

Multiple Agency Fiscal Note Summary

Bill Number: 2268 HB	Title: I-5 Columbia river tolls
-----------------------------	--

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
Office of State Treasurer	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Department of Transportation	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Total \$	0	0	0	0	0	0	0	0	0

Agency Name	2023-25		2025-27		2027-29	
	GF- State	Total	GF- State	Total	GF- State	Total

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
Office of State Treasurer	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Transportation	Non-zero but indeterminate cost and/or savings. Please see discussion.											
Transportation Commission	.0	0	0	0	.0	0	0	0	.0	0	0	0
Total \$	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Office of State Treasurer	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
Transportation Commission	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total

Estimated Capital Budget Breakout

NONE

Prepared by: Maria Thomas, OFM	Phone: (360) 229-4717	Date Published: Preliminary 2/15/2024
---------------------------------------	---------------------------------	---

Individual State Agency Fiscal Note

Bill Number: 2268 HB	Title: I-5 Columbia river tolls	Agency: 090-Office of State Treasurer
-----------------------------	--	--

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:

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: Christine Thomas	Phone: 360-786-7142	Date: 01/11/2024
Agency Preparation: Dan Mason	Phone: (360) 902-8990	Date: 02/14/2024
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 02/14/2024
OFM Review: Amy Hatfield	Phone: (360) 280-7584	Date: 02/14/2024

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.

HB 2268 restricts toll collection on the Interstate 5 bridge over the Columbia river until a new bridge is open for travel.

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.

Projected cash flows are currently unavailable; therefore, estimated earnings from investments are indeterminable. To assist, the earnings from investments projected interest rates are provided (attached).

However, reduced toll revenues may negatively impact the states' ability to finance the project.

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.

February 2024 Revenue Forecast	
Fiscal Year	Earnings from Investments: Projected Net Interest Rate
2024	3.60%
2025	3.52%
2026	3.20%
2027	2.93%
2028	2.68%
2029	2.68%

Individual State Agency Fiscal Note

Bill Number: 2268 HB	Title: I-5 Columbia river tolls	Agency: 405-Department of Transportation
-----------------------------	--	---

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:

Non-zero but indeterminate cost 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: Christine Thomas	Phone: 360-786-7142	Date: 01/11/2024
Agency Preparation: Jeff Hall	Phone: 206-464-1220	Date: 01/18/2024
Agency Approval: Ed Barry	Phone: 206-464-1217	Date: 01/18/2024
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 01/18/2024

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

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

III. B - Expenditures by Object Or Purpose

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

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: HB 2268

Title: I-5 Columbia River Tolls

Agency: 405-Department of Transportation

Part I: Estimates

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)

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

Agency Assumptions

Prohibiting toll collection on the existing I-5 Bridge over the Columbia River will have the following impacts:

- Reduce toll revenues received from the pre-completion tolling period.
- Reduce toll collection expenditure related to the pre-completion tolling period.
- Assumes the department would share in toll revenues and toll expenditures on a 50/50 basis with Oregon Department of Transportation (ODOT).

Agency Contacts:

Preparer: Jeff Hall	Phone: 206-464-1228	Date: 01/16/2024
Approval: Ed Barry	Phone: 206-556-0493	Date: 01/16/2024
Budget Manager: Stacey Halverstadt	Phone: 360-705-7544	Date: 01/17/2024

Part II: Narrative Explanation

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

HB2268 amends RCW 47.56.902 by adding Sec. 1 which prohibits the department from tolling the existing Interstate 5 bridge over the Columbia River until the new bridge is open for travel.

II. B – Cash Receipts Impact

Section 1 prohibits the department from tolling the existing Interstate 5 bridge over the Columbia River until the new bridge is open for travel. This will reduce the amount of shared toll revenue the department will receive during the pre-completion tolling period (FY 2026 – 2033). Current plans are to share toll revenues on a 50/50 basis with Oregon Department of Transportation (ODOT).

Individual State Agency Fiscal Note

The cash receipts impact is indeterminate due to a few unknown variables. First, since tolling does not currently exist on the I-5 Bridge, the department does not have any historical results to inform the analysis. Second, since there remain several key decisions to be made in terms of the tolling plans for the Interstate Bridge Replacement Program (IBR), it is difficult to determine the cash receipts impact to the department. Toll rates, toll and cost escalation assumptions and low-income assumptions remain undecided.

