

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 5742 E S SB AMH TR H2676.1	<b>Title:</b> Ferry system
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## Estimated Cash Receipts

Agency Name	2011-13		2013-15		2015-17	
	GF- State	Total	GF- State	Total	GF- State	Total
Office of State Treasurer	Non-zero but indeterminate cost. Please see discussion."					
Department of Revenue	0	0	(8,169,000)	(8,182,000)	(8,873,000)	(8,887,000)
Department of Transportation	0	5,894,000	0	7,289,000	0	7,700,000
<b>Total \$</b>	<b>0</b>	<b>5,894,000</b>	<b>(8,169,000)</b>	<b>(893,000)</b>	<b>(8,873,000)</b>	<b>(1,187,000)</b>

Local Gov. Courts *						
Local Gov. Other **				(2,990,789)		(3,246,210)
Local Gov. Total				(2,990,789)		(3,246,210)

## Estimated Expenditures

Agency Name	2011-13			2013-15			2015-17		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Office of State Treasurer	.0	0	0	.0	0	0	.0	0	0
Department of Revenue	.0	2,700	2,700	.0	0	0	.0	0	0
Public Employment Relations Commission	1.0	0	178,000	1.0	0	174,000	.5	0	174,000
Department of Transportation	.0	0	0	.0	0	(11,687,000)	.0	0	(12,159,000)
Marine Employees' Commission	(1.7)	0	(253,639)	(2.3)	0	(440,000)	(2.3)	0	(440,000)
Transportation Commission	.0	0	0	.0	0	0	.0	0	0
<b>Total</b>	<b>(0.7)</b>	<b>\$2,700</b>	<b>\$(72,939)</b>	<b>(1.3)</b>	<b>\$0</b>	<b>\$(11,953,000)</b>	<b>(1.8)</b>	<b>\$0</b>	<b>\$(12,425,000)</b>

Local Gov. Courts *									
Local Gov. Other **						(106,600)			(106,600)
Local Gov. Total						(106,600)			(106,600)

## Estimated Capital Budget Impact

NONE

This bill was identified as a proposal governed by the requirements of RCW 43.135.031 (Initiative 960). Therefore, this fiscal analysis includes a projection showing the ten-year cost to tax or fee payers of the proposed taxes or fees.

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

\*\* See local government fiscal note

FNPID 30110

FNS029 Multi Agency rollup

<b>Prepared by:</b> Erik Hansen, OFM	<b>Phone:</b> 360-902-0423	<b>Date Published:</b> Pending Distribution
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\* See Office of the Administrator for the Courts judicial fiscal note

\*\* See local government fiscal note

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5742 E S SB AMH TR H2676.1	<b>Title:</b> Ferry system	<b>Agency:</b> 090-Office of State Treasurer
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## Part I: Estimates

☐ No Fiscal Impact

### Estimated Cash Receipts to:

Non-zero but indeterminate cost. Please see discussion.

### Estimated Expenditures from:

NONE

### Estimated Capital Budget Impact:

NONE

This bill was identified as a proposal governed by the requirements of RCW 43.135.031 (Initiative 960). Therefore, this fiscal analysis includes a projection showing the ten-year cost to tax or fee payers of the proposed taxes or fees.

*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: Jeff Mitchell	Phone: 360-786-7139	Date: 04/19/2011
Agency Preparation: Dan Mason	Phone: 360-902-9090	Date: 04/22/2011
Agency Approval: Dan Mason	Phone: 360-902-9090	Date: 04/22/2011
OFM Review: Matthew Bridges	Phone: (360) 902-0575	Date: 04/22/2011

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## 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.*

ESSB 5742 AMH TR H2676.1 creates the capital vessel replacement account and allows the account to retain its earnings from investments.

Earnings from investments:

Estimated earnings from investments are indeterminable because projected cash flows are needed to make the estimate and are currently unavailable. Earnings for an account are a function of the average daily balance of the account and the earnings rate of the investment portfolio. The average daily balance is a function of the beginning balance in the account and the timing & amount of receipts, disbursements, & transfers during the time period in question. Accordingly, even with a beginning balance of zero, two accounts with the same overall level of receipts, disbursements, and transfers can have different average daily balances, and hence different earnings.

