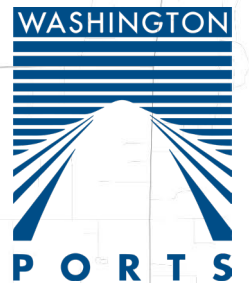


Washington Public Ports Association

Ports Update and 2026 Legislative Priorities

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Washington State Transportation Commission
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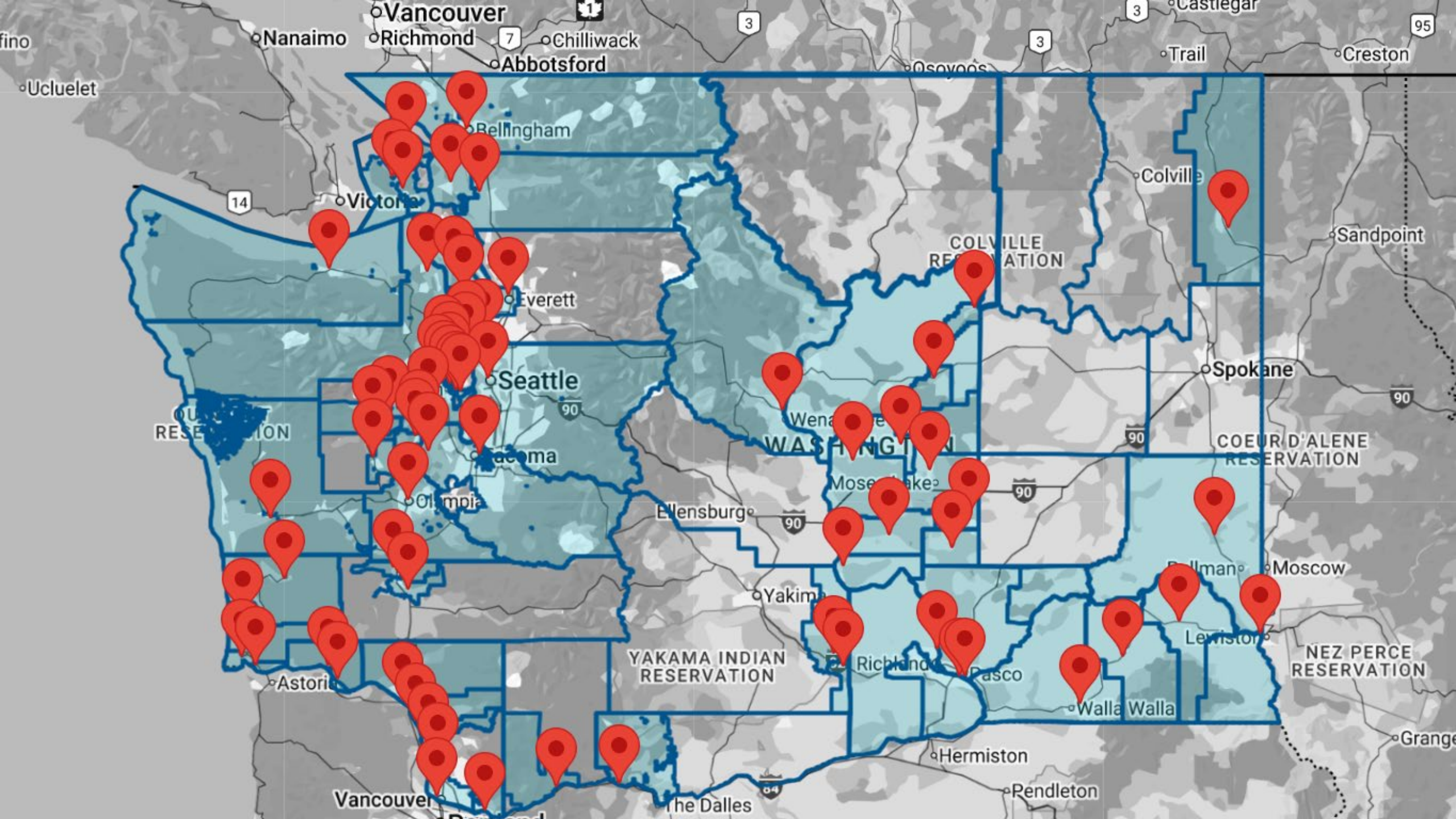
Port Districts in Washington State

There are 75 port districts in Washington State

Ports are special purpose districts and municipal corporations

Ports were created to retain public ownership of waterfront and critical infrastructure

Ports facilitate trade and promote economic development



Intro to WA Ports and WPPA

1911 – Port District Act enacted by WA Legislature

- Animating spirit: Public benefit from public resources
- Initial port district power: Development of transportation facilities
- Economic development *officially* added in 1985



WPPA Mission :

“Strengthen the Washington Port industry through Collaboration, Advocacy, Research, and Education.”

