



**Week 8 Report**  
**03.07.26**

This week, the House and Senate worked furiously to pass bills sent over from the other chamber prior to the March 6<sup>th</sup> cutoff deadline. Long hours were spent debating amendments, with floor sessions stretching into the early morning hours. During the final week of session floor action will continue, with the House and Senate considering whether to agree with the changes to bills made by the other chamber in a process known as “concurrence.” And both chambers will be reviewing budget conferences for final votes before March 12<sup>th</sup>. We expect the final negotiated budgets to be released on Tuesday or Wednesday. WPPA staff will send out a report on the final budgets along with a final update on bills related to our adopted Legislative Priorities by Wednesday, March 18<sup>th</sup>.

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

**This Week’s 3 Key Things:**

- **Increasing Transmission Capacity:** [SB 6355/HB 2741](#), 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. SB 6355/HB 2741 establishes a Washington Electric Transmission Authority run by a 10-person Board of Directors. The Authority has numerous duties outlined in the bill 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 also

**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 12: Last Day of Session*

*For more information about cutoff dates, visit: [leg.wa.gov](http://leg.wa.gov)*

establishes a tribal clean energy partnership work group to identify and evaluate opportunities for tribal participation in clean energy facilities and infrastructure. WPPA generally supports this proposal as a useful tool to increase and expand transmission in Washington. However, we recognize that this does not go far enough to address resource adequacy challenges. Additionally, there are some concerns relating to local and rural input and representation on the governing board. SB 6355 passed the Senate 30-19 on March 3<sup>rd</sup>. It received a public hearing in the House Appropriations Committee on March 5<sup>th</sup> and is scheduled for executive session on March 9<sup>th</sup>. HB 2741 has not received a public hearing and does not appear to be the vehicle for this policy.

- Port Employee Pensions:** [HB 2179/SB 5905](#), This bill would allow a small number of impacted ports to continue to make contributions to employee pension plans that are outside of the Public Employees Retirement System (PERS). WPPA worked with Senator Short on this legislative proposal after being alerted to this situation by the Ports of Pend Oreille and Vancouver. This issue also impacts a small number of employees at the Ports of Longview and Seattle. WPPA testified in support at the public hearings in the House Appropriations Committee and the Senate Ways & Means Committee. SB 5905 passed the Senate 49-0 on February 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 successfully advocated for the inclusion of amendment language to address the other Port's employees. HB 2179 passed the Senate unanimously on March 4<sup>th</sup>. It now moves back to the House for concurrence on the Senate's amendment.
- Supply Chain Competitiveness/Lower Columbia River Channel Maintenance Plan:** Two elements of the supply chain priority in our WA Trade Strategy remain alive, even if one is hanging by a thread. When the Governor's proposed supplemental transportation budget proposal included \$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, it was a huge investment in our supply chain. Both chambers now include that funding, but both take a different approach. We continue to advocate for the full funding of that request in the final budget deal, Meanwhile the Supply Chain Competitiveness Infrastructure Program (SCCIP), which WPPA has brought forward in each of the past three sessions, was revived briefly this week when Senator Liias included many of the program components in a transportation budget bill that must pass before the end of session. It may be removed by the House in conference negotiations, but as of this writing it's not yet dead!

Supplemental Operating Budget	Governor's Proposed PSSB 5927	House Proposed PSSB 2282	Senate Proposed PSSB 5928
Dept. of Commerce, Office of Econ Development and Competitiveness (OEDC) - Tariff resilience	\$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, SB 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 2215	X	\$328,000 and \$400,000 (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. 330)	\$5.3M (pg. 361)
DPW 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	\$80M to general fund, and repayment	\$750M (pg. 529)

**Reminder: Proposed Budgets Report:** Last week, WPPA staff prepared a budget comparison report on all three budgets proposed by the House and Senate. That report, linked here, includes a summary 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. The report from last week *does not* reflect final budget details, which are expected to be released on Tuesday or Wednesday of next week. After Sine Die, our updated report will have a breakdown of what made it into the final budgets. Stay tuned!

[Please click here to view the report.](#) We understand it's a lot of information, so please reach out if you have any questions on any of the items we highlighted!

### **WPPA Weekly Bill Tracking Update**

*\*Indicates A New Bill Introduced in 2026*

Please Note: Floor action may have taken place on Saturday, March 7<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>. No action was taken by the committee prior to the cutoff deadline, so the bill now appears unlikely to advance further.

##### **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](#)*
- *Broadband Repair Loans: [SB 5188](#)*

#### **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 Title 53 RCW that specifies the borrowing limit for port districts. This will give the port the financial capacity to contribute its required match for federal funding for its rail expansion project. It passed the Senate unanimously on February 11<sup>th</sup> and the House by a vote of 95-0 on March 6<sup>th</sup> and is now headed for the Governor's desk to be signed into law.

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

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

This bill expands the statutory definition of rural counties to include those counties with a population density over 100 people per square mile but no city over 45,000 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. It passed the Senate 48-1 on February 16<sup>th</sup> and passed the House 93-1 on March 3<sup>rd</sup>. It will now be delivered to the Governor for his signature. WPPA supported 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. The bill passed the Senate 30-19 on February 16<sup>th</sup>. The bill received a public hearing in the House Appropriations Committee on February 27<sup>th</sup>, but no action was taken prior to the cutoff deadline. It now is unlikely to advance further. WPPA supported this bill and is in touch with the Department of Commerce on working together on a strategy regardless of the bill stalling.

### **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, but supports language added to the bill 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>. The bill then passed the House 57-37 on February 28<sup>th</sup> with amendments. It now moves back to the Senate for concurrence on the House's amendments.

