

Multiple Agency Fiscal Note Summary

Bill Number: 1084 HB	Title: Freight mobility priority
-----------------------------	---

Estimated Cash Receipts

NONE

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	.0	0	0	0	.0	0	0	0	.0	0	0	0
Freight Mobility Strategic Investment Board	1.0	0	0	731,000	1.0	0	0	322,000	1.0	0	0	324,000
Total \$	1.0	0	0	731,000	1.0	0	0	322,000	1.0	0	0	324,000

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
Freight Mobility Strategic Investment Board	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

Estimated Capital Budget Breakout

NONE

Prepared by: Erik Hansen, OFM	Phone: (360) 810-0883	Date Published: Final 2/17/2023
--------------------------------------	---------------------------------	---

Individual State Agency Fiscal Note

Revised

Bill Number: 1084 HB	Title: Freight mobility priority	Agency: 405-Department of Transportation
-----------------------------	---	---

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: Beth Redfield	Phone: 360-786-7140	Date: 01/13/2023
Agency Preparation: Amanda Villani	Phone: 3607056821	Date: 02/16/2023
Agency Approval: Ron Pate	Phone: 360-705-6903	Date: 02/16/2023
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 02/16/2023

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 WSDOT 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

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.

Individual State Agency Fiscal Note

Bill Number: 1084HB

Title: Freight Mobility Priority

Agency: 405-Department of Transportation

Part I: Estimates

Check applicable boxes and follow corresponding instructions, use the fiscal template table provided to show fiscal impact by account, object, and program (if necessary), **add rows if needed**. If no fiscal impact, check the box below, skip fiscal template table, and go to Part II to explain briefly, why the program believes there will be no fiscal impact to the department.

No Fiscal Impact (Explain in section II. A)

If a fiscal note is assigned to our agency, someone believes there might be, and we need to address that, showing why there is no impact to the department.

Indeterminate Cash Receipts Impact (Explain in section II. B)

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

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

Agency Assumptions

Washington State Department of Transportation assumes FMSIB is requesting a Transportation Planning Specialist (TPS5) to accomplish.

Agency Contacts:

Preparer: Amanda Villani	Phone: 360-705-7927	Date: 1/31/2023
Approval: Ron Pate	Phone: 360-705-6903	Date: 2/1/2023
Budget Manager: Siri Olson	Phone: 360-705-7542	Date:

Individual State Agency Fiscal Note

Part II: Narrative Explanation

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

Briefly describe by section number (sections that will change WSDOT costs or revenue), the significant provisions of the bill, and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency.

Section 3 of HB 1084 changes the primary duties of the Freight Mobility and Strategic Investment Board to provide strategic guidance to the Governor and Legislature regarding the highest priority freight mobility needs in the state; encourage policies that support a competitive, resilient, sustainable, and equitable freight system; and service as a forum for discussion of state transportation decisions affecting freight mobility. Additionally, this section includes consultation with local governments, transportation planning organizations, and Indian Tribes for recommendation of a six-year investment program of the highest priority freight mobility projects for the state across freight modes, jurisdictions, and regions of the state. There is a requirement of providing an initial full report to the governor and transportation committees by December 1, 2024, with a requirement of additional reports being provided annually.

In section 3 (3) the board may evaluate and recommend for state sponsorship priority projects eligible for federal grant funding under the nationally significant multimodal freight and highway projects program; and for critical emerging freight issues identified under subsection (2)(d) of this section, proactively work with potential project sponsors, impacted communities, and other interested parties to facilitate project development to address these critical issues. Section 5 explains how the FMSIB Board is comprised, which includes representatives of railroads, whereas the department does have a position on Board and will be able to name an alternate.

Section 6 states the Department of Transportation shall coordinate with the freight mobility strategic investment board throughout the process of the department's periodic update of the state's freight mobility plan and provide opportunities for the board to review and provide feedback on the plan, as a component of the statewide multimodal transportation plan, which includes a freight mobility plan.

Section 7 states the Department of Transportation shall coordinate with the freight mobility strategic investment board throughout the process of the department's periodic update of the state's freight mobility plan and provide opportunities for the board to review and provide feedback on the plan, as a component of the statewide multimodal transportation plan, including state marine ports and navigation plan.

II. B – Cash Receipts Impact

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.

There is no impact to Cash Receipts.

I

Individual State Agency Fiscal Note

I. C - Expenditures

Briefly describe the agency expenditures necessary to implement this legislation (or savings resulting from this legislation), identifying by section number the provisions of the legislation that result in the expenditures (or savings). Briefly describe the factual basis of the assumptions and the method by which the expenditure impact is derived. Explain how workload assumptions translate into cost estimates. Distinguish between one time and ongoing functions.

