



**Updated: March 18, 2026**

Washington’s 2026 Legislative Session began on Monday, January 12<sup>th</sup>, marking the second year of the two-year legislative biennium. Each biennium ends with a “short session,” lasting 60 days. In short sessions, lawmakers typically make modest changes to the state’s in-progress biennial budgets: Operating, Capital, and Transportation. This year, the session ended on time, with the legislature adjourning “sine die” around 8:30pm on Thursday, March 12<sup>th</sup>.

Democrats continued to control the agenda in Olympia with majorities of 60 percent in both the House (59-39) and Senate (30-19). These large majorities enabled the Democrats to pass bills without needing the votes of every single member of their caucus, a dynamic which played out frequently on votes related to revenue and policy bills that divided opinion.

Between now and April 4<sup>th</sup>, the Governor will review bills passed by the legislature and choose one of four options: 1) sign the bill into law, 2) veto the entire bill, 3) partially veto the bill by removing entire sections (the Governor does not have “line-item veto” authority, meaning removing sentences or words is not allowed) or 4) take no action, and allow the bill to become law without signature.

This year, 1,205 policy bills were introduced, and 268 bills passed the legislature and have now been sent to the Governor to be signed into law. In addition, more than 1,000 bills from the 2025 session were eligible for additional consideration this year. As a reminder, during the two-year biennium, all bills that do not pass during the 105-day session, are technically *alive* again for the 60-day session. Many did not advance but some were revised over the interim to improve their chances of passing.

<b><i>Policy Bills Introduced &amp; Passed</i></b>			
<i>Does not include resolutions, joint memorials, etc.</i>			
	<b><i>House</i></b>	<b><i>Senate</i></b>	<b><i>Total</i></b>
<b><i>Introduced 2025</i></b>	1086	818	1904
<b><i>Introduced 2026</i></b>	662	543	1205
<b><i>Passed the Legislature in 2026</i></b>	155	113	268



**Washington Public Ports Association**  
**Final 2026 Legislative**  
**Priorities Report**

October 2025 20 2025

The report provides a comprehensive overview of the legislative priorities for the Washington Public Ports Association for the 2026 legislative session. It details the association's goals and the specific legislative actions it is advocating for to support the state's ports and maritime industry.

## 2026 Final Legislative Priorities Report

As noted above, final bill determinations from the Governor will conclude on April 4<sup>th</sup>. We have created a report on bills related to our 2026 Legislative Priorities that were considered by the legislature. This report is an update to our mid-session report that was presented to our Legislative Committee on February 18<sup>th</sup>.

[Click here to view our report.](#)

**Operating Budget:** The operating budget funds the day-to-day operations of state government. The enacted budget relies on new revenue, program reductions, and transfers of revenue from other accounts. Additionally, it invokes an exception to the four-year balanced budget requirement and instead will only balance over the next two years. Budget leaders have cited economic uncertainty and projected lower revenue growth as making this exception necessary. Additional budget details and reports can be found [here](#).

- **Spending:**
  - The final negotiated operating budget appropriates approximately \$80.2 billion from the Near General Fund–State (NGF-O/general fund) and \$157.3 billion across all budgeted funds for the 2025–27 biennium.
  - This represents an increase of about \$2.3 billion from the \$77.9 billion operating budget adopted in the 2025 legislative session.
  - A significant portion of the increase reflects maintenance-level adjustments totaling about \$1.7 billion NGF-O to continue current programs and meet statutory obligations.
  - Lawmakers have reported that the largest cost drivers include increased spending for Medicaid, Working Connections Child Care, and long-term care services.
  - Policy-level spending increases total approximately \$621 million NGF-O, reflecting new or expanded policy investments adopted during the supplemental budget process.
- **Revenue:**
  - The final negotiated operating budget assumes modest revenue changes and one time transfers in the current biennium and larger impacts in the next.
  - It includes the following revenue assumptions:
    - Income Tax/Millionaires ([SB 6346](#))
    - Repeal of B&O Tax Exemption for Data Center Equipment ([SB 6231](#))
    - Repeal of B&O Tax Exemption for Prescription Drugs ([SB 6228](#))
    - B&O Tax On Certain Insurance Premiums ([HB 2487](#))
  - Approximately \$36 million in additional NGF-O resources are assumed from revenue legislation in the 2025–27 biennium.
  - The newly adopted revenue legislation is projected to generate approximately \$2.2 billion in NGF-O resources in the 2027–29 biennium, including revenue associated with legislation establishing a tax on high-income earners ([ESSB 6346](#)).