For illustrative purposes, assume based on the March 2011 Revenue Forecast that the net rate for estimating earnings for FY 11 is 0.50%, FY 12 is 0.25%, and FY 13 is 1.63%. Approximately \$5,000 in FY 11, \$2,500 in FY 12, and \$16,300 in FY 13 in net earnings and \$5,000 in fees would be gained or lost annually for every \$1 million increase or decrease in average daily balance.

### 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.*

ESSB 5742 AMH TR H2676.1 creates the capital vessel replacement account and allows the account to retain its earnings from investments.

### 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

### III. A - Expenditures by Object Or Purpose

NONE

## 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.*

# Department of Revenue Fiscal Note

<b>Bill Number:</b> 5742 E S SB AMH TR H2676.1	<b>Title:</b> Ferry system	<b>Agency:</b> 140-Department of Revenue
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## Part I: Estimates

☐ No Fiscal Impact

### Estimated Cash Receipts to:

Account	FY 2012	FY 2013	2011-13	2013-15	2015-17
GF-STATE-State 01 - Taxes 01 - Retail Sales Tax				(8,169,000)	(8,873,000)
Performance Audits of Government Account-State 01 - Taxes 01 - Retail Sales Tax				(13,000)	(14,000)
<b>Total \$</b>				(8,182,000)	(8,887,000)

### Estimated Expenditures from:

	FY 2012	FY 2013	2011-13	2013-15	2015-17
FTE Staff Years		0.0	0.0		
<b>Account</b>					
GF-STATE-State 001-1		2,700	2,700		
<b>Total \$</b>		2,700	2,700		

### Estimated Capital Budget Impact:

NONE

This bill was identified as a proposal governed by the requirements of RCW 43.135.031 (Initiative 960). Therefore, this fiscal analysis includes a projection showing the ten-year cost to tax or fee payers of the proposed taxes or fees.

*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:	Jeff Mitchell	Phone: 360-786-7139	Date: 04/19/2011
Agency Preparation:	Steve Smith	Phone: 360-534-1518	Date: 04/22/2011
Agency Approval:	Don Gutmann	Phone: 360-534-1510	Date: 04/22/2011
OFM Review:	Heather Matthews	Phone: (360) 902-0543	Date: 04/25/2011

Request # 5742-5-1

## 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.*

Note: This fiscal note reflects Senate amendment AMH TR H2676.1 to ESSB 5742.

Sections two and three create a vessel replacement surcharge of twenty-five cents on every ferry fare, fifty cents on fares collected one way only, and devotes the funds to a capital vessel replacement account. These funds must be used solely for the purpose of building or purchasing a ferry with a capacity of at least 144 autos.

Section four of the proposed bill exempts from the state retail sales tax all motor vehicle fuel for use in ferries operated by the Washington State Ferry System and by county owned ferry systems, if that fuel is purchased after June 30, 2013.

Section five amends RCW 82.12.0256 to create the corresponding exemption from the state use tax.

### 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.*

#### ASSUMPTIONS/DATA SOURCES

Data is from the Washington State Department of Transportation. It's assumed that the ferry system will use 17 million gallons of diesel or biodiesel fuel per year for the next six fiscal years. The price of diesel is forecast to rise from \$3.51 per gallon in April, 2010 to \$3.89 by 2014.

It is assumed that any future county ferry operations will replace current state ferry operations and will not significantly change the amount of fuel purchased.

#### REVENUE ESTIMATES

The state general fund will lose an estimated \$3.9 million in retail sales and use taxes in Fiscal Year 2014 and the performance audit account will lose \$6,000.

Local sales and use tax revenues will decline by 1.4 million in Fiscal Year 2014.

#### TOTAL REVENUE IMPACT:

State Government (cash basis, \$000):

FY 2014 -	\$ (3,885)
FY 2015 -	\$ (4,297)
FY 2016 -	\$ (4,367)
FY 2017 -	\$ (4,513)

Local Government, if applicable (cash basis, \$000):

FY 2014 -	\$ (1,435)
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FY 2015 - \$ (1,586)  
FY 2016 - \$ (1,612)  
FY 2017 - \$ (1,667)

## 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*

The Department of Revenue will incur costs of \$2,700 in Fiscal Year 2013, for the amendment of one administrative rule.

