



Washington Public Ports Association

Final 2026 Legislative Priorities Report

Updated: March 18, 2026

This document includes the [WPPA's 2026 Legislative Priorities](#), as passed by our Board of Trustees. The plain text quotes our officially adopted policy statement on each issue. The italicized text provides an update and references specific bills or budget items. **The bold text** provides a brief update on what occurred during the 2026 Legislative Session. This is not a comprehensive list.

Aviation

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

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

FAA Compliance: Beginning in 2017, the FAA required documentation of aviation fuel tax revenue collected and mandated that it must be deposited into an account dedicated solely to airport related projects. The FAA did not approve the state's plan for compliance at that time. The state may now be accountable for total aviation fuel tax collections totaling upwards of \$210 million. This year a suite of proposals were brought forward on this issue and we anticipate both interim conversations on this issue along with continued focus into the 2027 session:

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

created state aircraft noise and air quality mitigation account. Commerce would be required to oversee a grant program related to aviation-related air quality impacts and aviation-related noise impacts. This would have redirected \$1.3 million in the next biennium from the MTCA account.

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

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

Broadband

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

- [HB 2365](#) – Rep. Gregerson (D-33rd, Sea-Tac). **Status: Dead.** This bill would have updated state law to clearly define ideas like “digital equity” and “broadband adoption,” and it recognized the role of places like libraries, schools, ports, and other community organizations as “community anchor institutions” that help connect underserved communities. WPPA supported this bill.
- [SB 5188](#) - Sen. Wellman (D-41st, Mercer Island). **Status: Dead.** This bill would have allowed the Public Works Board to fund repair projects for broadband infrastructure by either grants or loans. WPPA supported this bill.

Economic Development

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

- [HB 2186](#) – Rep. Barnard (R-8th, Pasco). **Status: Dead.** This bill would have required Commerce to support local agencies in the acquisition of federal funds to promote economic development. It was amended this year to clarify that it was contingent on funds being appropriated for this purpose, and removed many requirements, leaving primarily a “grants inventory.” WPPA supported this bill.
- [SB 6132](#) – Sen. Warnick (R-13th, Moses Lake). **Status: Delivered to the Governor.** This bill will 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 supported this bill.
- [SB 6149](#) – Sen. Wilson, J. (R-19th, Longview). **Status: Delivered to the Governor.** This bill will expand the statutory definition of rural counties to include those counties with a population density over 100

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people per square mile but no city larger than 45,000 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. WPPA supported this bill.

- [SB 6289](#) – Sen. Kauffman (D-47th, Kent) **Status: Dead.** This bill would have directed Commerce to develop a statewide economic development and competitiveness strategic plan. At a minimum, the plan would have established goals and strategies for state supported economic development activities. WPPA supported this effort. While the bill did not pass, funding for this proposal was included in the final budget.

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

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

Energy

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

- [SB 5982](#) – Sen. Hunt (D-5th, Issaquah). **Status: Delivered to the Governor.** This bill will 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 was neutral on the bill but was successful in advocating to include language that will establish port specific reporting and planning guidance. There was funding provided in the final negotiated operating budget to implement this bill.

The same language including public port districts in CETA was also in [HB 2515/SB 6171](#) relating to emerging large energy use facilities. WPPA did not take a position on HB 2515/SB 6171 and the bills did not pass this session. There was \$50,000 provided in the final negotiated operating budget to conduct a study of water and energy use of emerging large energy use facilities.