The chart below reflects changes included in the supplemental budget that may be relevant to port districts and our priorities. This is *not intended to be* a comprehensive list of the full 2025-27

Biennial Budget. Because the supplemental budgets *amend* what was adopted last year, if there are no changes to items we were tracking in the adopted biennial budgets, we did not include those items in these charts.

See our [Final 2025 Legislative Report](#) from the end of last session for a more detailed chart. Each item can be found on the page number of the bill marked in parentheses.

<b><u>Supplemental Operating Budget</u></b> <b><u>ESB 5167</u></b>	<b><u>House (Passed)</u></b>	<b><u>Senate (Passed)</u></b>	<b><u>Conference Negotiated</u></b>
Total Outlook Funds Budgeted:	\$2.07 billion	\$2.28 billion	\$2.34 billion
Commerce, Office of Econ. Development and Competitiveness (OEDC) – Tariff resilience	\$400,000 + progress report due in November (pg. 66)	\$400,000 (pg. 67)	\$400,000 + Nov. 2026 progress report (pg. 72)
Commerce, statewide economic development and competitiveness strategic plan	\$150,000 (pg. 68)	\$325,000 (pg. 69)	\$300,000 (pg. 75)
Commerce, LSRD “energy portfolio study” changes	Increased funding to \$800,000 (pg. 70)	\$500,000 (p.71) – consistent with 25-27 adopted budget	Increased funding to \$800,000, from CCA (pg. 77)
Commerce, federal clean energy tax assistance	Reduced by \$5M (pg. 74)	Reduced by \$2.6M (pg. 76)	Reduced by \$2.5M (pg. 81)
DOR funding to implement the “millionaire’s tax”, SB 6346	\$9.3M (pg. 91)	\$9.2M (pg. 94)	\$10.2M (pg. 100)
UTC, Ecology funding to implement emerging large use facilities/data center regulations, HB 2515	\$328,000 and \$406,000 (pg. 104, 358)	X	X
Derelict Vessel Removal Account Transfer to General Fund	\$2.5M (pg. 516)	\$2M (pg. 531)	X
Ecology MTCA Operating Account Reduction	\$8M (pg. 350)	\$5.3M (pg. 361)	\$6.06M (pg. 382)
DFW recreational offset study of LSRD removal *due to loss of fed funds.	\$350,000 (pg. 371)	\$350,000 (pg. 382)	\$350,000 (pg. 404)
Rainy Day Account Transfers	\$880M to general fund, and repayment June 30, 2029 from pension funding stabilization account (pg. 516)	\$750M (pg. 529)	\$880M to general fund, and repayment by June 30, 2029 from pension funding stabilization account (pg. 549)

