

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 6277 SB	<b>Title:</b> Transportation partnerships
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## Estimated Cash Receipts

Agency Name	2023-25			2025-27			2027-29		
	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total
Department of Transportation	Non-zero but indeterminate cost and/or savings. Please see discussion.								
<b>Total \$</b>	0	0	0	0	0	0	0	0	0

## Estimated Operating Expenditures

Agency Name	2023-25				2025-27				2027-29			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Department of Transportation	4.0	0	0	1,702,000	2.9	0	0	1,408,000	2.0	0	0	732,000
Department of Transportation	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Transportation Commission	.0	0	0	0	.0	0	0	0	.0	0	0	0
<b>Total \$</b>	<b>4.0</b>	<b>0</b>	<b>0</b>	<b>1,702,000</b>	<b>2.9</b>	<b>0</b>	<b>0</b>	<b>1,408,000</b>	<b>2.0</b>	<b>0</b>	<b>0</b>	<b>732,000</b>

## Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
Transportation Commission	.0	0	0	.0	0	0	.0	0	0
<b>Total \$</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

## Estimated Capital Budget Breakout

NONE

**Prepared by:** Maria Thomas, OFM

**Phone:**  
(360) 229-4717

**Date Published:**  
Final 1/31/2024

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 6277 SB	<b>Title:</b> Transportation partnerships	<b>Agency:</b> 405-Department of Transportation
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## Part I: Estimates

**No Fiscal Impact**

### Estimated Cash Receipts to:

**Non-zero but indeterminate cost and/or savings. Please see discussion.**

### Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.6	7.3	4.0	2.9	2.0
<b>Account</b>					
Motor Vehicle Account-State 108 -1	102,000	1,188,000	1,290,000	1,084,000	732,000
Puget Sound Ferry Operations Account-State 109-1	0	412,000	412,000	324,000	0
<b>Total \$</b>	102,000	1,600,000	1,702,000	1,408,000	732,000

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

### Estimated Capital Budget Impact:

NONE

*The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.*

Check applicable boxes and follow corresponding instructions:

- If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.
- If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact: Brandon Popovac	Phone: 360-786-7465	Date: 01/19/2024
Agency Preparation: Stephanie Hardin	Phone: 360-705-7545	Date: 01/30/2024
Agency Approval: Anthony Buckley	Phone: 360-7056886	Date: 01/30/2024
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 01/31/2024

## Part II: Narrative Explanation

### II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.

See attached fiscal note.

### II. B - Cash receipts Impact

Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.

### II. C - Expenditures

Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.

## Part III: Expenditure Detail

### III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
108-1	Motor Vehicle Account	State	102,000	1,188,000	1,290,000	1,084,000	732,000
109-1	Puget Sound Ferry Operations Account	State	0	412,000	412,000	324,000	0
<b>Total \$</b>			102,000	1,600,000	1,702,000	1,408,000	732,000

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

### III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.6	7.3	4.0	2.9	2.0
A-Salaries and Wages	76,000	1,031,000	1,107,000	859,000	516,000
B-Employee Benefits	26,000	372,000	398,000	313,000	180,000
C-Professional Service Contracts		175,000	175,000	200,000	
E-Goods and Other Services		8,000	8,000	16,000	16,000
G-Travel		2,000	2,000	4,000	4,000
J-Capital Outlays		12,000	12,000	16,000	16,000
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
<b>Total \$</b>	102,000	1,600,000	1,702,000	1,408,000	732,000

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

**III. C - Operating FTE Detail:** *List FTEs by classification and corresponding annual compensation. Totals need to agree with total FTEs in Part I and Part IIIA*

