
Transportation Committee

SSB 6302

Brief Description: Creating a Washington state supply chain competitiveness infrastructure program.

Sponsors: Senate Committee on Transportation (originally sponsored by Senators Liias, King, Boehnke and Nobles).

Brief Summary of Substitute Bill

- Directs the Washington State Department of Transportation (WSDOT) to collaborate with stakeholders to set priorities for a supply chain competitiveness infrastructure grant and loan program for public ports.
- Creates the supply chain competitiveness infrastructure program account (Account) for the WSDOT to administer revolving loans and adds intent for grant programs to be appropriated by the Legislature using existing accounts.
- Requires a stakeholder process to establish criteria by which supply chain infrastructure program grants and loans may be evaluated and performance metrics.
- Authorizes the Account to keep its own interest.

Hearing Date: 2/22/24

Staff: David Munnecke (786-7315).

Background:

There are 75 port districts in the State of Washington. Ports handle import and export freight via road, rail, water, and air. Washington has 11 deep draft ports, and 35 port-owned or operated

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airports.

Existing Grant and Loan Programs.

Freight Rail Investment Bank and Freight Rail Assistance Program. The WSDOT administers the Freight Rail Investment Bank Loan Program (FRIB) and Freight Rail Assistance Grant Program (FRAP) to aid rail facilities.

Community Economic Revitalization Board. The Community Economic Revitalization Board (CERB) is administered by the Department of Commerce (Commerce) to support public infrastructure and private business growth and expansion. The program offers low interest loans and grants for planning and infrastructure improvements.

Freight Mobility Strategic Investment Board. The Washington State Freight Mobility Strategic Investment Board (FMSIB) is responsible for creating a comprehensive and coordinated state program to facilitate freight movement between and among local, national and international markets which enhances trade opportunities.

Summary of Bill:

The WSDOT is directed to collaborate with Commerce, the public ports association, individual ports, and other critical supply chain stakeholders, to set priorities, criteria, and performance metrics for a supply chain competitiveness infrastructure grant and loan program for public ports.

The supply chain competitiveness infrastructure program account (Account) is created as a nonappropriated account for the WSDOT to administer revolving loans, and set terms for loans with interest rates not to exceed the cost to administer the loan program. The Account is authorized to keep its own interest. Supply chain infrastructure grants are intended to be appropriated via existing transportation accounts.

The following goals are established for the supply chain competitiveness infrastructure program:

- development or maintenance of transportation infrastructure that ensures the successful and efficient operation of the supply chain to and from the state's public ports;
- economic, safety, or environmental advantages of efficient freight movement;
- sustaining the state's international trade economy;
- increased access to efficient and cost-effective transport to market for Washington's agricultural and industrial products;
- model integration and cooperation within the regional, national, and international systems of freight distribution; and
- mitigation of impacts of increased freight traffic on communities.

Appropriation: None.

Fiscal Note: Preliminary fiscal note available.

Effective Date: The bill contains multiple effective dates. Please see the bill.