

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 2688 HB	<b>Title:</b> Transportation policy goals
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## Estimated Cash Receipts

NONE

## Estimated Operating Expenditures

Agency Name	2019-21			2021-23			2023-25		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Department of Commerce	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Department of Health	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.								
Department of Ecology	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

## Estimated Capital Budget Expenditures

Agency Name	2019-21			2021-23			2023-25		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Commerce	.0	0	0	.0	0	0	.0	0	0
Department of Health	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
Department of Ecology	.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

<b>Prepared by:</b> Erik Hansen, OFM	<b>Phone:</b> 360-902-0423	<b>Date Published:</b> Final 1/28/2020
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# Individual State Agency Fiscal Note

Revised

<b>Bill Number:</b> 2688 HB	<b>Title:</b> Transportation policy goals	<b>Agency:</b> 103-Department of Commerce
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**Part I: Estimates**

**No Fiscal Impact**

**Estimated Cash Receipts to:**

NONE

**Estimated Operating Expenditures from:**

**Non-zero but indeterminate cost. Please see discussion.**

*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.

<b>Legislative Contact:</b> Megan McPhaden	<b>Phone:</b> 360-786-7114	<b>Date:</b> 01/17/2020
<b>Agency Preparation:</b> Michael Breish	<b>Phone:</b> 360-725-3159	<b>Date:</b> 01/27/2020
<b>Agency Approval:</b> Joyce Miller	<b>Phone:</b> 360-725-2710	<b>Date:</b> 01/27/2020
<b>OFM Review:</b> Gwen Stamey	<b>Phone:</b> (360) 902-9810	<b>Date:</b> 01/27/2020

## Part II: Narrative Explanation

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

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

This bill amends RCW 47.04.280 transportation system policy goals, by eliminating, modifying and rearranging existing goals while also adding new goals.

Section 2(1) requires that the Washington State Department of Transportation (WSDOT) evaluate any transportation project that is submitted to the legislature for budget authorization in accordance with the policy goals in RCW 47.04.280. In addition to representatives from various transportation divisions, the Department of Commerce (department), Department of Ecology (Ecology), the Interagency Council on Health Disparities (Council) and the Department of Health (DOH) must participate in the evaluations. Representatives from vulnerable populations in highly impacted communities must also be included in the evaluations.

Section 2 requires WSDOT to evaluate any transportation project that is submitted by WSDOT to the legislature for budget authorization in accordance with the policy goals in RCW 47.04.280, and the Department of Commerce is required to participate in the evaluations.

The impact of this bill is indeterminate, given the unknown type and quantity of review in addition to the uncertain role that the Department of Commerce would contribute to in the evaluation process. For illustrative purposes, the Department of Commerce estimates a cost of between \$21,000 and \$35,000 per year.

### II. B - Cash receipts Impact

*Briefly describe and quantify the cash receipts impact of the legislation on the responding agency, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources. Briefly describe the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explain how workload assumptions translate into estimates. Distinguish between one time and ongoing functions.*

NONE

### II. 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.*

## Part III: Expenditure Detail

## Part IV: Capital Budget Impact

NONE

## 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.*

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 2688 HB	<b>Title:</b> Transportation policy goals	<b>Agency:</b> 303-Department of Health
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## Part I: Estimates

**No Fiscal Impact**

**Estimated Cash Receipts to:**

NONE

**Estimated Operating Expenditures from:**

**Non-zero but indeterminate cost. Please see discussion.**

*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: Megan McPhaden	Phone: 360-786-7114	Date: 01/17/2020
Agency Preparation: Jodine Sorrell	Phone: (360) 236-3015	Date: 01/22/2020
Agency Approval: Carl Yanagida	Phone: 360-7894832	Date: 01/22/2020
OFM Review: Bryce Andersen	Phone: (360) 902-0580	Date: 01/23/2020

## Part II: Narrative Explanation

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

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

Section 2: The Department of Transportation's (DOT) transportation projects must undergo an evaluation of newly-established policy goals in advance of consideration by the legislature. The evaluation must be done by DOT in conjunction with the interagency council on health disparities (staffed by the State Board of Health (SBOH)) and the Department of Health (DOH), among other departments. The evaluation must include a public input process that is inclusive of vulnerable populations in highly impacted communities, as identified by DOH.

Data on vulnerable populations in highly impacted communities is currently available in DOH's Washington Tracking Network, requiring only minimal updating that can be done within current resources. DOT assumes DOH and SBOH will be a part of the work sessions setting up the data metrics and methods for the newly-established policy goals, as well as the evaluation meetings. At this time, DOT assumes an unknown number of transportation projects and an unknown amount of time to create the criteria and conduct the evaluations. For this reason, DOH and SBOH also assume an indeterminate amount of time and costs for this work at this time.