Job Classification	Salary	FY 2024	FY 2025	2023-25	2025-27	2027-29
Transportation Engineer 3	93,000		0.2	0.1	0.1	
Transportation Engineer 4	107,000	0.1	0.2	0.2	0.1	
Transportation Engineer 5	114,000		1.0	0.5	0.3	
Transportation Planning Specialist 3	90,000		0.1	0.1		
Transportation Technical Engineer	118,000	0.3	1.7	1.0		
WMS3	138,000	0.1	3.5	1.8	2.4	2.0
WMS4	160,000	0.1	0.6	0.4	0.2	
<b>Total FTEs</b>		0.6	7.3	4.0	2.9	2.0

**III. D - Expenditures By Program (optional)**

Program	FY 2024	FY 2025	2023-25	2025-27	2027-29
Toll Operations and Maintenance (B)		277,000	277,000	139,000	
Construction Division (I)	102,000	624,000	726,000	260,000	
Public-Private Partnerships (K)		370,000	370,000	732,000	732,000
Washington State Ferries (X)		329,000	329,000	277,000	
<b>Total \$</b>	102,000	1,600,000	1,702,000	1,408,000	732,000

**Part IV: Capital Budget Impact**

**IV. A - Capital Budget Expenditures**

NONE

**IV. B - Expenditures by Object Or Purpose**

NONE

**IV. C - Capital Budget Breakout**

*Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.*

NONE

**IV. D - Capital FTE Detail:** *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*

NONE

**Part V: New Rule Making Required**

*Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.*

# Individual State Agency Fiscal Note

<b>Bill Number:</b> SB 6277	<b>Title:</b> Transportation Partnerships	<b>Agency:</b> 405-Department of Transportation
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## Part I: Estimates

- No Fiscal Impact (Explain required in section II. A)
- Indeterminate Cash Receipts Impact (Explain in section II. B)
- Partially Indeterminate Cash Receipts Impact (Explain in section II. B)
- Indeterminate Expenditure Impact (Explain in section II. C)
- Partially Indeterminate Expenditure Impact (Explain in section II. C)

- If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, **complete entire fiscal note form Parts I-V**
- If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, **complete entire fiscal note form Parts I-V**
- Capital budget impact, **complete Part IV**
- Requires new rule making, **complete Part V**
- Revised

		2023-25 Biennium		2025-27 Biennium		2027-29 Biennium	
Expenditures		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
108-1-MOTOR VEHICLE		\$102,000	\$1,188,000	\$718,000	\$366,000	\$366,000	\$366,000
109-1-PUGET SOUND FERRY OPERATIONS		\$0	\$412,000	\$324,000	\$0	\$0	\$0
<b>Total Expenditures</b>		<b>\$102,000</b>	<b>\$1,600,000</b>	<b>\$1,042,000</b>	<b>\$366,000</b>	<b>\$366,000</b>	<b>\$366,000</b>
<b>Biennial Totals</b>		<b>\$1,702,000</b>		<b>\$1,408,000</b>		<b>\$732,000</b>	
FTEs		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Salary		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
WMS3	138,000.0	0.1	3.5	2.7	2.0	2.0	2.0
WMS4	160,000.0	0.1	0.6	0.3	0.0	0.0	0.0
Transportation Technical Engineer	118,000.0	0.3	1.7	0.0	0.0	0.0	0.0
Transportation Planning Specialist 3	90,000.0	0.0	0.1	0.0	0.0	0.0	0.0
Transportation Engineer 3	93,000.0	0.0	0.2	0.1	0.0	0.0	0.0
Transportation Engineer 4	107,000.0	0.1	0.2	0.1	0.0	0.0	0.0
Transportation Engineer 5	114,000.0	0.0	1.0	0.5	0.0	0.0	0.0
<b>Annual Average</b>		<b>4.0</b>		<b>2.9</b>		<b>2.0</b>	
Objects of Expenditure		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
A - SALARIES AND WAGES		\$76,000	\$1,031,000	\$601,000	\$258,000	\$258,000	\$258,000
B - EMPLOYEE BENEFITS		\$26,000	\$372,000	\$223,000	\$90,000	\$90,000	\$90,000
C - PROFESSIONAL SERVICE CONTRACTS		\$0	\$175,000	\$200,000	\$0	\$0	\$0
E - GOODS AND SERVICES		\$0	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000
G - TRAVEL		\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
J - CAPITAL OUTLAYS		\$0	\$12,000	\$8,000	\$8,000	\$8,000	\$8,000
Expenditures by Program		FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
PROGRAM K		\$0	\$370,000	\$366,000	\$366,000	\$366,000	\$366,000
PROGRAM I-CAP		\$102,000	\$624,000	\$260,000	\$0	\$0	\$0
PROGRAM X-OP		\$0	\$329,000	\$277,000	\$0	\$0	\$0
PROGRAM B		\$0	\$277,000	\$139,000	\$0	\$0	\$0