## Part III: Expenditure Detail

### III. A - Expenditures by Object Or Purpose

	FY 2012	FY 2013	2011-13	2013-15	2015-17
FTE Staff Years		0.0	0.0		
A-Salaries and Wages		1,700	1,700		
B-Employee Benefits		500	500		
E-Goods and Services		300	300		
J-Capital Outlays		200	200		
<b>Total \$</b>		\$2,700	\$2,700		

### 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
HEARINGS SCHEDULER	32,688		0.0	0.0		
TAX POLICY SP 2	61,628		0.0	0.0		
TAX POLICY SP 3	69,756		0.0	0.0		
WMS BAND 3	88,546		0.0	0.0		
<b>Total FTE's</b>	252,618		0.0	0.0		

## Part IV: Capital Budget Impact

*Identify acquisition and construction costs not reflected elsewhere on the fiscal note and describe potential financing methods*

NONE

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.*

Should this legislation become law, the Department of Revenue will use the expedited process to revise WAC 458-20-126, titled: "Sales of motor vehicle fuel, special fuels, and nonpollutant fuel". Persons affected by this rule-making include the Washington State Department of Transportation.

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5742 E S SB AMH TR H2676.1	<b>Title:</b> Ferry system	<b>Agency:</b> 275-Public Employment Relations Comm
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## 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	1.0	1.0	1.0	1.0	0.5
<b>Account</b>					
Puget Sound Ferry Operations	91,000	87,000	178,000	174,000	174,000
Account-State 109-1					
<b>Total \$</b>	91,000	87,000	178,000	174,000	174,000

### Estimated Capital Budget Impact:

NONE

This bill was identified as a proposal governed by the requirements of RCW 43.135.031 (Initiative 960). Therefore, this fiscal analysis includes a projection showing the ten-year cost to tax or fee payers of the proposed taxes or fees.

*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:

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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: Jeff Mitchell	Phone: 360-786-7139	Date: 04/19/2011
Agency Preparation: Dario de la Rosa	Phone: 360-570-7328	Date: 04/19/2011
Agency Approval: Cathy Callahan	Phone: 360 570-7312	Date: 04/19/2011
OFM Review: Heather Matthews	Phone: (360) 902-0543	Date: 04/19/2011

Request # ESSB 5742-1



## 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.*

ESSB 5742 abolishes the Marine Employees' Commission (MEC) as an separate state agency and creates a new MEC as a division within the Public Employment Relations Commission (PERC).

Section 7 of the bill requires the tranfer of the MEC into PERC to to be completed by December 31, 2011.

Sections 8, 9, 10, and 11 of the bill set forth the duties of the MEC division within PERC, including the administration of Chapter 47.64 RCW, and establishes that the MEC division shall adopt rules of procedure.

Section 8 of the bill precludes the MEC Commissioners from hiring staff, appointing consultants, entering into contracts, or conducting studies that are necessary to administer Chapter 47.64 RCW.

### 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.*

MEC Commissioners are paid \$100 per full day that they work in accordance with RCW 43.03.250. Under existing MEC rules, MEC Commissioners hold administrative hearings, settlement mediations, and grievance arbitrations. MEC Commissioners also prepare written decisions arising from unfair labor practice and arbitration cases arising under RCW 47.64.130, RCW 47.64.150 and RCW 47.64.280. PERC anticipates that each MEC Commissioner will work approximately 50 full days per year performing the functions that are required of them under RCW 47.64.280, for an annual compensation of \$5000 per Commissioner. Although MEC Commissioners do not receive health benefits, other direct costs that PERC anticipates will be necessary to implement the bill are those associated with the administration of the hearing processes set forth in RCW 47.64.280, such as the hiring of court reporter and transcription services. PERC anticipates that annual expenditures for the three MEC Commissioners will be a total of \$15,000.