### II. B - Cash receipts Impact

*Briefly describe and quantify the cash receipts impact of the legislation on the responding agency, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources. Briefly describe the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explain how workload assumptions translate into estimates. Distinguish between one time and ongoing functions.*

### II. 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.*

## Part III: Expenditure Detail

## Part IV: Capital Budget Impact

NONE

## 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.*

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 2688 HB	<b>Title:</b> Transportation policy goals	<b>Agency:</b> 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. Please see discussion.**

*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: Megan McPhaden	Phone: 360-786-7114	Date: 01/17/2020
Agency Preparation: Kerri Woehler	Phone: 360-705-7958	Date: 01/22/2020
Agency Approval: Kerri Woehler	Phone: 360-705-7958	Date: 01/22/2020
OFM Review: Jenna Forty	Phone: (360) 902-0419	Date: 01/22/2020

## Part II: Narrative Explanation

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

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

See attached WSDOT fiscal note.

### II. B - Cash receipts Impact

*Briefly describe and quantify the cash receipts impact of the legislation on the responding agency, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources. Briefly describe the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explain how workload assumptions translate into estimates. Distinguish between one time and ongoing functions.*

### II. 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.*

## Part III: Expenditure Detail

## Part IV: Capital Budget Impact

NONE

## 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.*

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 2688 HB	<b>Title:</b> Expanding Transportation Policy Goals	<b>Agency:</b> 405-Department of Transportation
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## 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, **provide an explanation in Section I and II. A**

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

Lead agency assumptions: the Department of Transportation assumes that the impact of this bill is indeterminate. Without making a very large number of assumptions that may not meet legislative intent, it is not possible to estimate fiscal impacts to WSDOT. Several areas would need to be clarified in order to develop assumptions to estimate fiscal impacts. The number of transportation projects that need to be evaluated biennially could number from several hundred to over a thousand. It is unclear if the intent is to evaluate existing projects or only new projects, and to what degree other agencies must be involved, whether it is an advisory capacity completed after a WSDOT evaluation of all projects, or if other agencies are involved for every single project from the beginning of the evaluation. The department is hopeful the sponsors will be willing to work with us to address concerns.

Areas for potential impacts to WSDOT include, but are not limited to: new public input process, scoring and evaluation of projects in conjunction with other agencies, updating existing processes and documentation, data collection, systems costs, and rule-making. (The second item is the only one likely to apply to all other named agencies.)

## Agency Contacts:

Preparer: Kerri Woehler	Phone: 360-705-7958	Date: 1-21-2020
Approval: Kerri Woehler	Phone: 360-705-7958	Date: 1-21-2020
Budget Manager: Doug Clouse	Phone: 360-705-7535	Date: 1-21-2020



# 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. List the sections that have fiscal impact to WSDOT only. E.g., “Section 3 directs the Department to ...” No summarizing, no interpreting, and save any background context for the revenue and expenditure parts.*

Section 1(a) of the bill modifies the transportation policy goals established by the state legislature by removing the two current goals of mobility and stewardship, adding two new goals for health and equity/environmental justice, and revising goals for safety, environment, preservation, and economic vitality.

Section 1(4) requires the performance metrics identified in section 2 to be considered by the Office of Financial Management, in consultation with the Washington State Transportation Commission when establishing objective and performance measures for WSDOT and other state agencies with transportation-related responsibilities.

Section 2(1) requires that any transportation project or project list must undergo an evaluation guided by the transportation policy goals established in section 1 in advance of inclusion in a budget authorization. The department, including a number of specific division representatives, must publish the analysis and make it publicly available on the department’s website.

Section 2(1) also requires that the analysis be done in conjunction with the Department of Ecology, the Department of Health, the Interagency Council on Health Disparities, and the Department of Commerce. It must include a public input process that is inclusive of vulnerable populations in highly impacted communities as identified by the Department of Health, in advance of consideration of the project or lists of projects by the legislature.

Section 2(2) states that budget authorizations should not include projects that score below a department-established threshold.

Section 2(3) requires that reductions to transportation projects be evaluated against the policy goals identified in Section 1 of the proposed bill.

Section 2(4) directs the department to update project metrics associated with project review to reflect changes in RCW 47.04.280.

Section 2(6) requires the department to consider nine new metrics with several subparts when evaluating a project pursuant to section 2(1) and 2(3).

Expenditures necessary to implement this bill are indeterminate.

Note: the bill has no effective date specified. If no effective date is specified in a bill, it will take effect ninety days after final adjournment of the legislative session in which it is enacted, so if the bill were passed by March of 2020, the bill would be effective sometime in summer 2020.