# Individual State Agency Fiscal Note

## Agency Assumptions

- The expenditures included in this fiscal note are the estimated costs for the Washington State Department of Transportation to develop public-private partnership policies, procedures, preliminary rules, and guidelines as required by the language of SB 6277.
- The department assumes hiring 2 FTEs and consultants to develop and submit the public-private partnership policies, guidelines, and preliminary rules to both the Senate and House Transportation Committees by November 30, 2025, for review and comment, prior to department adoption.
- The department expects that all programs with potential workload or fiscal impacts created under this bill will participate, as necessary, in the development of public private partnership rules, policies, and guidelines participation will begin after enactment and end by November 30, 2025 (approx. 18 months).

## Agency Contacts:

Preparer: Stephanie Hardin	Phone: 360-709-8212	Date: 01/23/2024
Approval: Anthony Buckley	Phone: 360-705-7039	Date: 01/23/2024
Budget Manager: Stacey Halverstadt	Phone: 360-705-7544	Date: 01/24/2024

## Part II: Narrative Explanation

### II. A - Brief description of what the measure does that has fiscal impact.

Section 1: The legislature recognizes the need to create a funding tool for the Washington State Department of Transportation (WSDOT) innovative proposals from the private sector or new project delivery approaches.

Section 2: Provides definitions to be used in proposed SB 6277.

Section 3: Directs WSDOT to develop policies and rules of public-private partnerships for transportation projects. At minimum, the department must address the types of projects, delivery in public interest and value, criteria of contracts, procedures of awarding contracts, completion of the project, public disclosure, local contractors, and guidelines to address security and performance issues. The preliminary rules, policies, and guidelines developed must be submitted to both Senate and House Transportation Committees by November 30, 2025.

Section 4: Eligible transportation projects, either capital or operating, for development should include safe transport for people or goods by mode of travel. Toll projects and rates must be approved by the legislation.

Section 5: Directs WSDOT to fund eligible projects by authorized grant anticipation revenue bonds, grants, loans, loan guarantees, lines of credit, revolving lines of credit, other federal funds, infrastructure loans, appropriated funds (federal, state, or local revenues), user fees, tolls, fares, lease proceeds, rents, gross or net receipts from sales, authorized toll revenue, loans, pledges, and private entities contributions. Also, WSDOT may develop and secure funds with the approval by legislation to issue debt, equity, other securities, or other obligations. These agreements are subjected to the approval of the state finance committee.

Section 6: WSDOT may accept federal funds and other sources (grants, donation, gifts, other form of conveyance of land, money, other real or personal property, or other valuable item) for financing partial or whole eligible projects.

Section 7: WSDOT may evaluate projects that are ready for delivery to determine if the delivery is applicability of the public-private partnerships. Before entering into an agreement, WSDOT must at a minimum consider the public ownership of the asset can be retained, transparency, public oversight, and additional criteria from legislative findings from section 1. WSDOT must provide written notification of the intent to deliver the project and public interest to the public, legislative transportation committees, and governor.

# Individual State Agency Fiscal Note

Section 8: Expenses incurred under this section before the issuance of transportation project bonds or other financing must be paid for by WSDOT. Unless the funds are provided in the omnibus transportation appropriations act, then WSDOT must follow those requirements. The records and accounting details of eligible projects authorized under this chapter must be retained by WSDOT.