#### **\*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. HB 2515 passed the House 51-41 on February 14<sup>th</sup>, with some Democrats voting no. There was 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 Ways & Means Committee on February 27<sup>th</sup> but did not pass out of committee prior to the cutoff deadline. It now appears unlikely to advance further.

#### **\*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 because it maintains affordable access to this service. It passed the House 67-30 on February 17<sup>th</sup> and the Senate 39-10 on March 4<sup>th</sup> with amendments. It now moves back to the House for concurrence on the Senate's amendments.

#### **\*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 passed out of the House Capital Budget Committee on March 2<sup>nd</sup>. It passed the House 95-1 on March 4 with amendments. It now moves back to the Senate for concurrence on the House's amendments.

#### 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 House Agriculture & Natural Resources Committee on February 25<sup>th</sup> but it did not receive a public hearing in the House Appropriations Committee prior to the cutoff deadline. It now appears unlikely to advance further. WPPA supported this bill.

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

[HB 2426](#) – Rep. Bernbaum (D-24<sup>th</sup>, Port Angeles) – GO requests

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 and sure it passed out of the House 96-0 on February 11<sup>th</sup>. The bill was passed out of the Senate Environment, Energy & Technology Committee on February 20<sup>th</sup>. It passed the Senate unanimously on March 6<sup>th</sup>. It will now be delivered to the Governor for his signature.

##### **\*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. It would impact 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 passed the Senate unanimously on March 4 with amendments. It now moves back to the House for concurrence on the Senate's amendments.

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

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

This bill 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 passed the Senate 40-8 on February 13<sup>th</sup> but remained stalled on the House Floor Calendar at the Friday, March 6<sup>th</sup> cutoff. If it is revived, it would need to be deemed "necessary to implement the budget" (NTIB), which is unlikely.

### **Utility Connection Charges for Industrial Symbiosis**

[HB 1302](#) - Rep. Cortes (D-38<sup>th</sup>, 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 and again this year. The bill passed the House 76-21 on January 15<sup>th</sup> and passed the Senate 47-1 on March 6<sup>th</sup>. It will now be delivered to the Governor for his signature.

### **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> and the Senate passed the bill unanimously on March 3<sup>rd</sup>. It now moves back to the House for concurrence on the Senate's amendments.

### **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> and its House companion, 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. With the House bill moving through the Senate, WPPA successfully advocated for the inclusion of amendment language to address employees at the other ports. HB 2179 passed the Senate unanimously on March 4<sup>th</sup> and now moves back to the House for concurrence on the Senate's amendment.

#### 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 so they can be removed and 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> and passed the Senate unanimously on February 28<sup>th</sup>. It has now been delivered to the Governor for signature. WPPA supported this bill.

##### **\*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. While the legislation is unlikely to advance further, 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>, the Senate 48-0 on March 5<sup>th</sup>, and will now be delivered to the Governor for his signature. WPPA supported 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, and we worked with other public owners on amendment language throughout that session to limit the potential for cost increases and delays on projects. The bill died in the House last year so it began 2026 in the Senate Rules Committee and passed the Senate 30-19 early in session. WPPA continued to engage with other stakeholders on the bill to review potential amendments throughout this session, and although the bill was heard in House Capital Budget Committee on February 26<sup>th</sup> it did not pass out of committee prior to the cutoff deadline. It is now considered unlikely to advance.

### **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> and was passed out of the committee on March 2<sup>nd</sup>. The bill did not receive a floor vote prior to the cutoff deadline, but there is discussion about enacting the policy via budget proviso. WPPA supports this effort.

### **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 negotiated one more small technical change leading up to the House vote. The bill passed the House 93-1 on February 13<sup>th</sup> and the Senate 48-1 on March 5<sup>th</sup>. It will now be delivered to the Governor for his signature.

### **\*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 worked with the Washington Maritime Federation and the American Waterways Operators to secure an exemption aligning with the federal Capital Construction Fund (CCF), to allow commercial vessel owners to defer certain federal taxes for reinvestment in vessels. In addition to the CCF amendment, the current version of SB 6346 repeals most [taxes](#) enacted in 2025 under SB 5814, except the sales tax on advertising, effecting Jan 1, 2029. The bill passed the Senate 27-22 on February 16<sup>th</sup> and currently sits on the House Floor Calendar, where it is expected to receive a vote during the final week of session.

[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 Senate Transportation Committee adopted an amendment that made substantial changes: ferry investment plans must disclose per-passenger subsidy; vessels must be built in Washington; all vessels must be zero-emission; the funding source is changed from sales tax to property tax. It passed the Senate 45-3 on March 6<sup>th</sup> with the Senate Transportation Committee amendment and now moves back to the House for concurrence on the Senate's amendments.

#### ***\*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>. While there was no action on the bill this week, given its clear budget implication it is expected to receive additional consideration during the final week of session.

#### ***\*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 passed the House 96-1 on February 17<sup>th</sup> and the Senate 47-1 on March 6<sup>th</sup> and will now be delivered to the Governor for his signature. WPPA supported this bill.

### **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. Its authorizing language was included in HB 2711, and the future of this proposed grant program will be decided in year-end transportation budget negotiations.

[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> included language that repeals the luxury aircraft tax. In the Senate, it was amended further to include components of Senator Liias’s SB 5649, the supply chain competitiveness infrastructure program, which is a priority for WPPA. The bill is on the House Floor Calendar and will receive a vote before the end of session, and items like the luxury aircraft tax and the supply chain grant program will be negotiated during the conference process prior to the legislature adjourning.

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

- *Transportation Project Permitting: [HB 2718](#)*
- *Transportation commission: [SB 6335](#)*

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