PERC will also incur additional costs necessary for the day-to-day operation of the MEC Commissioners, including:

- Costs associated with the processing of hearings, including court reporting costs.
- Attorney General costs to defend administrative appeals to decisions made under Chapter 47.64 RCW.
- Information technology support and the creation of an electronic database to store, track, and maintain cases filed under Chapter 47.64 RCW.
- Additional clerical support to track MEC expenditures and to provide the MEC Commissioners with accounting support. PERC anticipates that it will require 1 FTE legal secretary to implement the bill.

## Part III: Expenditure Detail

### III. A - Expenditures by Object Or Purpose

	FY 2012	FY 2013	2011-13	2013-15	2015-17
FTE Staff Years	1.0	1.0	1.0	1.0	0.5
A-Salaries and Wages	55,000	55,000	110,000	110,000	110,000
B-Employee Benefits	23,000	23,000	46,000	46,000	46,000
C-Personal Service Contracts					
E-Goods and Services	6,000	6,000	12,000	12,000	12,000
G-Travel	3,000	3,000	6,000	6,000	6,000
J-Capital Outlays	4,000		4,000		
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
<b>Total:</b>	\$91,000	\$87,000	\$178,000	\$174,000	\$174,000

### 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
Legal Secretary	40,000	1.0	1.0	1.0	1.0	0.5
<b>Total FTE's</b>	40,000	1.0	1.0	1.0	1.0	0.5

## 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 3 of the bill requires the MEC Commissioners to adopt rules necessary to administer Chapter 47.64. Rules associated with the operation of PERC are in Title 391 WAC. Because the MEC is a division within PERC, rules associated with the administration of Chapter 47.64 must be adopted within Title 391 WAC.

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5742 E S SB AMH TR H2676.1	<b>Title:</b> Ferry system	<b>Agency:</b> 405-Department of Transportation
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## Part I: Estimates

☐

No Fiscal Impact

### Estimated Cash Receipts to:

ACCOUNT	FY 2012	FY 2013	2011-13	2013-15	2015-17
Puget Sound Ferry Operations Account-State 109-1	(1,434,690)	(2,110,250)	(3,544,940)	(4,386,750)	(4,424,750)
Capital Vessel Replacement Account-State NEW-1	3,813,690	5,625,250	9,438,940	11,675,750	12,124,750
<b>Total \$</b>	2,379,000	3,515,000	5,894,000	7,289,000	7,700,000

### Estimated Expenditures from:

	FY 2012	FY 2013	2011-13	2013-15	2015-17
<b>Account</b>					
Puget Sound Ferry Operations Account-State 109-1	0	0	0	(11,687,000)	(12,159,000)
<b>Total \$</b>	0	0	0	(11,687,000)	(12,159,000)

### Estimated Capital Budget Impact:

NONE

This bill was identified as a proposal governed by the requirements of RCW 43.135.031 (Initiative 960). Therefore, this fiscal analysis includes a projection showing the ten-year cost to tax or fee payers of the proposed taxes or fees.

*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.*

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- ☐ Capital budget impact, complete Part IV.
- ☐ Requires new rule making, complete Part V.

Legislative Contact: Jeff Mitchell	Phone: 360-786-7139	Date: 04/19/2011
Agency Preparation: Matt Hanbey	Phone: 206-515-3763	Date: 04/21/2011
Agency Approval: Jean Baker	Phone: 206-515-3403	Date: 04/21/2011
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 04/26/2011

Request # #11-159-1

## 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.*

Section 1 of the proposal removes obsolete language about the Puget Sound Ferry Operations Account (PSFOA) and restates sources to the PSFOA: 1) all moneys directed by law; 2) all revenues generated from ferry fares, and 3) all revenues generated from commercial advertising, concessions, parking, and leases as allowed under RCW 47.60.140. Section 1 (3) states that moneys in the account may be spent only after appropriation. Section 1 (4) states that expenditures from the PSFOA may be used only for the maintenance, administration and operation of Washington State Ferries (WSF).

Section 2 creates a capital vessel replacement account in the motor vehicle fund and requires that revenues from Section 3 be deposited in the account. Moneys in the account may be spent only after appropriation and may be used only for the construction or purchase of ferry vessels and to pay the principal and interest on bonds authorized for the construction or purchase of ferry vessels. Expenditures from the account must first be used to support the construction or purchase, including any applicable finance costs, of a ferry vessel with a carrying capacity of at least one hundred and forty four cars. Section 2 also prohibits the State Treasurer from transferring any moneys from the capital vessel replacement account.

