate budget leaders have announced their tentative schedules for releasing, hearing, and voting on their respective budget proposals. [Once released, all proposed budgets can be found here](#). As this is the second year of the biennium, the Legislature will build on the budgets adopted last session and propose adjustments rather than a full rewrite. As a reminder, Washington adopts three biennial budgets:
 - Operating Budget: Funds the day-to-day operations of state government, including education, human services, public safety, and state agencies.
 - Capital Budget: The state's construction budget, financing infrastructure projects such as public schools, higher education facilities, parks, behavioral health facilities, and other public works.
 - Transportation Budget: supports state transportation agency operations, highway construction and preservation, ferries, and public transit. It is primarily funded through the state gas tax and other transportation-specific revenues.

| Supplemental Budgets | Bill | Release Date* | Public Hearing | Scheduled Voted out of Committee | Vote of full Chamber |
|-----------------------|-------------------------|---------------|----------------|----------------------------------|----------------------|
| Senate Capital | SB 6003 | 2/23 | 2/24, 4:00pm | 2/26, 1:30pm | |
| Senate Operating | SB 5998 | 2/22 | 2/23, 4:00pm | 2/25, 1:30pm | 2/28 - tentative |
| Senate Transportation | SB 6005 | 2/23 | 2/24, 4:00pm | 2/26, 1:30pm | |
| House Capital | HB 2295 | 2/23 | 2/24, 8:00am | 2/26, 8:00am | |
| House Operating | HB 2289 | 2/22 | 2/23, 4:00pm | 2/25, 4:00pm | 2/28 - tentative |
| House Transportation | HB 2306 | 2/23 | 2/23, 4:00pm | 2/25, 4:00pm | |

- **Environmental Crimes:** [SB 5360](#), 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 these crimes up to certain first- and second-degree felony violations. WPPA worked

extensively in 2025 to express concerns about this bill and advocate for certain improvements. Despite gaining little attention for most of the 2026 session, SB 5360 passed the Senate as the 5pm cutoff bill on February 17th with a few Republican-offered floor amendments accepted. It is scheduled for a public hearing at the House Environment & Energy committee on February 23rd. There is a large group of stakeholders that WPPA has joined in sharing our concerns with this proposal.

WPPA Weekly Bill Tracking Update

**Indicates A New Bill Introduced in 2026*

Aviation

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](#)*
- *Sustainable Aviation Fuel Development: [HB 2322](#)*
- *Aircraft Fuel Tax to Aeronautics Account: [SB 5898/HB 2592](#)*

Broadband

Bills Unlikely to Advance Further:

- *Digital Equity: [HB 2365](#)*

Economic Development

****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. It passed the Senate unanimously on February 11th. It is now scheduled for a public hearing in the House Local Government Committee on February 24th and an executive session on February 25th. WPPA supports this bill and will sign in “pro” at the hearing.

****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. This comes forward at the request of 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. It passed the Senate 48-1 on February 16th. The bill is scheduled for a public hearing in the House Technology, Economic Development, & Veterans Committee on February 24th and an executive session on February 25th.

****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. 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 passed the Senate 30-19 on February 16th and is now scheduled a public hearing in the House Technology, Economic Development, & Veterans Committee on February 24th and an executive session on February 25th. WPPA supports this bill.

[Bills Unlikely to Advance Further:](#)

- *Industrial Land Banks: [HB 2006](#)*
- *MATCH Act 2.0: [HB 2186](#)*

Energy

****Port Districts Under CETA***

[SB 5982](#) – *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 substitute version that requires Commerce to establish planning, reporting, and guidance specific to port districts and provides authority to waive irrelevant CETA requirements. SB 5982 passed the Senate 30-19 on February 11th. SB 5982 received a public hearing in the House Environment & Energy Committee on February 18th and passed out of the committee on February 19th.