The department estimates the additional cost is derived from costs to participate and actively engage with the FMSIB board in coordination to update the state's six-year multimodal transportation plan as stated in Section 6 and 7, which includes the freight mobility and state marine ports and navigation plan. There will be additional work to align the federal and state requirements to update the six-year multimodal plan, as these requirements continue to change and evolve. The department anticipates coordinating and supporting FMSIB to meet the annual reporting requirements to the governor and transportation committees, reviewing results of outreach to overburdened communities impacted by the projects, and evaluating project alternatives.

The fiscal impact to the department is indeterminant due to the uncertainty of the amount of time this work will take. The department is deferring to FMSIB as the lead.

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

N/A

Part IV: Capital Budget Impact

N/A

Part V: New Rule Making Required

Identify provisions of the measure that require the agency to adopt new administrative rules or repeal/revise existing rules.

N/A

Individual State Agency Fiscal Note

Bill Number: 1084 HB	Title: Freight mobility priority	Agency: 411-Freight Mobility Strategic Investment Board
-----------------------------	---	--

Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	1.0	1.0	1.0	1.0	1.0
Account					
Freight Mobility Investment Account-State 09E-1	370,000	361,000	731,000	322,000	324,000
Total \$	370,000	361,000	731,000	322,000	324,000

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: Beth Redfield	Phone: 360-786-7140	Date: 01/13/2023
Agency Preparation: Drew Woods	Phone: (360) 753-5989	Date: 01/24/2023
Agency Approval: Drew Woods	Phone: (360) 753-5989	Date: 01/24/2023
OFM Review: Erik Hansen	Phone: (360) 810-0883	Date: 01/24/2023

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.

Section 3 of this bill will require FMSIB to recommend a six-year investment program of the highest priority freight projects, after consultation with local governments, transportation planning organizations, Indian tribes and other public entities. The Board must also identify critical emerging freight mobility issues and report on a biennial basis on these activities to the Governor and the transportation committees of the Legislature. Additionally, there is a need to manage the study identified above and then develop the policies and procedures to implement the study recommendations. To perform these duties, FMSIB requests an additional FTE be appropriated. The proposal will be to fill the position with a Transportation Planning Specialist 5 position with an emphasis on implementing the concepts of environmental justice into planning at the local level to aid with the planning, scoping, and application of freight projects.

Section 4 of the bill will require FMSIB to conduct a study of best practices for preventing or mitigating the impacts of investments in, and the operation of freight systems in overburdened communities. The focus of the study must be on developing common procedures and practices for use by jurisdictions developing freight projects. The study must also make recommendations to the Board regarding methods to evaluate the requirement to demonstrate a plan for engagement with overburdened communities and mitigation of project impacts in those communities. The estimated cost of this study is \$400,000. This amount is based on a review of the current cost of similar studies being conducted.

Section 5 of the bill increases the size of the Board from 12 to 15 members. The fiscal impact of this change will be added travel costs for Board meetings.

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.

Due to the requirements of Section 3 & 4 of the bill, FMSIB has included the cost of a Transportation Planning Specialist 5 to perform the technical requirements of the bill. Included in the costs are:

- Salary and benefits. Salary is based on a Transportation Planning Specialist (Range 69 - Step L).
- Goods and Other Services to include office supplies, travel, etc.
- Capital Outlays for new office furniture, computer, and other capital needs to perform the work.

Travel is increased due to the bill adding three new Board members and the Agency requesting one additional FTE. Travel costs are estimated at \$500 per person per meeting. For 4 new participants, that is \$2,000 in travel for each meeting. There are 6 Board meetings per year equaling a total estimated increase in travel of \$12,000 per year.

The professional services contract to perform the requirements of Section 4 of the bill are estimated at \$400,000. The proposal is to split the cost of the study equally between the two fiscal years of the biennium.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
09E-1	Freight Mobility Investment Account	State	370,000	361,000	731,000	322,000	324,000
Total \$			370,000	361,000	731,000	322,000	324,000

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	1.0	1.0	1.0	1.0	1.0
A-Salaries and Wages	104,000	104,000	208,000	208,000	208,000
B-Employee Benefits	37,000	37,000	74,000	74,000	74,000
C-Professional Service Contracts	200,000	200,000	400,000		
E-Goods and Other Services	11,000	4,000	15,000	8,000	8,000
G-Travel	12,000	12,000	24,000	24,000	24,000
J-Capital Outlays	6,000	4,000	10,000	8,000	10,000
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	370,000	361,000	731,000	322,000	324,000

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 Planning Specialist 5	104,000	1.0	1.0	1.0	1.0	1.0
Total FTEs		1.0	1.0	1.0	1.0	1.0

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.