Section 3 requires the transportation commission to impose a vessel replacement surcharge of twenty-five cents on every ferry fare sold, which is deposited in the capital vessel replacement account created in Section 2. If fares are only collected in one direction, the surcharge is fifty cents on fares sold.

Sections 4 and 5 exempt fuel purchased by WSF and by county-owned ferries for use in a state-owned or county-owned ferries from retail sales tax and use tax after June 30, 2013.

Section 6 states that the capital vessel replacement account shall receive interest proportionate to its share of average daily balance for the period.

Sections 7-10 merge the Marine Employees Commission (MEC) as an independent division within the Public Employment Relations Commission (PERC) for ferry marine labor issues.

### 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.*

All revenues generated from the \$0.25 vessel replacement surcharge must be deposited into the capital vessel replacement account created under section 2 of this legislation. The estimated impact is based on the Alternative Forecast (Scenario 2) that assumes a 2.5 percent annual ferry fare increase. [Note: the previous fiscal note was based on the November 2010 ridership and revenue forecast; this note is based on the March 2011 forecast which reflects lower revenue projections than the November forecast.] The department assumes that the surcharge would take effect October 1, 2011. A loss of operating revenue in the Puget Sound Ferry Operations Account is assumed due to the decrease in ridership resulting from the fare increase (elasticity). Estimated interest earned on the capital vessel

replacement account will be reported in the Office of the State Treasurer's 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.*

Savings from the exemption of WSF fuel in Sections 4 and 5 from retail sales tax and use tax are as follows: 2011-13 biennium--\$0.0 as the exemption does not begin until after June 30, 2013, FY 2014--(\$5,804,000), FY 2015--(\$5,883,000), FY 2016--(\$5,979,000), FY 2017--(\$6,180,000). [Note: several earlier versions of the fiscal note were based on the November 2010 fuel price forecast; this note is based on the March 2011 fuel price forecast which reflects higher fuel prices and therefore more savings from sales tax on fuel than from the November forecast.]

Sections 7-10 of the proposal merge the Marine Employees Commission (MEC) with the Public Employment Relations Commission (PERC) as an independent division under PERC. The department assumes no fiscal impact as a result of merging MEC with PERC. It is difficult to determine the fiscal impact related to potential differences in arbitration decisions made by the MEC as a division within PERC compared to the arbitration decisions that have been made by the MEC.

## 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					
E-Goods and Services				(11,687,000)	(12,159,000)
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-					
<b>Total:</b>	\$0	\$0	\$0	(\$11,687,000)	\$(12,159,000)

## 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 # #11-159-1

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5742 E S SB AMH TR H2676.1	<b>Title:</b> Ferry system	<b>Agency:</b> 408-Marine Employees' Commission
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## 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	(1.1)	(2.3)	(1.7)	(2.3)	(2.3)
<b>Account</b>					
Puget Sound Ferry Operations	(23,639)	(230,000)	(253,639)	(440,000)	(440,000)
Account-State 109-1					
<b>Total \$</b>	(23,639)	(230,000)	(253,639)	(440,000)	(440,000)

### Estimated Capital Budget Impact:

NONE

This bill was identified as a proposal governed by the requirements of RCW 43.135.031 (Initiative 960). Therefore, this fiscal analysis includes a projection showing the ten-year cost to tax or fee payers of the proposed taxes or fees.

*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: Jeff Mitchell	Phone: 360-786-7139	Date: 04/19/2011
Agency Preparation: Kathy Marshall	Phone: 360-586-6354	Date: 04/20/2011
Agency Approval: Kathy Marshall	Phone: 360-586-6354	Date: 04/20/2011
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 04/20/2011

Request # 8KM041911-1

## 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.*

Section 7 & 8 create the Marine Employees' Commission (MEC) as an independent division within the Public Employment Relations Commission (PERC). The change is effective December 31, 2011.

Section 8 strikes the language authorizing MEC to hire staff, appoint consultants, enter into contracts, and conduct studies.