****Data Center Energy Usage***

[HB 2515](#) – *Rep. Doglio (D-22nd, Olympia)*

This bill adds additional requirements around the energy use of emerging large energy users like data centers. This bill includes the same language as SB 5982 incorporating ports into CETA as consumer-owned utilities. Proving to be a complicated issue, HB 2515 passed the House 51-41 on February 14th, with some Democrats voting no. The bill received a public hearing in the Senate Environment, Energy, & Technology Committee on February 20th and is scheduled for an executive session on February 24th.

****Waste to Energy Facilities***

[HB 2416](#) – *Rep. Hill (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 the House 67-30 on February 17th. It received a public hearing in the Senate Environment, Energy & Technology Committee on February 20th and is scheduled for an executive session on February 24th.

****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. It

is scheduled for a public hearing in the House Local Government Committee on February 24th and an executive session on February 25th.

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](#)*
- *Port Districts Under CETA : [HB 2245](#)*
- *Data Center Energy Usage: [SB 6171](#)*
- *Waste to Energy Facilities: [SB 6092](#)*
- *Increasing Transmission Capacity: [HB 1819](#)*

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. SB 5971 passed the Senate 48-0 on February 13th and is now scheduled for a hearing in the House Agriculture & Natural Resources Committee on February 24th and an executive session on February 25th. WPPA supports the bill and will sign in “pro” at the public hearing.

***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 received a public hearing in the Senate Environment, Energy & Technology Committee on February 18th and passed out of the committee on February 20th.

***Local Government Project Permits**

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

This bill proposes changes and efficiencies 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. WPPA supports this bill. HB 2418 passed the House unanimously on February 13th. A public hearing was held on February 20th at the Senate Committee on Environment, Energy & Technology and the executive session is scheduled for February 24th.

***Permitting and Licensing Timeline Adherence**

[SB 5968](#) – Sen. Krishnadasan (D-26th, Gig Harbor)

The substitute bill that passed the Senate 40-8 on February 13th removed the authority for agencies to reimburse application fees if established permit timelines are not met. The bill still requires a centralized database and inventory of all permit applications and status with agency reporting requirements. This bill comes at the request of the Governor’s office and WPPA supports this effort. It received a public hearing in the House State Government & Tribal

Relations Committee on February 20th and is scheduled for an executive session on February 24th.

***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. The bill was expected to be passed out of the Senate on cutoff day, but delays on other bills prevented its consideration. It is now considered unlikely to advance.

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. It was referred to the Senate Environment, Energy & Technology Committee where it was passed out of the committee 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 to make sure that considerations are made for public entities operating small water systems. The bill passed the House 91-1 on February 16th. It received a public hearing in the Senate Environment, Energy, & Technology Committee on February 20th and is scheduled for an executive session on February 24th.

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](#)*
- *Regulating 6PPD: [HB 2421/SB 6119](#)*
- *Permitting and Licensing Timeline Adherence: [HB 2198](#)*

Governance

Bills Unlikely to Advance Further:

- *Public Records Act: Employee Information:* [SB 6123](#)
- *Litigation Finance:* [HB 2520](#)
- *Local Government Authority During Emergencies:* [HB 2520](#)

Labor & Workforce

***Port Employee Pensions** - [HB 2179/SB 5905](#), Rep. Abell (R-7th, Inchelium)/Sen. Short (R-7th, Addy)

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 passed the House 96-1 on February 16th but was amended to only address the situation that is occurring at the Port of Pend Oreille. WPPA staff continue to work with labor stakeholders on amendment language to address Legislative leaders' 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](#)
- *AI Collective Bargaining:* [HB 1622](#)

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. The bill passed the House 95-0 on February 11th. It received a public hearing in the Senate Agriculture & Natural Resources Committee on February 19th and is scheduled for an executive session on February 23rd. WPPA supports this bill and has testified at the public hearings.

***Commercial Shellfish Fees**

[HB 2737](#) – Rep. Bernbaum (D-24th, Port Angeles)

This bill would cap the annual license, testing, and export fees for shellfish industry businesses and remove the requirement that the Dept. of Health's shellfish regulatory program be fully fee

supported. This bill comes at the request of industry stakeholders and WPPA is supporting this bill based on member feedback. The bill is a companion to SB 6318, which did not advance. HB 2737 received a public hearing on February 18th. WPPA signed in “pro”. The bill is likely not eligible to advance further but there is an effort to enact the policy via budget proviso. WPPA will engage with other stakeholders to support this effort.

