

Multiple Agency Fiscal Note Summary

Bill Number: 6302 S SB	Title: Supply chain competitiveness
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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
Office of State Treasurer	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	
Local Gov. Courts							
Loc School dist-SPI							
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.						
Local Gov. 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 Commerce	Fiscal note not available											
Department of Transportation	Non-zero but indeterminate cost and/or savings. Please see discussion.											
Total \$	0.0	0	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
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

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 Commerce	Fiscal note not available								
Department of Transportation	.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
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

Estimated Capital Budget Breakout

NONE

Prepared by: Cheri Keller, OFM	Phone: (360) 584-2207	Date Published: Preliminary 2/21/2024
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Individual State Agency Fiscal Note

Bill Number: 6302 S SB	Title: Supply chain competitiveness	Agency: 090-Office of State Treasurer
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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:

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: Jenna Forty	Phone: 360-786-7755	Date: 02/06/2024
Agency Preparation: Mandy Kaplan	Phone: (360) 902-8977	Date: 02/07/2024
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 02/07/2024
OFM Review: Amy Hatfield	Phone: (360) 280-7584	Date: 02/08/2024

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.

SSB 6302 creates the supply chain competitiveness infrastructure program account and allows the account to retain its earnings from investments.

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.

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: 6302 S SB	Title: Supply chain competitiveness	Agency: 405-Department of Transportation
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

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: Jenna Forty	Phone: 360-786-7755	Date: 02/06/2024
Agency Preparation: Amanda Villani	Phone: 3607056821	Date: 02/14/2024
Agency Approval: Jason Biggs	Phone: 360-705-6821	Date: 02/14/2024
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 02/15/2024

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: SSB 6302 **Title:** Supply Chain **Agency:** 405-Department of Transportation

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)

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- 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

N/A

Agency Contacts:

Preparer: Amanda Villani	Phone: 360-705-7927	Date: 2/08/2024
Approval: Jason Biggs	Phone: 360-705-6902	Date: 2/9/2024
Budget Manager: My-Trang Le	Phone: 360-705-7517	Date: 2/9/2024

Part II: Narrative Explanation

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

Section 1 - The intent of the legislature is to maintain and expand critical and strategic infrastructure for the transport and movement of the overall supply chain of goods from point of entry, to unload and load processes, and to transport via ground and maritime facilities, to warehouses, manufacturing facilities, and final destinations.

Section 2 directs the Department of Transportation, in collaboration with the Department of Commerce, Washington State public ports associations, individual ports, and other critical supply chain stakeholders, to set priorities for a new supply chain competitiveness infrastructure program that includes grants and loans to public ports.

Section 3(1) states that the account is subject to allotment procedures under Chapter 43.88 RCW, but an appropriation is not required for expenditures; section (2) states the department shall create a revolving loan program to fund projects for public port authorities that comply with the priorities identified through the stakeholder process in Section 2 of this act and the project goals in Section 4 of this act. The department shall establish loan terms with interest rates not to exceed the

Individual State Agency Fiscal Note

amount to cover administrative expenses of the loan program. Sec 3(3) states that the Legislature intends that supply chain competitiveness infrastructure grant funds will be appropriated to WSDOT using existing transportation accounts.

Section 4 and 5 directs WSDOT to govern and operate the grant and loan programs, including identifying eligible project types and developing performance metrics through a collaborative process with Commerce and other stakeholders.

II. B – Cash Receipts Impact

N/A

II. C - Expenditures

The fiscal impact to WSDOT is indeterminant based on the direction to develop and implement a supply chain competitiveness program in coordination with Department of Commerce, Washington State public ports associations, individual ports, and other critical supply chain stakeholders.

Additionally, as currently written, SSB 6302 defines a “program” of loan and grants that are subject to allocations, but not legislative appropriations, the bill provides an indeterminate program size and budget.

WSDOT assumes an administrative and management role to govern and operate the grant and revolving loan programs, including identifying eligible for the supply chain competitiveness infrastructure project types and developing performance metrics through a collaborative process with the Department of Commerce and other stakeholders.

Expenditure fiscal impacts include 2.0 - 4.0 FTEs for program development and implementation and 1.0 - 2.5 FTEs for ongoing program management, which may vary depending upon program size and budget. Activities could include: partner collaboration and initial meeting for program development, continue meeting facilitation and reporting, development of new programmatic WAC, legal review and coordination, program eligibility, criteria and performance measurement development, develop and administer call-for-projects, project validation, prioritization, selection, and monitoring, planning integration, grant and loan agreement development and administration, financial and account management, technical support, grantee coordination, project management and close-out and final documentation, grant and loan program management and agency coordination, and annual inspections and verification of constructed infrastructure for consideration period (assumed to 10 years post construction).

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

The fiscal impact is indeterminate, however based on the positions currently administering the “FRIB loan program”, the agency estimates annual costs of \$300,000 - \$600,000 for development and implementation and \$150,000 - \$375,000 for ongoing program management.

Part IV: Capital Budget Impact

N/A

Part V: New Rule Making Required

N/A

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 6302 S SB

Title: Supply chain competitiveness

Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

- Cities:
- Counties:
- Special Districts:
- Specific jurisdictions only: County port districts.
- Variance occurs due to:

Part II: Estimates

- No fiscal impacts.
- Expenditures represent one-time costs:
- Legislation provides local option:
- Key variables cannot be estimated with certainty at this time: The amount of funding for grants and loans.

Estimated revenue impacts to:

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

Estimated expenditure impacts to:

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

Part III: Preparation and Approval

Fiscal Note Analyst: Kristine Williams	Phone: (564) 669-3002	Date: 02/08/2024
Leg. Committee Contact: Jenna Forty	Phone: 360-786-7755	Date: 02/06/2024
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 02/08/2024
OFM Review: Cheri Keller	Phone: (360) 584-2207	Date: 02/09/2024

Part IV: Analysis

A. SUMMARY OF BILL

Description of the bill with an emphasis on how it impacts local government.

This note is on 6302 S SB and compares it to 6302 SB.

CHANGES BETWEEN THIS VERSION AND THE PRIOR VERSION OF THE BILL:

This version of the bill adds additional stakeholders to those that will collaborate with the department of transportation to set priorities, criteria, and performance metrics for a supply chain competitiveness grant and loan program for public ports

These changes do not affect the fiscal impacts discussed below.

This legislation would take effect 90 days after adjournment of the session in which the bill is passed.

SUMMARY OF CURRENT BILL:

This legislation would establish the supply chain competitiveness grant and revolving loan program for public ports, subject to appropriation from existing transportation accounts.

B. SUMMARY OF EXPENDITURE IMPACTS

Expenditure impacts of the legislation on local governments with the expenditure provisions identified by section number and when appropriate, the detail of expenditures. Delineated between city, county and special district impacts.

This legislation would have an indeterminate increase in expenditures for local governments.

It is assumed that local governments will incur costs associated with preparing and submitting state grant or loan applications. The costs for local governments to apply for the grants or loans is indeterminate. These costs will likely include administrative costs and may include grant writing expenditures or other expenses.

C. SUMMARY OF REVENUE IMPACTS

Revenue impacts of the legislation on local governments, with the revenue provisions identified by section number, and when appropriate, the detail of revenue sources. Delineated between city, county and special district impacts.

This legislation would have an indeterminate increase in revenue for local governments.

The amount of funding to be made available for grants and loans to county port districts is unknown. These revenues are indeterminate.