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- [HB 1689](#) - Rep. Reed (D-36th, Seattle). **Status: Dead.** This bill would have adopted California at-berth emissions standards that require any ocean-going vessel visiting a port, terminal, or berth to connect to shore power or implement an alternative emissions control strategy. Shore power is the most feasible option but comes with many challenges to implement with limited resources, time, and energy availability. WPPA opposed this bill in 2025 and engaged with stakeholders and the bill author again this session. We expect work on this issue to continue through the interim.
- [HB 2416](#) – Rep. Hill (D-3rd, Spokane). **Status: Delivered to the Governor.** 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 supported this bill on behalf of those ports with international flight services. This bill was heavily negotiated throughout session.
- [HB 1302](#) - Rep. Cortes (D-38th, Everett). **Status: Delivered to the Governor.** This bill will put a definition of “industrial symbiosis” into statute and will grant municipal utilities the ability to waive connection fees for organizations undertaking industrial symbiosis development projects. WPPA supported this bill.
- [HB 1819](#) – Rep. Barnard (R-8th, Pasco). **Status: Dead.** This proposal aimed to increase electrical transmission capacity by streamlining grid upgrades and including a SEPA categorical exemption and updating utility action plan requirements. WPPA supported this bill.
- [SB 6355](#) – Sen. Hunt (D-5th, Issaquah). **Status: Delivered to the Governor.** This bill establishes a Washington Electric Transmission Authority with duties that include supporting the expansion of and upgrades to the electric transmission system as a state-wide resource. The Authority could collaborate and pursue partnerships with port districts, for example, to develop transmission resources. WPPA supported this bill but recognizes that this is just a small tool and step toward what is really needed for increasing transmission capacity and building infrastructure.

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

- WPPA advocated for continued support of the Port Electrification Program, with a funding request of \$30 million. As part of our advocacy, we worked with Rep. Reed, sponsor of HB 1689 (requirements for shore power), and a coalitional of port, labor, and environmental stakeholders showing the significant need for funding support in our discussions with Transportation budget writers. Unfortunately, no additional funding was provided in the final negotiated transportation budget for additional grants under this program.

Environment & Natural Resources

Washington’s ports are not only economic drivers in their communities but leaders in environmental stewardship and redevelopment. Managing the intersection of land, water, and commerce, ports are uniquely positioned to lead long-term cleanup and restoration efforts that strengthen both communities

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and ecosystems. WPPA supports initiatives that build on historic cleanup successes and advance resiliency projects for local economic vitality and environmental responsibility.

- [HB 1652/SB 5519](#) - Rep. Lekanoff (D-40th, Bow), Sen. Lovelett (D-40th, Anacortes). **Status: Dead.** This bill sought to reduce emissions from ocean-going vessels by mandating the use of specific low-sulfur fuels within three miles of Washington shorelines. The [proposed substitute](#) house bill contained similar language from last session, but with new definitions and Ecology record-keeping requirements. WPPA had concerns with the bill and committed to continue working with the bill sponsors and stakeholders over the interim.
- [SB 5360](#) - Sen. Trudeau (D-27th, Tacoma). **Status: Dead.** This bill created 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 increased penalties for these crimes up to certain first- and second-degree felony violations. WPPA worked extensively in 2025 & 2026 to express concerns about this bill with the bill sponsor and stakeholders.
- [SB 6119/HB 2421](#) – Sen. Liias (D-21st, Edmonds), Rep. Hall (D-5th, Issaquah). **Status: Dead.** This bill would have banned the manufacturing and sale of tires containing 6PPD beginning in 2035 and in the original version of the bill, also would have established a per tire fee beginning in 2027 with some of the revenue directed to testing, monitoring, and MTCA. The substitute proposal that passed committee eliminated the per tire fee and only includes a 2035 ban. WPPA monitored this proposal but did not take a position.
- [HB 1906](#) – Rep. Tharinger (D-24th, Clallam County). **Status: Delivered to the Governor.** This bill intends to increase transparency and consumer protection in water systems. It is an attempt to address the large number of small water systems that are in disrepair and in need of consolidation into existing water systems while providing additional oversight. The bill adds flexibility and consideration for special purpose districts in water planning and rate regulation to account for their operational constraints. WPPA followed this bill closely and advocated for special purpose district considerations while working with the bill sponsor and stakeholders.
- [HB 1303/SB 5380](#) - Rep. Mena (D-29th, Tacoma), Sen. Lovelett (D-40th, Anacortes). **Status: Dead.** This bill would have integrated environmental justice (EJ) considerations into certain projects by adding it as an element of the environment in the SEPA checklist. WPPA worked with a coalition of stakeholders in 2025 to raise concerns about this bill and engaged over the interim. The bill did not advance in 2026. Even as WPPA supports the underlying intent, we will be opposed to any proposal that adds substantial, additional time and cost to permitting projects.
- [HB 2426](#) – Rep. Bernbaum (D-24th, Port Angeles). **Status: Delivered to the Governor.** 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 supported this bill.
- [SB 5609](#) – Sen. Kauffman (D-47th, Kent). **Status: Dead.** This bill went through numerous changes and would have required local governments under GMA or comp planning to adopt an ordinance

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protecting archaeological and cultural resources in consultation with tribes. It further required 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 bill and adding complexity to permitting.