Bills Unlikely to Advance Further:

- *Commercial Shellfish Fees: [SB 6318](#), [SB 5996](#), [HB 2659](#)*

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. The bill passed the House 94-0 on February 12th. It received a public hearing in the Senate State Government, Tribal Affairs & Elections Committee on February 20th and is scheduled for a public hearing on February 24th. WPPA continues to support this bill and signed in “pro”.

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. WPPA has continued to engage with other stakeholders on the bill to review potential amendments. The bill received a public hearing in the House Labor & Workplace Standards Committee on February 18th and was passed out of committee on February 20th.

Bills Unlikely to Advance Further:

- *Prompt Pay: [SB 5176](#)*

Recreation & Tourism

Bills Unlikely to Advance Further:

- *Tourism Promotion Funding: Lodging Tax: [HB 2278](#)*
- *Tourism Promotion Funding: Industry Self-Assessment: [HB 2325/SB 6061](#)*

Revenue & Tax

***Tax Increment Financing**

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

This bill updates the tax increment financing statute by tightening the “but for” requirement for new tax increment areas, establishing a mitigation framework for impacted taxing jurisdictions, and allows the “assessed value” cap on the size of an increment area to increase with the Consumer Price Index. We worked on compromise language that was adopted in House Local Government Committee, and the bill passed the House 93-1 on February 13th with an additional 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. The bill received a public hearing in the Senate Local Government on February 19th and is scheduled for an executive session on February 23rd.

***Millionaires Tax**

[SB 6346](#) - Sen. Pederson (D-43rd, Seattle)

This bill establishes 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. On February 16th, the bill was amended and voted out of the Senate 27-22. As amended, the bill repeals most [taxes](#) enacted in 2025 under SB 5814, except the sales tax on advertising. The CCF exemption was also included in the amended version. It now will proceed through the House, with a public hearing scheduled on February 24th and an executive session on February 27th.

Local Government Taxing Authority

[HB 2442](#) - Rep. Berg (D- 44th, Mill Creek)

This bill would expand local revenue authority by broadening allowable uses of real estate excise tax (REET) revenues and flood control zone district funds. It authorizes a new county property tax levy for public health clinics and creates 1% local sales and use tax for children and family services, while expanding allowable uses of existing local sales taxes for housing and related purposes. The bill also extends the maximum duration of voter-approved levy lid lifts and expands permissible uses of county rental car tax revenues. The previously proposed county public utility tax was removed. WPPA has remained neutral on this bill as many of our local government partners have expressed their need for additional tools to sustain core services.

[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 84-11 on February 16th and is now scheduled for a hearing in the Senate Transportation Committee on February 27th. WPPA will plan to testify in support.

***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. It is scheduled for a public hearing in the Senate Transportation Committee on February 23rd.

***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. It passed the House 96-1 on February 17th and is scheduled for a public hearing in the Senate Transportation Committee on February 26th. WPPA supports this bill and will sign “pro” in committee.

Supply Chain Competitiveness

[SB 5649](#) – Sen. Liias (D-21st, Edmonds)

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 received a public hearing in the House Technology, Economic Development, & Veterans Committee on February 18th, where WPPA and port partners testified in support. It is scheduled for an executive session on February 24th.

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. The bill received a public hearing in the Senate Transportation Committee on February 19th and is scheduled for an executive session on February 26th.

Bills Unlikely to Advance Further:

- *Transportation Project Permitting: HB 2718*
- *Transportation commission: SB 6335*

WPPA Phone: 360.943.0760

Website: <https://www.washingtonports.org>

| | | |
|----------------|--|-----------------|
| Eric ffitch | effitch@washingtonports.org | c: 360.763.1179 |
| Carly Michiels | cmichiels@washingtonports.org | c: 360.339.3262 |
| James Cockburn | jcockburn@washingtonports.org | c: 360.878.7610 |