Engagement with our partners

Legislative: What can we advocate for together?

Educational: What can we learn from each other?

And more: What more can we do to strengthen the WA trade economy?



WA State Trade Strategy

A developing vision...



Timeline and Early Efforts

- March 2023 - Ports and with cabinet leads discuss competitiveness
- 2023 and 2024 sessions- Some progress with partners
- Nov. 2024 with FMSIB – Green Farms to Green Ports!
- 2025 session – Some cuts to key programs, tax discussions
- Continuing evolution of national and international picture



Status of Current Convening

April '25, before session ends – WPPA gathers key supply chain partners for initial discussion

April, May, and June internal meetings: Problem Statement, Goal, Values, Priority Initiatives

July in Wenatchee: Importer; Exporter; The Northwest Seaport Alliance

September and October: Extended partner outreach - Chambers, businesses labor groups, shippers

Now: State agency partners (you!); Cabinet leads; Governor's staff (and Governor?!); more partners!



Vision, Objective, Values

Vision: To make Washington state the most competitive gateway on the West Coast for International Trade

Objective: Sustain, grow, and attract trade-related business and trade-driven jobs across the economy, including in import-based business and in agriculture and manufacturing, as measured by increased cargo volumes through Washington state ports

Values:

- Quality jobs: workers in trade-related sectors earn a fair wage and can support families and communities
- Safe working environments for all workers in trade-related sectors
- Affordable economy: cost of living aligns with incomes and job types that are achievable for all
- Value the industries that built Washington
- Value all freight modes as critical elements while promoting best utilization of individual modes
- Sustainability: efficient movement of goods in and through Washington will reduce the environmental impacts of trade



Trade Strategy - Near-term priorities

Address costs and operating hurdles that cause import- and export-based businesses to leave Washington

- Incentives for warehousing and manufacturing
- Tax relief for “trade-exposed small businesses”; and for certain agricultural operations

Address supply chain challenges that present tangible hurdles to trade competitiveness

- Capital investment in freight facilities
- Truck parking and Commercial Drivers License grant fund

Do no harm – resist policy proposals that increase the cost of moving goods across our supply chain

- Do not revisit proposed increase to “stevedoring” tax
- Continued exploration of meaningful permitting reform
- Land use policy that promotes and protects industrially-zoned lands that serve ports and the supply chain



Trade Strategy - Extended state policy partnership?

- *Inland logistics hub?:* Conversations underway in Central WA
- *Land use policy:* recent upzones of industrial land in Seattle threaten the efficient operation of port facilities, will others follow?
- *Workforce:* do we have enough workers in the supply chain? How can we train the next generation?
- *Foreign trade zones:* and other tools to promote in-state manufacturing
- *Business recruitment:* from site selector to site readiness, what can be improved?
- *Other:*
 - Energy, yes it comes up in this context also...
 - Marketing of WA, US's Trade Gateway; supporting "Trade Champions" in WA Leg



Additional Legislative Items

- Lower Columbia River dredging – State budget ask
 - *20-year plan to maintain Lower Columbia River Federal Navigation Channel at 43 feet*
 - *Sponsor ports are Longview, Kalama, Woodland, Vancouver, and Portland*
 - *Total cost is \$170, split 50/50 between the states*
 - *State of OR: provided \$15m in most recent budget*
- Model Toxics Control Act – serious funding concerns, keep HST in MTCA account
- ENERGY!: WPPA will advocate for policies that improve **energy siting and permitting**, **address rising project costs**, and **expand in-state transmission and generation capacity**
- CA At-Berth emissions standard (JTC study) and shore power funding
- Tax and revenue concerns



THANK YOU!

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