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

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

- The Governor’s budget proposal maintains the funding sweeps at the same levels that passed last session. No additional transfers to the general fund are proposed in the supplemental budget, although transfers to the general fund will occur in FY2026. The aviation fuel tax bills mentioned earlier would have had potential impact on the MTCA account.
- From last session, the Department of Ecology was taking an approach to reappropriations under the MTCA-Remedial Action Grant Program that would have resulted in unrealistic timeline enforcement and subsequent fund claw backs. There was a minor fix that was needed to clarify legislative intent and provides certainty in the remedial action grant program which was achieved in Section 8006 in the capital budget.

Governance

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

- [HB 2255](#) – Rep. Walen (D-48th, Kirkland). **Status: Dead.** This bill would have established standards for third-party litigation funding in Washington, including disclosure and agreement-production requirements for along with contract limits and enforcement provisions under the Consumer Protection Act. WPPA received feedback on this bill from our Legal Committee and supported the bill.
- [HB 2520](#) – Rep. Lekanoff (D-40th, Bow). **Status: Dead.** This bill would have allowed local governments to take expedited action to address a state or federally declared emergency at a meeting held remotely or at which the physical attendance by some or all members of the public is limited. WPPA supported this bill to ensure government continuity during emergencies.

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- [SB 6123](#) – Sen. Conway (D-29th, Tacoma) **Status: Dead.** This bill would have prevented the disclosure of individual employee demographic information. This was requested by Pierce County due to concerns that employees in certain demographic groups could be targeted for harassment. WPPA supported this bill.
- [SB 5968](#) – Sen. Krishnadasan (D-26th, Gig Harbor). **Status: Dead.** This bill sought to require state agencies that review any permitting applications to reimburse application fees if agency established timelines are not met and gave them the statutory authority to do so. It also would have required a centralized database and inventory of all permit applications and status. This bill came forward at the request of the Governor’s office. WPPA supported this bill but, despite passing both chambers, the bill died in the last week of session.

Labor Relations and Workforce Development

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

- [HB 2420](#) – Rep. Zahn (D-41st, Bellevue). **Status: Delivered to the Governor.** This bill will gradually increase the thresholds for the use of the small works roster from in 2026 \$530K to \$650K by July 1, 2030. This bill was brought forward by the Capital Projects Advisory Review Board (CPARB) based on extensive discussions over the interim with public owners, labor organizations, and contractors. WPPA supported this bill.
- [SB 5061](#) - Sen. Conway (D-29th, Tacoma). **Status: Dead.** This bill would have required public works contracts to provide for the payment of prevailing wages at the time the work is performed instead of when the contract is executed. In 2025, WPPA was in support of the underlying policy. WPPA worked with other public owners on amendment language throughout that legislative session to limit the potential for cost increases and delays on projects. WPPA engaged throughout session on amendment language brought forward by stakeholders. We expect conversations on this policy to continue this interim.
- [SB 5176](#) - Sen. Valdez (D-1st, Seattle) **Status: Dead.** This bill would have required any payment on public works projects that exceeded thirty days of receipt of a properly completed invoice to automatically remit a one percent penalty with the payment. All subcontractors would need to be paid within ten days after payment is received by the prime contractor. WPPA and other public owners expressed concerns about being required to pay penalties for delays over which they have no control. It was subject to a great deal of stakeholder discussion over the interim and a [proposed substitute](#) was recommended by CPARB. Members of the WPPA procurement workgroup provided helpful feedback during the process. WPPA supported the positive changes that were adopted, but we believe there is still improvement to be made on the policy. This is an area where we will engage with stakeholders over the interim.