Manufacturing Cluster Acceleration Account transfer to General Fund	\$2.8M (pg. 516)	\$2.8M (pg. 530)	\$2.8M (pg. 550)
Gov. request permit streamlining, SB 5968 implementation	X	\$77,000 (pg. 21)	X
Dept. of Health commercial shellfish fee implementation	X	\$4.7M (pg. 287)	\$4.7M (pg. 302)
State Auditor review and performance audit of the commercial shellfish program	X	\$1M (pg. 29)	\$1M (pg. 29)
Commerce, local government, grants for permit review process update, 2SSB 5290	X	\$1M (pg. 65)	\$500,000 (pg. 69)
Commerce, general fund reductions from Industrial Symbiosis Grant Program.	\$461,000 (pg. 64)	X	\$461,000 (pg. 70)
Commerce, funding for local Clean Energy Permitting/Planning Grants	Reduced by \$2.5M (pg. 69)	Fully funded at \$5M but transfers \$490,000 from Commerce local govt. (pg. 65, 71)	Fully funded at \$5M but transfers \$490,000 from Commerce local govt. and prioritizes high transmission need areas (pg. 69, 76)
Reduced staff and funding for Commerce and Agriculture under E2SHB 1216, Clean Energy Siting Council	3.2 FTE, \$851,000 .1 FTE, \$100,000	X	3.2 FTE, \$851,000 .1 FTE, \$100,000
Dept of Health, reduced funding for Health Disparities Map and Environmental Justice Council	\$1.8M (pg. 275)	\$800,000~ (pg. 284) \$110,000 (pg. 285)	\$1.1M cut for health disparities map and staff (pg. 302)
DNR, general funds for Derelict Aquatic Structures removed	\$477,000 (pg. 372)	X	X
Commerce, funding to implement SB 5982, Ports in CETA	X	\$79,000 (pg. 108)	UTC, \$79,000 (pg. 114)
Ecology, increases to coastal hazards activities	X	\$1M (pg. 363)	X
Commerce, Ecology, Agriculture green fertilizer implementation, SB 5971	X	\$13,000 (pg. 78) \$21,000 (pg. 369)	\$140,000, Ag develop "green fertilizer grant program" (p. 414)

		\$106,000 (pg. 393)	
DRS, Port Pension Bill Implementation, HB 2179	\$10,000 (pg. 88)	\$18,000 (pg. 91)	\$18,000 (pg. 98)
Certain ghg emission reduction related expenditures requiring the use of Ecology calculator	Included	Included	Included
Implement Transmission Authority, SB 6355	X	X	Commerce \$744,000, 110,000 UTC, \$132,000 Ecology \$142,000 DAHP \$142,000
“Emerging Large Energy Use Facilities” energy and water report due Dec. 2026	X	X	\$50,000 (pg. 390)

**Transportation Budget:** The transportation budget supports state transportation agency operations, highway construction and preservation, ferries, and public transit. Ports have recently received investments in this budget for priority projects like the Puget Sound Gateway, US-12, and the Confluence Parkway. Ports have also secured funding from programs such as the Port Electrification Grant Program. The highway portion of the transportation budget is primarily funded through the gas tax, while other transportation-specific revenue inputs like truck weight fees help round out the budget. Additional budget details and reports can be found [here](#).

- **Spending:** The final negotiated budget spends \$16.6 billion, and includes funding for \$10.2 billion in capital projects, \$6.4 billion for operations. This represents a combined increase of \$1.2 billion over the 2025 enacted budget.
- **Bonding:** Includes \$800 million in new bond authorization
- **Preservation:** Includes a \$300 million increase in spending on preservation of existing infrastructure, \$40 million in reappropriations, \$65 million in federal funding related to flood recovery, and \$405 million for Program P (designing and maintaining roads/public transit)
- **Maintenance:** Includes an increase in spending of \$40 million.
- **Ferries:** Increases ferry system preservation by \$28 million over six years. Notably, the final budget did not follow the Governor’s roadmap on spending \$1 billion for 3 new ferry vessels.

The chart below reflects changes included in the supplemental budget that may be relevant to port districts and our priorities. This is *not intended to be* a comprehensive list of the full 2025-27 Biennial Budget. Because the supplemental budgets *amend* what was adopted last year, if there are no changes to items we were tracking in the adopted biennial budgets, we did not include those items in these charts.