### II. B - Cash receipts Impact

*Contact [BFA-Economics](#) to share your assumptions, and calculations. BFA-Economics will review and confirm cash receipts assumptions and calculations with program SMEs and will provide the cash receipts narrative to ensure that the message is consistent and the narrative flows as one voice, of the department. BFA-Economics will briefly describe section by section and quantify the cash receipts impact of the legislation on WSDOT, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources.*

N/A

# Individual State Agency Fiscal Note

## II. 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 bill changes the state's transportation policy goals to encompass two new areas including health and equity, and revises several others. It also requires a significant change to the budget process used by the department, the Governor/Office of Financial Management (OFM) and the Legislature, by requiring scoring and evaluation of every transportation project related to the policy goals, done in conjunction with other agencies and a public input process. Projects not scoring over a certain threshold would be disallowed from funding (a.k.a. "budget authorizations"). In addition, the bill adds specific performance metrics that must be "considered" when evaluating projects.

### The impact of this bill is indeterminate.

Without making a very large number of assumptions that may not meet legislative intent, it is not possible to estimate fiscal impacts to WSDOT. Areas that could be clarified in order to develop assumptions to estimate fiscal impacts include:

- Implementation timeline: the bill makes significant policy and process changes that will take at least twenty-four months to implement, however it also implies that the process changes would be effective by summer of fiscal year 2020, requiring the new process for the 2021-23 budget request (see information in IIA above about the effective date).
- Applicable performance metrics: the bill maintains current law that intends that OFM in consultation with the Washington State Transportation Commission use the transportation policy goals to establish objectives and performance measures for the department [sec. 1(2)-(4)]. At the same time, sec. 2(6) of the bill also puts nine new specific performance metrics with several sub-requirements in statute. It is unclear if the existing outcomes and performance measures are to be maintained. It is also not clear what it means that the new performance metrics "must [be considered] relative to the specific policy goal" for the project evaluations. This could mean the metric is a required scoring criteria or something more general.
- Definition of terms: some key terms in the bill are not defined; for example, "projects." Projects are required to have an evaluation; however, it is unclear if projects include grant and loan programs and public transportation items. In addition, it is unclear if the new evaluation requirements apply to projects that are already underway at the time of enactment of the bill, or if these are grandfathered. Depending, projects needing scoring and evaluation could number to over one thousand or more.
- The level of involvement of other agencies such as Departments of Ecology, Health, and Commerce and the Interagency Council on Health Disparities in scoring and evaluating the projects is unclear. For example, differing levels of involvement could include cross-agency representation on a committee that considers a WSDOT-scored evaluation for a list of projects, or it could include early involvement and collaboration between all of the agencies to do the scoring for each individual project.

### Background

Currently, the department subject matter experts responsible for an asset identify transportation infrastructure needs. Subject matter experts consider a number of different performance metrics, including those identified in federal requirements, state plans, agency goals, and legislative intent when identifying needs. These needs are bundled into cost-effective projects that extend an asset's useful life, address a stated policy goal, statutory requirement, and meet legislative intent in the transportation appropriations bill. The department is currently managing twenty asset categories valued at over \$180 billion.

### Below is additional information that describes where fiscal impacts could potentially occur

It is also possible that some impacts could be absorbed by discontinuing current work that would be replaced by this work; clarifications to the above bulleted items would help determine the extent to which this is possible.

# Individual State Agency Fiscal Note

## Public input process, scoring, and evaluation of projects

The department assumes it would need both staff and consultant resources (communications, facilitation) to do new outreach to communities in order to develop its budget requests and its scoring and evaluation of projects. Per sec. 2 (1), this outreach is required to be inclusive of vulnerable populations in highly impacted communities identified by the Department of Health, which may require the department to engage in new strategies and a lengthier effort. Additional staff resources may also be required to score the projects depending on the depth and number of scoring criteria. Depending on the level of involvement of other agencies and the public in the details of doing evaluations (vs. supporting the development of an evaluation framework), other staff resources may be required to support this process.

## Updating existing processes and documentation

The policy goals established in RCW 47.04.280 are used by the department when developing lists of projects for proposed funding. Processes have been established to identify needs and prioritize projects based on these policy goals and are carried out by the subject matter experts responsible for assets and a team of four engineers that are responsible for prioritizing and programming projects. Changing the goals and establishing performance metrics would require the department to evaluate its existing processes for identifying needs, prioritizing and programming projects. This evaluation would include an analysis of the effects this proposed legislation has on the performance measures established in the federal Moving Ahead for Progress in the 21st Century Act (MAP-21) and U.S. Code and how the department might satisfy both legislative and congressional intent. Although indeterminate, the department estimates that resources would be needed for a two-year period to evaluate and update existing processes and documentation.