### 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.*

ESSB 5742 merges the Marine Employees' Commission (MEC) into the Public Employment Relations Commission (PERC) effective December 31, 2011, with the MEC becoming an independent division within PERC.

It is assumed the agency will need half its normal appropriation for the six months from July to December 2011 plus any additional costs related to closing the agency.

Annual leave buyout costs for two staff in fiscal year 2012 are estimated at \$20,857, including salary and benefits. This assumes an average of 271 hours per employee at a rate of \$38.50 per hour.

Cost to transfer files, furniture and other assets is estimated at \$3,500.

The cost to buyout the agency's office lease agreement is estimated at \$36,005. The remaining lease cost would be 30 months at \$1,200.15 per month.

The agency anticipates Attorney General costs will be higher than normal in fiscal year 2012 due to three current court cases that may not be heard before June 30, 2011. An additional \$21,000 is left to cover the cost (three cases at \$7,000 each).

## Part III: Expenditure Detail

### III. A - Expenditures by Object Or Purpose

	FY 2012	FY 2013	2011-13	2013-15	2015-17
FTE Staff Years	(1.1)	(2.3)	(1.7)	(2.3)	(2.3)
A-Salaries and Wages	(33,708)	(106,164)	(139,872)	(212,328)	(212,328)
B-Employee Benefits	(14,542)	(32,049)	(46,591)	(64,098)	(64,098)
C-Personal Service Contracts					
E-Goods and Services	26,742	(89,526)	(62,784)	(157,052)	(157,052)
G-Travel	(880)	(2,261)	(3,141)	(4,022)	(4,022)
J-Capital Outlays	(1,251)		(1,251)	(2,500)	(2,500)
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
<b>Total:</b>	<b>\$(23,639)</b>	<b>\$(230,000)</b>	<b>\$(253,639)</b>	<b>(\$440,000)</b>	<b>\$(440,000)</b>

### 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
Commission Members	100	(0.4)	(0.9)	(0.7)	(0.9)	(0.9)
Confidential Secretary	68,117	(0.7)	(1.4)	(1.1)	(1.4)	(1.4)
<b>Total FTE's</b>	<b>68,217</b>	<b>(1.1)</b>	<b>(2.3)</b>	<b>(1.7)</b>	<b>(2.3)</b>	<b>(2.3)</b>

## 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.

Under RCW 47.64.280 the Marine Employees' Commission has responsibility to adjust all complaints, grievances, and disputes between labor and management arising out of the operation of the ferry system as provided in RCW 47.64.150; provide for impasse mediation as required in RCW 47.64.210; and perform those duties required in RCW 47.64.300. 5742 ESSB AMH H2676.1 merges the Marine Employees' Commission into the Public Employment Relations Commission with the Marine Employees' Commission becoming an independent division within the Public Employment Relations Commission.



# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5742 E S SB AMH TR H2676.1	<b>Title:</b> Ferry system	<b>Agency:</b> 410-Transportation Commission
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## Part I: Estimates



No Fiscal Impact

This bill was identified as a proposal governed by the requirements of RCW 43.135.031 (Initiative 960). Therefore, this fiscal analysis includes a projection showing the ten-year cost to tax or fee payers of the proposed taxes or fees.

*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: Jeff Mitchell	Phone: 360-786-7139	Date: 04/19/2011
Agency Preparation: Paul Parker	Phone: (360)705-7118	Date: 04/20/2011
Agency Approval: Reema Griffith	Phone: 360-705-7070	Date: 04/20/2011
OFM Review: Paul Ingiosi	Phone: (360) 902-9822	Date: 04/20/2011

Request # 11-020-1

## 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.*

Section 2 creates a capital vessel replacement account in the motor vehicle fund and requires that revenues from Section 3 be deposited in the account. Moneys in the account may be used only for the construction or purchase of ferry vessels, and to pay the principal and interest on bonds authorized for the construction or purchase of ferry vessels.

Section 3 requires the Transportation Commission to impose a vessel replacement surcharge of twenty-five cents on every fare sold, which is deposited in the capital vessel replacement account created in Section 2. If fares are only collected in one direction, the surcharge is fifty cents on fares sold.

### 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.*

The Transportation Commission does not reflect cash receipts since the Department of Transportation collects these fees.