Section 9: WSDOT may consult with legal, financial, and other experts in the public and private sector for evaluating, negotiating, and developing of projects.

Section 10: In absence of federal direction, WSDOT may contract with a private developer of a selected project proposal to conduct environmental impact, engineering, and technical studies.

Section 11: To enter project agreement, WSDOT must have provisions for transportation project agreement to include consistency with collective bargaining agreements, public interest, (if needed) tolling technology standards, and financing under section 6 of this act. The state agreements with private sector must have contractual items to address who is responsible for the specific project elements, how to share management of the risks, compensation, costs, financial responsibility of cost overruns, penalties, incentives, accounting and auditing standards, responsibility for meeting all service standards and state of good repair, provisions for termination, and provisions for public communication and participation.

Section 12: WSDOT is directed to develop and adopt a process for measuring, determining, and transparently reporting the expected results of the transportation project agreement has best value for the public. The criteria must include comparison of the total cost to deliver the project, comparison with the WSDOT's current plan, and other factors (priority, cost, risk, sharing, scheduling, asset and service quality, innovation, and management conditions).

Section 13: Proposer must identify the confidentiality, proprietary information, or trade secrets and provide justification on why information cannot be disclosed. If federal funds are used for projects, the justification must follow the federal regulations under the freedom of information act.

Section 14: WSDOT is directed to make sure eligible projects are abiding to prevailing wages (chapter 39.12 RCW).

Section 15: WSDOT may enter into agreements with public sector partner, working agreements, coordination agreements, or similar implementation agreements (including other states and Canadian provinces for transborder transportation projects).

Section 16: WSDOT may use power of eminent domain to acquire property, rights-of-ways, or other rights in property for projects that are necessary to implement an eligible transportation project.

Section 17: WSDOT is directed to apply federal laws, rules, and regulations if the project is using federal funds.

Section 18: The WSDOT public-private partnership account is created in the custody of the state treasurer. The money deposited into the account can be bonds or other financing issued under section 19, revenue received from any transportation project developed under this chapter or granted by WSDOT, donations, grants, contracted, law or other means transferred, allocated, or appropriated. The expenditures from this account may only be used to repay loans or extensions of credits to or on behalf of private entities engaged in the eligible transportation project. The state treasurer may set up separate subaccounts within the public-private partnerships account for each transportation project. Only the secretary or the secretary's designee may authorize distributions from the account and are subject to allotment procedures (chapter 43.88 RCW).

Section 19: WSDOT is directed to use the revenue from bonds to finance partial or whole transportation projects authorized from this proposed chapter. WSDOT may request the state treasurer to issue revenue bonds on behalf of the public sector partner and payments to the bonds must come from the public-private partnership account. The money received from the issuance of revenue bonds or other debt obligations may be spent on financing the costs of the project, administrative expenses, cost of bonds, costs of credit improvements, necessary or advantageous costs connected to revenue bonds, and reimbursement costs to public sector partners related to the project.



# Individual State Agency Fiscal Note

Section 20, 21, and 22: Amends 47 RCW to include the proposals in SB 6277.

Section 23: Repeals all the sections under 47.29 RCW.

Section 24: Replaces the repealed sections with the new sections proposed in this bill.

Section 25: The effective date is January 1, 2026.

## II. B – Cash Receipts Impact

Section 18b has an indeterminate fiscal impact to WSDOT as it is unclear who is collecting the revenue and currently revenue amount is unknown. Revenue could be collected by one of the programs within WSDOT, Office of State Treasurer, or other (i.e. Another state agency or 3<sup>rd</sup> party contactor). This would depend upon the type of negotiable terms in specific contracts and how it's collected. WSDOT cannot determine a revenue estimate because transportation projects have not been developed under this chapter.

