



**Week 7 Report  
02.28.26**

This week, the House and Senate released their respective budget proposals. As this is the second year of the biennium, their proposals are based on the budgets adopted in 2025 and include adjustments, rather than a full rewrite. [All the proposed budgets can be found here](#). House and Senate budget leaders will now begin negotiations to reach a final agreement on the budgets ahead of the end of the session on March 12<sup>th</sup>.

We have prepared a report comparing the Operating, Capital, and Transportation budget proposals from both chambers and highlighted some of the potential areas of relevance to ports. [That full report is available here](#).

We also continue to provide the latest updates on our priority bills below. 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

### **AT A GLANCE**

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

*For up-to-date legislative information, visit: [leg.wa.gov](http://leg.wa.gov)*

*To listen to a legislative hearing, visit: [tvw.org](http://tvw.org)*

*For current & previous copies of our report, visit our website at: [washingtonports.org](http://washingtonports.org)*

### **SESSION CUTOFF DATES**

- 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](http://leg.wa.gov)*

## This Week's Key Thing: Budget Comparison Charts

Supplemental Operating Budget	Governor's Proposed Z-0559	House Proposed PS HB 2289	Senate Proposed PSSB 5998
	\$5	\$5	\$5
Dept. of Commerce, Office of Econ Development and Competitiveness (OEDC) - Tariff resilience	\$400,000 (pg. 63)	\$400,000 + progress report due in November (pg. 66)	\$400,000 (pg. 67)
Commerce, statewide economic development and competitiveness strategic plan, SSB 6289	X	\$150,000 (pg. 68)	\$325,000 (pg. 69)
Commerce, LSRD "energy portfolio study" changes	Increased funds to \$800,000 (pg. 66)	Increased funding to \$800,000 (pg. 70)	\$500,000 (p.71) - consistent with 25-27 adopted budget
Commerce federal clean energy tax assistance	X	Reduced by \$5M (pg. 74)	Reduced by \$2.6M (pg. 76)
DOR funding to implement the millionaires tax SB 6346	X	\$9.3M (pg. 91)	\$9.2M (pg. 94)
UTC and Ecology funding to implement emerging large use facilities/data center regulations HB 2515	X	\$328,000 and \$406,000 (pg. 104)	X
Derelict Vessel Removal Account Transfer to General Fund	\$5M	\$2.5M (pg. 516)	\$2M (pg. 531)
Ecology MTCA Operating Account Reduction	X	\$8M (pg. 350)	\$5.3M (pg. 361)
DW recreational offset study of LSRD removal "due to loss of fed funds"	X	\$350,000 (pg. 371)	\$350,000 (pg. 382)
Rainy Day Account Transfers	X	\$880M to general fund, and repayment	\$750M (pg. 529)

**Proposed Budgets Report:** WPPA staff have prepared a budget comparison report on all three budgets proposed by the House and Senate. This includes charts of changes included in the supplemental budgets that may be relevant to ports from the Operating, Capital, and Transportation Budgets with the Governor's proposals. [Please click here to view the report.](#) There is a lot of information included in there, so please reach out if you have any questions on any of the items we highlighted!

Here is the updated schedule of action on the budget proposals:

Supplemental Budgets	Bill	Release Date	Public Hearing	Voted out of Committee	Vote of full Chamber
Senate Capital	<a href="#">SB 6003</a>	2/23	2/24	2/26	2/27
Senate Operating	<a href="#">SB 5998</a>	2/22	2/23	2/25	2/27
Senate Transportation	<a href="#">SB 6005</a>	2/23	2/24	2/26	2/27
House Capital	<a href="#">HB 2295</a>	2/23	2/24	2/26	2/28 - tentative
House Operating	<a href="#">HB 2289</a>	2/22	2/23	2/25	2/28 - tentative
House Transportation	<a href="#">HB 2306</a>	2/23	2/23	2/25	2/28 - tentative

### WPPA Weekly Bill Tracking Update

*\*Indicates A New Bill Introduced in 2026*

*Please Note: Floor action may have taken place on Saturday, February 28<sup>th</sup> so the status of some bills may have changed by the time you read this report.*

### **Aviation**

#### **\*Sustainable Aviation Fuel**

[SB 5932](#) - Sen. Warnick (13<sup>th</sup>, 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. An amended version of SB 5932 was passed by the Senate Environment, Energy, and Technology Committee on February 3<sup>rd</sup>, and the bill was heard at the Senate Ways and Means Committee on Friday, February 27<sup>th</sup>.