However, based on the ‘Summary of Assumptions from the IBR Level 2 Traffic and Revenue Study (November 2023)’, if tolling is not authorized during the pre-completion period (FY 2026-2033), the department is estimated to forgo between **\$339.26 and \$396.05** million in toll revenues and fees. The data by fiscal year for adjusted gross toll revenue and fees (column 16); per the low-end range in scenario E and the high-end range in scenario G; can be found in the Traffic and Revenue Study from November 2023 in Appendix A, tables A-5 and A-7.

Low end of Range: Scenario E (In millions)	Adjusted Gross Toll Revenue & Fees	High End of Range: Scenario G (In millions)	Adjusted Gross Toll Revenue & Fees
FY 2026	19.15	FY 2026	20.85
FY 2027	81.25	FY 2027	89.02
FY 2028	83.5	FY 2028	98.16
FY 2029	88.75	FY 2029	104.55
FY 2030	94.04	FY 2030	110.94
FY 2031	99.33	FY 2031	117.33
FY 2032	104.62	FY 2032	123.72
FY 2033	107.88	FY 2033	127.53
FY 2026-2033	678.52	FY 2026-2033	792.10
WSDOT Portion (50%)	339.26	WSDOT Portion (50%)	396.05

II. C - Expenditures

Section 1 prohibits the department from tolling the existing Interstate 5 bridge over the Columbia River until the new bridge is open for travel. This will reduce the amount of shared toll collection expenditures for the department during the pre-completion tolling period (FY 2026 – 2023). Current plans are to share toll expenditures on a 50/50 basis with Oregon Department of Transportation (ODOT).

The expenditure impact of the new section is indeterminate due to a few unknown variables. First, since tolling does not currently exist on the I-5 Bridge, the department does not have any historical results to inform the analysis. Second, since there remain several key decisions to be made in terms of the tolling plans for IBR, it is difficult to determine the expenditures impact to the department. Toll rates, toll and cost escalation assumptions and low-income assumptions remain undecided.

However, based on the ‘Summary of Assumptions from the IBR Level 2 Traffic and Revenue Study (November 2023)’, if tolling is not authorized during the pre-completion period (FY 2026-2033), the department is estimated to not incur between **\$69.13 and \$81.45** million in toll collection expenditures. The data by fiscal year for total expenditures (column 16 ‘adjusted gross toll revenue and fees’ less column 24 ‘total net toll revenue’) per the low-end range in scenario E and the high-end scenario in B can be found in the Traffic and Revenue Study from November 2023 in Appendix A, tables A-2 and A-5. The high-end range for total expenditures is in scenario B (table A-2), which differs from the scenario that illustrates the high-end range for adjusted gross toll revenue and fees shown in the cash receipts portion of this fiscal note.

Low end of Range: Scenario E (in millions)	Total Expenditures	High End of Range: Scenario B (in millions)	Total Expenditures
FY 2026	8.25	FY 2026	8.25
FY 2027	18.89	FY 2027	18.89
FY 2028	16.32	FY 2028	20.07

Individual State Agency Fiscal Note

FY 2029	17.21	FY 2029	21.11
FY 2030	18.08	FY 2030	22.09
FY 2031	18.99	FY 2031	23.15
FY 2032	19.94	FY 2032	24.25
FY 2033	20.57	FY 2033	25.09
FY 2026-2033	138.25	FY 2026-2033	162.9
WSDOT Portion (50%)	69.13	WSDOT Portion (50%)	81.45

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

N/A

Individual State Agency Fiscal Note

Bill Number: 2268 HB	Title: I-5 Columbia river tolls	Agency: 410-Transportation Commission
-----------------------------	--	--

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: Christine Thomas	Phone: 360-786-7142	Date: 01/11/2024
Agency Preparation: Aaron Halbert	Phone: 360-705-7118	Date: 01/12/2024
Agency Approval: Reema Griffith	Phone: 360-705-7070	Date: 01/12/2024
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 01/12/2024

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.

HB 2268 would limit the commencement of toll collections on the Interstate 5 Bridge over the Columbia River until a new replacement bridge is open for travel. The Washington State Transportation Commission (WSTC) foresees no fiscal impact to our agency as a result of this legislation.

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.