

6066

Sponsor(s): Senator Roach

Brief Description: Revising the public-private transportation initiative program.

SB 6066 - DIGEST

Provides that agreements negotiated under a public-private initiatives program must not limit or encumber the public's current use of existing state transportation systems and facilities by such means as, but not limited to, imposing or increasing tolls or user fees on existing bridges, highways, or facilities or including existing bridges, highways, or facilities as any part of a public-private initiatives project.

Provides that, in defining the economic impact of the proposed project, the department shall prepare an estimated initial detailed cost analysis of the proposed project to include all known and anticipated costs. Based on this cost analysis, the department shall prepare a projected toll or user fee rate analysis that provides for a sufficient payback of all hard and soft costs associated with the proposed project. If any revenue or funds other than tolls or user fees are identified within this initial cost analysis, the source of those funds together with nonrevocable authorization must also be identified.

Provides that a project proceeding through the advisory vote process must receive approval from the voters before the secretary may complete contract or franchise negotiations with the private entity under RCW 47.46.040. The contract or franchise agreement must have final approval by the commission, which approval may not occur before a thirty-day public comment period and hearing on the terms and conditions of the final agreement and legislative appropriation of any identified funds necessary to complete the proposed project, other than tolls or user fees approved by the voters.

Declares that a modification that would result in a toll rate or user fee rate in excess of the rate established in the advisory vote will automatically place that individual public-private initiatives project, from that date forward, under the control and governance of the Washington state utilities and transportation commission as if the private entity under contract with the state were a "service company" required to comply with all laws, rules, and regulations established by the utilities and transportation commission.