#### 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](#)*
- *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-13<sup>th</sup>, 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 11<sup>th</sup>. It received a public hearing in the House Local Government Committee on February 24<sup>th</sup> and was passed out of committee on February 25<sup>th</sup>. It now sits at the House Rules Committee. WPPA supports this bill.

##### **\*Rural Public Facilities Funding**

[SB 6149](#) – Sen. Wilson, J. (R-19<sup>th</sup>, 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 4<sup>th</sup> with an amendment reducing the city population threshold from 75,000 to 45,000. It passed the Senate 48-1 on February 16<sup>th</sup> and was heard in the House Technology, Economic Development, & Veterans Committee on February 24<sup>th</sup>. It passed committee on February 25<sup>th</sup> by unanimous vote and is now at the House Rules Committee. WPPA supports this bill.

##### **\*Statewide Economic Development Plan**

[SB 6289](#) – Sen. Kauffman (D-47<sup>th</sup>, 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 4<sup>th</sup> 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 16<sup>th</sup> and was passed out of its first House committee on February 25<sup>th</sup>. It is now scheduled for a public hearing in the House Appropriations Committee on March 2<sup>nd</sup>. 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-5<sup>th</sup>, 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 11<sup>th</sup>. SB 5982 passed out of the House Environment & Energy Committee on February 19<sup>th</sup> with an amendment relating to emergency backup generation. It has been added to the House Floor Calendar, where it may be voted on at any time.

### **\*Data Center Energy Usage**

[HB 2515](#) – Rep. Doglio (D-22<sup>nd</sup>, Olympia)

This bill adds additional requirements around the energy use of emerging large energy users like data centers. It 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 14<sup>th</sup>, with some Democrats voting no. There is a large coalition of fire districts, business, labor, schools, economic development councils, ports, cities, and more working in opposition to this proposal. The bill received a public hearing in the Senate Environment, Energy, & Technology Committee and passed out of the committee with amendments on February 24<sup>th</sup>. It then received a public hearing in the Senate Ways & Means Committee on February 27<sup>th</sup>. The bill is expected to have additional amendments come forward if it gets scheduled for executive session.

### **\*Waste to Energy Facilities**

[HB 2416](#) – Rep. Hill (D-3<sup>rd</sup>, 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 17<sup>th</sup>. It passed out of the Senate Environment, Energy & Technology Committee on February 24<sup>th</sup> with a striking amendment from Sen. Shewmake that included additional timeline and planning requirements around no-cost allowances and setting ghg baselines. It received a public hearing in the Senate Ways & Means Committee on February 27<sup>th</sup>.

### **\*Clean Energy Project Procurement**

[SB 6076](#) – Sen. Goehner (R-12<sup>th</sup>, 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 11<sup>th</sup>. It received a public hearing in the House Local Government Committee and passed out of the committee on February 25<sup>th</sup>. It then received a public hearing in the House Capital Budget Committee on February 27<sup>th</sup> and is scheduled for executive session on March 2<sup>nd</sup>.

