

Multiple Agency Fiscal Note Summary

| | |
|-----------------------------|---|
| Bill Number: 5128 SB | Title: Statewide trans. planning |
|-----------------------------|---|

Estimated Cash Receipts

NONE

Estimated Expenditures

| Agency Name | 2011-13 | | | 2013-15 | | | 2015-17 | | |
|--------------------------------|--|-----------------|------------------|------------|-----------------|------------------|------------|-----------------|------------------|
| | FTEs | GF-State | Total | FTEs | GF-State | Total | FTEs | GF-State | Total |
| Office of Financial Management | .1 | 20,952 | 20,952 | .1 | 20,952 | 20,952 | .1 | 20,952 | 20,952 |
| Department of Transportation | Non-zero but indeterminate cost and/or savings. Please see discussion. | | | | | | | | |
| Transportation Commission | .0 | 0 | 235,000 | .0 | 0 | 235,000 | .0 | 0 | 235,000 |
| Total | 0.1 | \$20,952 | \$255,952 | 0.1 | \$20,952 | \$255,952 | 0.1 | \$20,952 | \$255,952 |

| | | | | | | | | | |
|---------------------|---------------------------|--|--|--|--|--|--|--|--|
| Local Gov. Courts * | | | | | | | | | |
| Local Gov. Other ** | Fiscal note not available | | | | | | | | |
| Local Gov. Total | | | | | | | | | |

Estimated Capital Budget Impact

NONE

| | | |
|---------------------------------------|---------------------------------|---------------------------------------|
| Prepared by: Paul Ingiosi, OFM | Phone: (360) 902-9822 | Date Published: Preliminary |
|---------------------------------------|---------------------------------|---------------------------------------|

* See Office of the Administrator for the Courts judicial fiscal note

** See local government fiscal note

FNPID 28288

FNS029 Multi Agency rollup

Individual State Agency Fiscal Note

| | | |
|-----------------------------|---|---|
| Bill Number: 5128 SB | Title: Statewide trans. planning | Agency: 105-Office of Financial Management |
|-----------------------------|---|---|

Part I: Estimates

☐

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Expenditures from:

| | FY 2012 | FY 2013 | 2011-13 | 2013-15 | 2015-17 |
|--------------------------|---------|---------|---------|---------|---------|
| FTE Staff Years | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| Account | | | | | |
| General Fund-State 001-1 | 10,476 | 10,476 | 20,952 | 20,952 | 20,952 |
| Total \$ | 10,476 | 10,476 | 20,952 | 20,952 | 20,952 |

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: Kelly Simpson | Phone: (360)786-7403 | Date: 02/04/2011 |
| Agency Preparation: Stephanie Lidren | Phone: 360-902-3056 | Date: 02/09/2011 |
| Agency Approval: Aaron Butcher | Phone: 360-902-0406 | Date: 02/09/2011 |
| OFM Review: Mike Steenhout | Phone: 360-902-0554 | Date: 02/09/2011 |

Request # 081-2

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.

The pieces of the legislation that affect the Office of Financial Management (OFM) are:

- Reviewing the long-range transportation plan and recommending “accept” or “reject” to the governor (new responsibility)
- Compiling the biennial Attainment Report from pre-determined performance measures (current responsibility)
- Reviewing performance measure reports submitted by RTP/MPOs for inclusion in the Attainment Report (new responsibility)
- Proposing a comprehensive sixteen-year investment program instead of current ten-year (current responsibility)
- Submitting a note with biennial budget how budget aligns with transportation policy goals (new responsibility)

Many of the OFM parts are currently being performed in some capacity however workload may increase due to timing pressures outside of OFM control (receiving reports from other agencies). Many of the tasks are only completed every two years and some may stretch even longer (approving the long-range plan may be every 7 years or so). No system changes needed if moved to 16-years. There will minimal fiscal impact to OFM.

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 pieces of the legislation that affect the Office of Financial Management (OFM) are:

- Reviewing the long-range transportation plan and recommending “accept” or “reject” to the governor (new responsibility) - Section 2(3)
- Compiling the biennial Attainment Report from pre-determined performance measures (current responsibility) - Section 7(4)
- Reviewing performance measure reports submitted by RTP/MPOs for inclusion in the Attainment Report (new responsibility) - Section 14(11)
- Proposing a comprehensive sixteen-year investment program instead of current ten-year (current responsibility) - Section 13(1)
- Submitting a note with biennial budget how budget aligns with transportation policy goals (new responsibility) - Section 5

Many of the OFM parts are currently being performed in some capacity however workload may increase due to timing pressures outside of OFM control (receiving reports from other agencies). Many of the tasks are only completed every two years and some may stretch even longer (approving the long-range plan may be every 7 years or so). No system changes needed if moved to 16-years. There will minimal fiscal impact to OFM.