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- [HB 2179](#) – Rep. Abell (R-7th, Inchelium), Sen. Short (R-7th, Addy). **Status: Delivered to the Governor.** *This bill will 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 Sen. Short and Rep. Abell on this legislative proposal after being alerted to this situation by the Ports of Pend Oreille and Vancouver. This bill will also impact a small number of employees at the Ports of Longview and Seattle. WPPA supported this bill and worked throughout session to address concerns about unintended pension liability and ensure the bill covered only the intended employees.*

Land Use and Management

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

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

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

Recreation and Tourism

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

- [HB 2199](#) – Rep. Richards (D-26th, Gig Harbor). **Status: Signed by the Governor.** *This bill will allow 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 supported this bill.*

Relatedly, a \$5 million sweep of funds from the Derelict Vessel Removal Account to the General Fund was included in the Governor's proposed budget. The House and Senate budget proposals included sweeps of \$2.5 and \$2 million respectively. The final budget did not include a sweep of the funds. WPPA advocated against sweep of funds with our partners at NMTA and RBAW.

- [HB 2278](#) – Rep. Barnard (R-8th, Pasco). **Status: Dead.** This bill would have removed the expiration date on the lodging tax assessed to visitors of the state, which provides funding to the state’s tourism promotion account. WPPA supported this bill.
- [HB 2325](#) – Rep. Paul (D-10th, Oak Harbor). **Status: Delivered to the Governor.** This bill will 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 supported this bill.

Revenue and Taxes

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

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

Cost control is key to competitiveness: WPPA understands the budget challenges and supports a balanced approach with the goal of affordability for businesses and consumers. Controlling costs in Washington’s economy is key to keeping our state competitive. WPPA will advocate for a stable and

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competitive tax structure and oppose any additional “unfunded mandates” or proposals that unduly shift the tax burden to local jurisdictions.

Transportation

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

- *The final negotiated 2026 supplemental transportation budget totals \$16.6 billion, including \$10.2 billion for capital projects and \$6.4 billion for operations, an overall \$1.2 billion increase compared to the 2025 enacted budget. To support long-term transportation needs, the package authorizes \$800 million in new bonds, helping enable more than \$1.5 billion in additional maintenance and preservation funding through the 2029–31 biennium. The final transportation budget does include \$10 million for the Lower Columbia River Federal Navigation Channel maintenance. See budget report for more details.*
- [HB 2718](#)– Rep. Richards (D-26th, Gig Harbor). **Status: Dead.** *This bill sought to streamline transportation project permitting by setting specific timelines and coordination requirements for the WSDOT multiagency permit program, including mandatory meetings and expedited decision points with state and federal agencies. WPPA met with the bill sponsor and stakeholders to support this bill. This effort is related to the ESHB 1902 WSDOT Permit Streamlining Workgroup that was established last session and in which WPPA continues to participate.*

WA Trade Strategy

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

- *WPPA continuously raised this strategy as it related to different bills that were considered this year. We referenced this in the context of: Lower Columbia River dredging; Sen. Kauffman’s bill calling for an economic development strategic plan; SB 5968/HB 2168, Governor-request bills on permit streamlining; and more. In the end, primary areas of progress/success were:*
 - *Funding for Lower Columbia River dredging*
 - *Budget proviso studying container operations in Seattle-Tacoma for efficiencies*
 - *Budget proviso on tariff resilience work at Commerce*
 - *Truck safety initiative, put forward by Washington Trucking Association (HB 2410)*
 - *No increase in stevedoring B&O tax rate/maintain PUT tax preference for freight cargo movement*

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

- **Status: Funded in the Budget!** *The final negotiated Transportation and Capital budgets include a combined \$15 million in funding for the state's initial contribution toward the 20-year plan to maintain the Lower Columbia River Federal Navigation Channel at 43 feet. Earlier this session, WPPA testified in support of the budget proposal and expressed appreciation to the Governor for prioritizing this investment in his initial budget proposal. Since then, we regularly joined the lobby team from our Lower Columbia River ports to meet with members of the Transportation Committees and Capital Budget Committees to advocate for this budget item.*

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