### **\*Increasing Transmission Capacity**

[HB 2741/SB 6355](#) – Rep. Bernbaum (D-24<sup>th</sup>, Port Angeles, Sen. Hunt (D-5<sup>th</sup>, Issaquah)

After two bills failed to pass the Senate Floor in dramatic fashion at cutoff – [SB 5466](#) relating to increasing transmission capacity and [SB 5609](#) relating SEPA cultural resources review, this bill was introduced. HB 2741/SB 6355 establishes a Washington Electric Transmission Authority run by a board of directors. The Authority has duties that include supporting the expansion of and upgrades to the electric transmission system as a state-wide resource for transmission. The Authority could collaborate and pursue partnerships with port districts to develop transmission resources. The bill establishes a tribal clean energy partnership work group to identify and evaluate opportunities for tribal participation in clean energy facilities and infrastructure. SB 6355 had a public hearing at the Senate Ways & Means Committee on February 26<sup>th</sup>. HB 2741 is scheduled for public hearing at the House Environment & Energy Committee on March 4<sup>th</sup>. Since this bill is so new, WPPA is still evaluating and seeking feedback from members.

### **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](#)
- *Increasing Transmission Capacity:* [HB 1819](#)

### **Environment & Natural Resources**

#### **\*Green Fertilizer Incentive Program**

[SB 5971](#) – Sen. Boehnke (R-8<sup>th</sup>, 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 13<sup>th</sup>. It received a public hearing in the House Agriculture & Natural Resources Committee and passed out of the committee with minor amendments on February 25<sup>th</sup>. WPPA supports this bill.

#### **\*PCHB Efficiency in Appeals**

[HB 2426](#) – Rep. Bernbaum (D-24<sup>th</sup>, 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 the House 96-0 on February 11<sup>th</sup>. The bill received a public hearing in the and passed out of the Senate Environment, Energy & Technology Committee on February 20<sup>th</sup>. It was referred to Senate Rules Committee on February 23<sup>rd</sup>.

#### **\*Local Government Project Permits**

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

This bill proposes changes and efficiencies to the project permit review process by updating how permit applications are timed, referred, 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 13<sup>th</sup>. A public hearing was held and the bill passed out of the Senate Local Government Committee on February 23<sup>rd</sup> with an amendment clarifying referrals to special purpose districts

and additional timelines. The bill was referred to the House Rules Committee where it will need to be pulled to the Floor Calendar for a vote.

#### **\*Permitting and Licensing Timeline Adherence**

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

**CORRECTION from last week:** The substitute bill that passed the Senate 40-8 on February 13<sup>th</sup> provides the authority within existing resources for agencies to reimburse application fees if established permit timelines are not met. The bill 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 and passed out of the committee on February 24<sup>th</sup>. It then received a public hearing in the House Appropriations Committee on February 27<sup>th</sup> and is scheduled for an executive session on March 2<sup>nd</sup>.

#### **Water System Rates and Transparency**

[HB 1906](#) – Rep. Tharinger (D-24<sup>th</sup>, 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 16<sup>th</sup>. It passed out of the Senate Environment, Energy, & Technology Committee on February 24<sup>th</sup> and then received a public hearing in the Senate Ways & Means Committee on February 26<sup>th</sup>.

#### **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](#)
- *SEPA Cultural Resources Review:* [SB 5609](#)

#### **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-7<sup>th</sup>, Inchelium)/Sen. Short (R-7<sup>th</sup>, 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 12<sup>th</sup>. HB 2179 passed the House 96-1 on February 16<sup>th</sup> but was amended to only address the situation that is occurring at the Port of Pend Oreille. HB 2179 received a public hearing in the Senate Ways & Means Committee on February 26<sup>th</sup>. WPPA staff testified requesting our amendment language to address the other Port's employees be included in the bill. SB 5905 appears unlikely to advance further this session.

### 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-26<sup>th</sup>, 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 11<sup>th</sup>. It received a public hearing in the Senate Agriculture & Natural Resources Committee on February 19<sup>th</sup> and was passed out of the committee on February 23<sup>rd</sup>. WPPA supports this bill and has testified at the public hearings.

### **\*Commercial Shellfish Fees**

[HB 2737](#) – Rep. Bernbaum (D-24<sup>th</sup>, 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 18<sup>th</sup>. WPPA signed in "pro". The bill is likely not eligible to advance further but there was funding provided in the proposed Senate operating budget to enact the policy via budget proviso.