## II. C - Expenditures

Section 3 has a fiscal impact to WSDOT. WSDOT estimates hiring two FTEs and consultants to develop a preliminary report for Public-Private Partnerships (Program K) rules, policies, and guidelines by November 30, 2025. The FTEs will be directly accountable for the following:

- Making long-term decisions in developing criteria for evaluation and selection for proposed transportation projects.
- Analyzing areas for types of innovative transportation project that will impact the public safety and modes of travel for goods.
- Developing rules, policies, and guidelines for making decisions to delivery in public interest and value, public disclosure, and evaluating completed projects.
- The Construction Division (Program I and P) will have up to 28 different people participate and coordinate across WSDOT to assist in the development of the required policies and rules. Activities to coordinate across the agency include, but not limited to, items such as determining project eligibility, updating policy manuals, forms, and templates for construction.
- Toll Operations and Maintenance Division (Program B) anticipates the need of a subject matter expert in toll-related areas to assist with the development of rules, policies, and guidelines. Toll-related areas may include, but are not limited to, tolling technology requirements, and rate setting methodology.
- Washington State Ferries Division (Program X) staff will provide subject matter expertise to delivery of agency policies, procedures, and guidelines.
- Work with the other programs within WSDOT on coordinating with developing the preliminary report, eligible projects, and meeting WSDOT standards and manuals.

The consultants will be advisors for legal, financial, and specialize in types of innovative transportation projects. WSDOT anticipates the consultants will be both one-time and on-going.

Sections 4 to 8, 10 to 17, and 19 to 24 have no fiscal impact or indeterminate to WSDOT because of the rules, policies, and guidelines that need to be developed to accurately estimate costs.

## Part III: Expenditure Detail

### III. A - Expenditures by Object or Purpose

#### Identified Costs:

# Individual State Agency Fiscal Note

Public-Private Partnerships (Program K) will hire two WMS3s (starting July 1, 2024) to assist with developing the preliminary report and the estimated costs for the FTE:

- o Salaries and Benefits (Object A and B) per fiscal year: \$348,000
- o Goods and Services (Object E), Capital Outlays (Object J), and Travel (Object G) per fiscal year:
  - 2025 Fiscal Year: \$22,000 (includes laptop purchase)
  - Per fiscal year (on-going): \$18,000
- o Total FTE estimated cost for 2025 fiscal year is \$370,000 and on-going \$732,000 per biennium.

Construction Division (Program I) will have as many as 28 different partial positions (FTE detail shown in table below) to participate and coordinate across the WSDOT (ranging from WMSs to Transportation Engineer 3). The following are the estimated cost per position:

- Salaries and Benefits (Object A and B):
  - o 2024 Fiscal Year: \$102,000
  - o 2025 Fiscal Year: \$624,000
  - o 2026 Fiscal Year: \$260,000

<b>Construction Division FTEs</b>			
<b>Position</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
WMS 4	0.1	0.6	0.3
WMS 3	0.1	0.5	0.2
Transportation Technical Engineer	0.3	1.7	0.7
Transportation Planning Specialist 3	0.0	0.1	0.0
Transportation Engineer 4	0.1	0.6	0.3
Transportations Engineer 3	0.0	0.2	0.1
<b>Total FTE</b>	<b>0.6</b>	<b>3.7</b>	<b>1.5</b>

The Toll Operations and Maintenance Division (Program B): Anticipates one WMS3 position will be required to attend meetings, prepare certain toll-related documentation, and review other documents prepared to meet the requirements of this act as the relate to tolling. Toll Division plans to participate in 2,940 hours of subject matter expert staff time over the 18-months period between the start of rulemaking (July 1, 2024) to the date the preliminary report is due to Legislature.