Assume .1 FTE, Budget Analyst, \$6,900/mo and benefits

Part III: Expenditure Detail

III. A - Expenditures by Object Or Purpose

| | FY 2012 | FY 2013 | 2011-13 | 2013-15 | 2015-17 |
|--------------------------------------|----------|----------|----------|----------|----------|
| FTE Staff Years | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| A-Salaries and Wages | 8,280 | 8,280 | 16,560 | 16,560 | 16,560 |
| B-Employee Benefits | 2,196 | 2,196 | 4,392 | 4,392 | 4,392 |
| C-Personal Service Contracts | | | | | |
| E-Goods and Services | | | | | |
| G-Travel | | | | | |
| J-Capital Outlays | | | | | |
| M-Inter Agency/Fund Transfers | | | | | |
| N-Grants, Benefits & Client Services | | | | | |
| P-Debt Service | | | | | |
| S-Interagency Reimbursements | | | | | |
| T-Intra-Agency Reimbursements | | | | | |
| 9- | | | | | |
| Total: | \$10,476 | \$10,476 | \$20,952 | \$20,952 | \$20,952 |

III. B - Detail: List FTEs by classification and corresponding annual compensation. Totals need to agree with total FTEs in Part I and Part IIIA

| Job Classification | Salary | FY 2012 | FY 2013 | 2011-13 | 2013-15 | 2015-17 |
|--------------------|--------|---------|---------|---------|---------|---------|
| Budget Analyst | 82,800 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total FTE's | 82,800 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |

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

| | | |
|-----------------------------|---|---|
| Bill Number: 5128 SB | Title: Statewide trans. planning | Agency: 405-Department of Transportation |
|-----------------------------|---|---|

Part I: Estimates

☐

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Expenditures from:

Non-zero but indeterminate cost. 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: | Kelly Simpson | Phone: (360)786-7403 | Date: 02/04/2011 |
| Agency Preparation: | Kathy Murray | Phone: 360-705-7951 | Date: 02/10/2011 |
| Agency Approval: | Amy Arnis | Phone: 360-705-7525 | Date: 02/10/2011 |
| OFM Review: | Paul Ingiosi | Phone: (360) 902-9822 | Date: 02/10/2011 |

Request # -2

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 eliminates WSDOT's and the Transportation Commission's requirements to develop particular transportation plans (Sections 3 and 24). It is not intended to discontinue WSDOT's authority to conduct transportation planning (Section 1).

Section 2 requires an ad hoc committee to develop the scope of work for a long-range statewide transportation plan with resulting performance measures for WSDOT to report on.

Section 6 requires the department to submit to the legislature biennially its transportation planning and research budget and performance reporting on the status of the plans.

Section 24 eliminates statutory requirements for WSDOT to develop (1) statewide multimodal plan and (10) individual component plans.

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.

Transportation Planning Impacts

Section 3 eliminates the policy plan required in RCW 47.01.071 developed by the Transportation Commission, with assistance by WSDOT. This plan was required to be completed in 2010 and updated every four years after. This elimination results in a cost savings beginning 2012, when the next update should start. ESSB 5352 provided the Transportation Commission a onetime transfer of \$350,000 to carry out its role as the lead agency for the development of the 2010 update of this plan. The cost savings to WSDOT is unknown.

Section 2 has an indeterminate fiscal impact to WSDOT. This section requires the federally-required long-range statewide transportation plan to be developed by an ad hoc committee that includes WSDOT. The ad hoc committee can determine the plan's scope of work, performance measures (Section 6) for WSDOT and other agencies, and reporting standards for the attainment report. This committee does not convene until July 1, 2013. Another unknown is the cost of complying with the federal requirements for the long-range statewide transportation plan. The current requirements expire March 2011. The impact to WSDOT from section 2 is unknown.

Section 24 eliminates the statutory requirements for WSDOT to develop a statewide multimodal transportation plan. Section 2 requires WSDOT to co-develop the federally-required long-range statewide transportation plan. The cost savings to WSDOT is minimal because WSDOT and the Transportation Commission have historically developed one

plan (2007-2026 Washington Transportation Plan) that met the requirements of the statewide multimodal transportation plan and the long-range statewide transportation plan. This bill codifies past practices resulting in minimal cost savings.

Section 24 eliminates the statutory requirement for WSDOT to develop separate modal plans while section 1 states the intent to allow greater flexibility for current planning efforts. While the statutory requirements are eliminated, the data analysis, and the results from the stakeholder and public outreach from these modal plans are necessary for WSDOT to: 1) complete the long-range statewide transportation plan; 2) manage state-owned and state-managed assets (highways, bridges, ferries, airports, rail cars, rail lines, Amtrak train sets, etc); 3) prepare budgets; and 4) analyze the efficiencies of the transportation system. In addition, some of the planning, such as rail, is required for compliance with federal regulations and eligibility for federal funds. Because the plans will not be formally produced and distributed, there will be some savings from reduced printing costs. However, those savings will be minimal because total printing costs have already been reduced as WSDOT has moved to electronic formats, such as posting plans on the internet. Total cost savings from elimination of the statutory plan requirements is indeterminate as the costs for continuing planning efforts will depend on the scope of requirements from the new long-range statewide transportation plan; business requirements during the biennium for data collection, analysis, and reporting, updates; and any work required to meet federal requirements for retained components of the eliminated plans.