### Bills Unlikely to Advance Further:

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

### Public Works

#### **\*Small Works Roster**

[HB 2420](#) – Rep. Zahn (D-41<sup>st</sup>, 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 12<sup>th</sup>. It received a public hearing in the Senate State Government, Tribal Affairs & Elections Committee on February 20<sup>th</sup> and was passed out of the committee on February 24<sup>th</sup>. WPPA continues to support this bill.

#### **Prevailing Wage Paid When Work is Performed**

[SB 5061](#) - Sen. Conway (D-29<sup>th</sup>, 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 12<sup>th</sup>, 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 Capital Budget Committee on February 26<sup>th</sup>.

### Bills Unlikely to Advance Further:

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

### Recreation & Tourism

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

[HB 2325](#) – Rep. Paul (D-10<sup>th</sup>, Oak Harbor)

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. While the bill initially did not make the House of Origin Cutoff deadline, it has been revived and passed the House 84-5 on February 23<sup>rd</sup>. It received a public hearing in the Senate Ways & Means Committee on February 26<sup>th</sup>. WPPA signed in “pro”.

### Bills Unlikely to Advance Further:

- *Tourism Promotion Funding: Lodging Tax: [HB 2278](#)*

### Revenue & Tax

#### **\*Tax Increment Financing**

[HB 2451](#) – Rep. Duerr (D-1<sup>st</sup>, 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 13<sup>th</sup> 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 and was passed out of the committee on February 23<sup>rd</sup>. It then received a public hearing in the Senate Ways & Means Committee on February 26<sup>th</sup>.

### **\*Millionaires Tax**

[SB 6346](#) - Sen. Pederson (D-43<sup>rd</sup>, 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 16<sup>th</sup>, 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, where it received a public hearing in the House Finance Committee on February 24<sup>th</sup> and was passed out of the committee on February 27<sup>th</sup>.

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

## **Transportation**

### ***Passenger-Only Ferries***

[HB 1923](#) - Rep. Nance (D-23<sup>rd</sup>, 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 16<sup>th</sup> and received a public hearing in the Senate Transportation Committee on February 27<sup>th</sup>. WPPA supports this bill.

### **\*I-5 Bridge Tolling Funds**

[HB 2111](#) – Rep. Fey (D-27<sup>th</sup>, 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 15<sup>th</sup> and was passed out of the committee by voice vote and on February 11<sup>th</sup>. It passed the House 95-0 and received a public hearing in the Senate Transportation Committee on February 23<sup>rd</sup> where WPPA signed in “pro.”

### **\*Truck Safety Commission**

[HB 2410](#) – Rep. Fey (D-27<sup>th</sup>, 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 17<sup>th</sup> and received a public hearing in the Senate Transportation Committee on February 26<sup>th</sup>. WPPA supports this bill signed in “pro” at the public hearing.

### **Supply Chain Competitiveness**

[SB 5649](#) – Sen. Liias (D-21<sup>st</sup>, 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 21<sup>st</sup>, 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 was passed out of the House Technology, Economic Development & Veterans Committee on February 24<sup>th</sup> with an amendment to clarify that only projects that are not eligible for FMSIB funding can apply for grants under this program. It then received a public hearing in the House Transportation Committee on February 27<sup>th</sup>, where WPPA and port partners testified in support.

### **Transportation Revenue Bills**

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

The bill to provide additional revenue for the Senate 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 19<sup>th</sup>. 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 19<sup>th</sup> and was scheduled for executive session on Friday, February 27<sup>th</sup> but no action was taken.

[PSHB 2711](#) – Rep. Fey (D-27<sup>th</sup>, Tacoma)

This proposal is primarily a cleanup bill to clarify revenue items passed in the 2025-2027 transportation budget adopted last session. The substitute bill, passed by the House Transportation Committee on February 25<sup>th</sup>, now includes language that repeals the luxury aircraft tax. The bill is now at the House Rules Committee and is expected to pass as part of the supplemental transportation budget package.

### **Bills Unlikely to Advance Further:**

- *Transportation Project Permitting: [HB 2718](#)*

- *Transportation commission: [SB 6335](#)*

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