## Data collection, policy goals, and performance metrics

The department would need to develop the methodology for the list of the new performance metrics and begin collecting the data. The performance metrics required in the bill are not currently used for evaluating or selecting projects. It would be a number of years before sufficient data is collected to evaluate projects using the performance metrics in the proposed legislation, if that is what the bill requires. The department expects that resources would be required to gather and evaluate the quality of the performance metrics data needed to evaluate new projects, project lists, and reductions to existing projects. Changing the policy goals and adding new performance metrics would require staff effort to meet the intent of the proposed legislation.

## Systems costs

There is also a potential impact for changes to the information technology systems and applications used to prioritize and program projects in excess of what is already planned and feasible.

## Rulemaking

The department anticipates costs to establish new rules to define how to score and evaluate transportation projects, who would participate, how often these evaluations would be performed, and how to integrate this into the budget process in a timely way.

## **Part III: Expenditure Detail**

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

N/A

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

N/A

# Individual State Agency Fiscal Note

## **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.*

Section 2 would require new rule making to establish parameters for evaluations of transportation projects and what this would entail. If projects cannot receive Legislative funding without passing an evaluation first, rule-making is advisable.

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 2688 HB	<b>Title:</b> Transportation policy goals	<b>Agency:</b> 461-Department of Ecology
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## Part I: Estimates

No Fiscal Impact

**Estimated Cash Receipts to:**

NONE

**Estimated Operating Expenditures from:**

**Non-zero but indeterminate cost. Please see discussion.**

*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: Megan McPhaden	Phone: 360-786-7114	Date: 01/17/2020
Agency Preparation: Lori Peterson	Phone: 360-407-0244	Date: 01/23/2020
Agency Approval: Erik Fairchild	Phone: 360-407-7005	Date: 01/23/2020
OFM Review: Lisa Borkowski	Phone: (360) 902-0000	Date: 01/23/2020

## Part II: Narrative Explanation

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

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

#### Current Law:

Under RCW 70.235.020, the Department of Ecology (Ecology) monitors and reports statewide greenhouse gas (GHG) emissions, and Ecology tracks and reports on progress towards meeting statewide GHG reduction limits. Under RCW 70.94.151, Ecology requires reporting of GHG emissions from sources that emit at least ten thousand metric tons of carbon dioxide equivalent annually.

Under Chapter 90.48 RCW (Water Pollution Control Act), Ecology has the authority to protect the waters of Washington State.

Under Chapter 70.105 RCW (Hazardous Waste Management Act) and Chapter 70.365 RCW (Toxic Pollution), Ecology oversees management of various toxic substances and toxic waste.

Ecology's Environmental Justice Coordinator is responsible for coordination of compliance efforts and receipt of inquiries concerning external non-discrimination requirements implemented by 40 C.F.R. Parts 5 and 7 (Non-discrimination in Programs or Activities Receiving Federal Assistance from the Environmental Protection Agency), including Title VI of the Civil Rights Act of 1964, as amended; Section 504 of the Rehabilitation Act of 1973; the Age Discrimination Act of 1975; Title IX of the Education Amendments of 1972; and Section 13 of the Federal Water Pollution Control Act Amendments of 1972 (referred to collectively as the federal non-discrimination laws).

#### Proposed Law:

This bill would require Department of Transportation (DOT) to publish an analysis, providing scores for proposed transportation projects, based on specified criteria. Ecology would provide support to DOT, in conjunction with other agencies.

Section 2 would require Ecology to support DOT in analyzing and scoring proposed transportation projects, based on how they meet the criteria specified in the section, which include the following:

- Section 2 (6) (c) (i) ability to help meet Washington's greenhouse gas reduction targets under RCW 70.235.020;
- Section 2 (6) (c) (iii) reduction of polluted stormwater runoff;
- Section 2 (6) (c) (iv) reduction and mitigation of air pollution from transportation sources;
- Section 2 (6) (d) (vi) emittance of toxics known to impact human health in transportation construction process and materials;
- Section 2 (6) (d) (vii) reduction and removal of toxics known to impact human health in the transportation system; and
- Section 2 (6) (e) equity and environmental justice.

### II. B - Cash receipts Impact

*Briefly describe and quantify the cash receipts impact of the legislation on the responding agency, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources. Briefly describe the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explain how workload assumptions translate into estimates. Distinguish between one time and ongoing functions.*

## **II. 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 expenditure impact to Ecology under this bill is assumed to be indeterminate in Fiscal Year (FY) 2021 and ongoing thereafter to implement the requirements of section 2.

DOT's lead agency assumption is that the fiscal impact of the proposed legislation is indeterminate, for the following reasons: the number of projects requiring evaluation could range from several hundred to over a thousand each biennium; and required timeline for implementation and degree of support that other agencies would provide is unclear. Based on lead agency assumptions, Ecology assumes an indeterminate fiscal impact.

## **Part III: Expenditure Detail**

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

NONE

## **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.*