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<b><u>Supplemental Transportation Budget ESB 5801</u></b>	<b><u>House (Passed)</u></b>	<b><u>Senate (Passed)</u></b>	<b><u>Conference Negotiated</u></b>
Total Budgeted:	\$1.08 billion	\$1.54 billion	\$1.63 billion
Lower Columbia River channel maintenance	\$7.5M (pg. 103) (additional \$7.5M included in House Capital Budget)	\$15M (pg. 115), in the Supply Chain Competitiveness Infrastructure Program	\$10M (pg. 117) (additional \$5M included in Capital Budget; intent section added to require financial plan for future costs and nonstate funding)
JTC Study, with WSU, off-hour gate operations at NWSA terminals	\$200,000 (pg. 11)	X	\$200,000 (pg. 14)
JTC Study, with WSU, freight and goods transportation system	\$100,000 (pg. 12)	X	\$100,000 (pg. 15)
JTC, carbon emissions reduction tracking tool for vehicle and vessel fuel conversion activities	\$640,000 (pg. 11)	X	\$640,000 (pg. 14)
WSDOT, Truck Parking Coordinator	X	\$800,000 (pg. 80)	X
WSDOT, Study of North Bend Truck Parking & WSP Office	X	X	\$200,000 (pg. 67)
Interstate storage yard tracks project (related to Amtrak Cascades service)	\$8M (pg. 103)	\$8M (p. 115)	X
Longview junction to Kalama, third mainline track (related to Amtrak Cascades service)	\$3M (p. 103)	\$3M (p. 115)	X
Fruit Valley Triple Track Extension (SW WA Regional Transportation Council priority)	\$1.2M (p. 102)	\$1.2M (p. 115)	X
Community Electric Vehicle Charging Infrastructure	X	\$29.7M (p. 3)	X

JTC study of in-state credit for ferry manufacture	X	\$100,000 (p. 16)	X
JTC study of WSF “terminal improvements, vessel procurement, and ferry asset preservation”	\$500,000 (p. 12)	X	\$750,000 (pg. 16)
West Coast truck charging and fueling infrastructure program, including hydrogen fueling along I-5	\$790,000 (pg. 12)	X	\$790,000 (pg. 51)
DOT analysis of bridge strikes in WA with recommendations by 9/1/2026	Within existing resources (pg. 59)	Within existing resources (pg. 67)	Within existing resources (pg. 67)
City of Tacoma to support Communities for a Healthy Bay detecting “derelict sunken vessels” that impact shipping lanes	\$90,000 (pg. 74)	Within existing resources (pg. 59)	\$90,000 (pg. 85)
Pacific Northwest Hydrogen Association, technical assistance for hydrogen supply chain projects and market development	X	\$1M (pg. 50)	\$1M (pg. 50)

**Capital Budget:** The Capital Budget is the state’s construction budget and includes funding for financing infrastructure projects such as public schools, higher education facilities, parks, other public works. Ports often receive funding through the Community and Local Projects program. Additional budget details and reports can be found [here](#).

The 2025-27 supplemental capital budget allocates \$889 million in investments with particular emphasis on funding improvements to water quality, flood response and building decarbonization.

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<b><u>Supplemental Capital Budget</u></b> <b><u>SB 5195</u></b>	<b><u>House Proposed</u></b>	<b><u>Senate Proposed</u></b>	<b><u>Conference Negotiated</u></b>
Total Budgeted:	\$911M additional	\$727M additional	\$889M additional
Lower Columbia River channel maintenance	\$7.5M (pg. 82)	X	\$5M (pg. 98) (additional \$10M included in Transportation Budget)
CPARB Prevailing Wage Study	X	X	Using existing funds in Capital Community Assistance Account (pg. 194)
Port of Pasco Reimann Expansion Engineering Master Plan	\$258,000 (pg. 39)	\$258,000 (pg. 35)	\$258,000 (pg. 44)
Port of Pasco Symbiosis Park, "North American Analysis"	\$258,000 (pg. 51)	X	\$258,000 (pg. 56)
Port of Ridgefield Waterfront Park	\$100,000 (pg. 39)	X	\$100,000 (pg. 44)
Port of Port Angeles Marine Trades Building	\$2.05M (pg. 51)	\$2M (pg. 35)	\$2M (pg. 38)
Port of Woodland Land Transfer Costs	X	\$5,000 (pg. 70)	\$5,000 (pg. 93)
Commerce Clean Energy Fund Program competitive grants	Additional \$10M (pg. 28)	X	X
Commerce WA State Green Bank	\$12.5M (pg. 32)	\$50M for "Washington Builds" named the nonprofit for the state green bank (pg. 46)	\$25M for "Washington Builds" (pg. 57)