New Workload Impacts

Section 4 requires the Transportation Commission "with the involvement" of WSDOT to conduct statewide transportation user surveys every two years beginning July 2012. The phrase "with the involvement" is not defined; therefore the impact to WSDOT is unknown.

Budget and Reporting Impacts

Section 6, requiring the department to submit planning and research budget and performance reporting, will have no fiscal impact as these activities will be incorporated in the existing budget development and performance reporting processes.

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.

Section 24 repeals RCW 47.80.070 which requires WSDOT "in cooperation with regional transportation planning organizations, establish minimum standards for development of a regional transportation plan" and to "facilitate coordination between regional transportation planning organizations". Chapter 468-86 WAC, which contains regional transportation planning organization planning standards and guidelines, may need to be revised if RCW 47.80.070 is repealed.

Individual State Agency Fiscal Note

| | | |
|-----------------------------|---|--|
| Bill Number: 5128 SB | Title: Statewide trans. planning | Agency: 410-Transportation Commission |
|-----------------------------|---|--|

Part I: Estimates

☐ No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Expenditures from:

| | FY 2012 | FY 2013 | 2011-13 | 2013-15 | 2015-17 |
|---------------------------------------|---------|---------|---------|---------|---------|
| Account | | | | | |
| Motor Vehicle Account-State 108 -1 | 117,500 | 117,500 | 235,000 | 235,000 | 235,000 |
| Total \$ | 117,500 | 117,500 | 235,000 | 235,000 | 235,000 |

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: Kelly Simpson | Phone: (360)786-7403 | Date: 02/04/2011 |
| Agency Preparation: Paul Parker | Phone: (360)705-7118 | Date: 02/09/2011 |
| Agency Approval: Reema Griffith | Phone: 360-705-7070 | Date: 02/09/2011 |
| OFM Review: Paul Ingiosi | Phone: (360) 902-9822 | Date: 02/09/2011 |

Request # 11-009-1

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.

(1) This proposal establishes an ad hoc planning committee, including a transportation commissioner, WSDOT, and an RTPPO representative, to create and agree on the federally-required long-range statewide transportation plan. The committee convenes July 1, 2013 and at least every seven years thereafter. The statewide transportation plan shall include at a minimum, a vision for the statewide system, incorporation of the six transportation policy goals, integrating state, regional and local transportation planning efforts, involvement of significant transportation interests, utilization of the Commission's statewide transportation survey, policy and strategy recommendations, and a financial plan that can link to biennial budget decisions.

(2) Section 4 requires the commission – with WSDOT involvement -- to survey transportation system users at least every two years, starting in 2012.

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 proposal is not clear on which agency would be the lead agency for the update and development of the long-range statewide transportation plan. Therefore it is indeterminate as to how much it will cost the Commission directly. However, the cost for the Commission to develop and update the current long-range statewide transportation plan (WTP 2030) was \$350,000 in the 2009-11 biennium.

The current ferry rider survey is budgeted at \$350,000 a biennium and is required to be updated every two years. The ferry rider survey is conducted on-line utilizing an on-line panel of survey respondents made up of ferry riders. This survey panel is called the "FROG" - Ferry Riders Opinion Group. To expand the Commission's survey work to also do a statewide survey would require an additional \$235,000 per biennium to conduct. This dollar amount will fund the following survey activities: establishment of a statewide on-line survey panel; conduct a major statewide transportation survey in the spring and fall; conduct four special survey studies on focused topics; conduct a statewide phone survey on transportation to capture the input of non-panel members (necessary to validate the panel survey results as well as augment the data gathered); conduct a specialized survey of freight movers. The current "FROG" panel needs to stay in place to meet the ferry rider survey requirement, but due to its tailored composition, will not be able to also serve as a "statewide panel" and thus will need to be expanded.

Part III: Expenditure Detail

III. A - Expenditures by Object Or Purpose

| | FY 2012 | FY 2013 | 2011-13 | 2013-15 | 2015-17 |
|--------------------------------------|------------------|------------------|------------------|------------------|------------------|
| FTE Staff Years | | | | | |
| A-Salaries and Wages | | | | | |
| B-Employee Benefits | | | | | |
| C-Personal Service Contracts | 117,500 | 117,500 | 235,000 | 235,000 | 235,000 |
| E-Goods and Services | | | | | |
| G-Travel | | | | | |
| J-Capital Outlays | | | | | |
| M-Inter Agency/Fund Transfers | | | | | |
| N-Grants, Benefits & Client Services | | | | | |
| P-Debt Service | | | | | |
| S-Interagency Reimbursements | | | | | |
| T-Intra-Agency Reimbursements | | | | | |
| 9- | | | | | |
| Total: | \$117,500 | \$117,500 | \$235,000 | \$235,000 | \$235,000 |

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.

Request # 11-009-1

Bill # 5128 SB