- Salaries and Benefits (Object A and B):
  - o 2025 Fiscal Year: \$277,500
  - o 2026 Fiscal Year: \$139,000

Washington State Ferries Division (Program X) will hire a Transportation Engineer 5 and the estimated cost for the FTE:

- Salaries and Benefits (Object A and B):
  - o 2025 Fiscal Year: \$154,000
  - o 2026 Fiscal Year: \$77,000

In addition, a WSF consultant specializing in public-private partnerships and/or delivery of such projects will be needed. Assuming a part-time consultant is needed in FY 2025, and a half time consultant in needed for half of FY 2026. This is based on a fully burdened rate of \$250 per hour, 693 hours in FY 2025 and 800 hours in FY 2026.

- Professional Services Contracts (Object C):
  - o 2025 Fiscal Year: \$175,000
  - o 2026 Fiscal Year: \$200,000

Total estimated costs to implement Section 3 from FY 2024 to FY 2029 is \$3,847,000.

**Indeterminate Costs:**

The consultant costs for coordinating with other programs within WSDOT is currently indeterminate due to the unknown work to review, modify and/or update policies and procedures. The estimated range to complete the preliminary report is between \$1.64 million to \$2.77 million.

## Individual State Agency Fiscal Note

Also, the staff support for financial activities (including financial analysis, compliance, and account management) is indeterminate due to the potential complexity and number of projects, as well as the uncertainty of the process. For other work provided by various programs and offices at the agency, staffing and consultant costs beyond fiscal year 2026 are indeterminate due to the unknown outcomes of the preliminary report. Estimates to project costs (evaluation, etc.) from the requirements are indeterminate.

### **Part IV: Capital Budget Impact**

N/A

### **Part V: New Rule Making Required**

In Section 3, directs WSDOT to develop policies and rules of public-private partnerships for transportation projects. At minimum, WSDOT must address the types of projects, delivery in public interest and value, criteria of contracts, procedures of awarding contracts, completion of the project, public disclosure, local contractors, and guidelines to address security and performance issues. The preliminary rules, policies, and guidelines developed must be submitted to both Senate and House Transportation Committees by November 30, 2025. Depending on the outcome of the preliminary report, WSDOT may be required to replace whole or parts of Chapter 468-600 WAC (Washington Administrative Code).

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 6277 SB	<b>Title:</b> Transportation partnerships	<b>Agency:</b> 410-Transportation Commission
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## Part I: Estimates

**No Fiscal Impact**

**Estimated Cash Receipts to:**

NONE

**Estimated Operating Expenditures from:**

NONE

**Estimated Capital Budget Impact:**

NONE

*The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.*

Check applicable boxes and follow corresponding instructions:

- If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.
- If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact: Brandon Popovac	Phone: 360-786-7465	Date: 01/19/2024
Agency Preparation: Aaron Halbert	Phone: 360-705-7118	Date: 01/23/2024
Agency Approval: Reema Griffith	Phone: 360-705-7070	Date: 01/23/2024
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 01/24/2024

## Part II: Narrative Explanation

### II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

*Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.*

SB 6277 would create a new statutory framework for the use of public-private partnerships (P3) for eligible transportation projects. This legislation requires the Department of Transportation to develop policies and adopt rules to govern the use of P3s, establishes guidelines for these policies and rules, and defines eligible transportation projects and eligible financing and use of funds. This legislation also establishes a role for the Transportation Commission for any P3 that requires tolling.

The Transportation Commission foresees no fiscal impact as a result of this legislation since the tolling guidelines fall under the Commission's role as the State Tolling Authority.

### II. B - Cash receipts Impact

*Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.*

### II. C - Expenditures

*Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.*

## Part III: Expenditure Detail

### III. A - Operating Budget Expenditures

NONE

### III. B - Expenditures by Object Or Purpose

NONE

**III. C - Operating FTE Detail:** *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part I and Part IIIA.*

NONE

### III. D - Expenditures By Program (optional)

NONE

## Part IV: Capital Budget Impact

### IV. A - Capital Budget Expenditures

NONE

### IV. B - Expenditures by Object Or Purpose

NONE

### IV. C - Capital Budget Breakout

*Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.*

NONE

**IV. D - Capital FTE Detail:** *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*

NONE

## **Part V: New Rule Making Required**

*Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.*