### 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.*

There are no additional impacts assumed as a result of this legislation.

## 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.*

# LOCAL GOVERNMENT FISCAL NOTE

Department of Community, Trade and Economic Development

<b>Bill Number:</b> 5742 E S SB AMH TR H2676.1	<b>Title:</b> Ferry system
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## Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

### Legislation Impacts:

- ☒ Cities: Substantial loss of retail sales and use tax revenue.
- ☒ Counties: Substantial loss of retail sales and use tax revenue and minimal expenditure savings.
- ☒ Special Districts: Substantial loss of retail sales and use tax revenue.
- ☐ Specific jurisdictions only:
- ☐ 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:

### Estimated revenue impacts to:

Jurisdiction	FY 2012	FY 2013	2011-13	2013-15	2015-17
City				(988,157)	(1,072,548)
County				(1,011,186)	(1,097,544)
Special District				(991,446)	(1,076,118)
<b>TOTAL \$</b>				(2,990,789)	(3,246,210)
<b>GRAND TOTAL \$</b>					(6,236,999)

### Estimated expenditure impacts to:

Jurisdiction	FY 2012	FY 2013	2011-13	2013-15	2015-17
County				(106,600)	(106,600)
<b>TOTAL \$</b>				(106,600)	(106,600)
<b>GRAND TOTAL \$</b>					(213,200)

## Part III: Preparation and Approval

Fiscal Note Analyst: Jeremy Novack	Phone: 360/725-5040	Date: 04/25/2011
Leg. Committee Contact: Jeff Mitchell	Phone: 360-786-7139	Date: 04/19/2011
Agency Approval: Steve Salmi	Phone: (360) 725 5034	Date: 04/25/2011
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 04/26/2011

## Part IV: Analysis

### A. SUMMARY OF BILL

*Provide a clear, succinct description of the bill with an emphasis on how it impacts local government.*

Sec. 1 Creates the Puget Sound Ferry operations account in the motor vehicle fund and requires that all monies generated from ferry fares, commercial advertising, concessions, parking, and leases is deposited in the account. Money from the account can only be used for the maintenance, administration, and operation of the Washington State Ferries and only be spent after appropriated.

Sec. 2 Creates a capital vessel replacement account the motor vehicle fund. All revenue generated from the vessel replacement surcharge must be deposited in the account. Money from the account can only be spent on the construction or purchase of ferry vessels or paying off the principal or interest on bonds authorized for the construction or purchase of ferry vessels and must be spent after appropriation. Expenditures from the account must first be used to support the construction or purchase of a ferry vessel with a carrying capacity of at least 140 cars.

In the event that fares are collected in one direction only, the surcharge will be fifty cents on ferry fare sold.

Sec. 3 The marine employee's public employment relations commission must impose a vessel replacement surcharge of twenty-five cents for every fare sold including multiride and monthly pass fares. The surcharge must be clearly indicated to fare passengers and drivers.

Sec. 4-5 The fuel purchased after June 30, 2013 by the Washington State Ferry system for use in state-owned ferries is exempt from the retail sales and use taxes. Fuel purchased by a county-owned ferry for use in ferry vessels after June, 30 2013 is exempt from the state sales and use tax.

Sec. 6 Adds the capital vessel replacement account.

Sec. 7-8 Both are new sections. By December 31, 2011, the marine employees' commission is merged with the public employment relations commission and becomes a division within the public employment relations commission. Specifies the makeup, terms, compensation and reimbursement for the members of the marine employees' commission. Details the duties of the marine employees' commission and the complaint process for bringing complaints before the commission.

Sec. 9 Deletes the clauses about requesting an impartial judge, a party taking over responsibility from a ferry system, public transportation benefit areas, opening of terminals, docks, and pier space for private ferry operators, and ferry districts entering into agreements with Washington State Ferries.

Sec. 10 Arbitration must be invoked only with the approval of an employee organization. Deletes the clauses about conflicts of law concerning state ferry system labor relations and the exemptions of the certain persons to RCW 41.06.070.

Sec. 11 Deletes the clauses about the governance boards, commissions, or committees. RCW 47.64.280 is now a section within chapter RCW 41.58. Removes the provision that increases the threshold amount for apprenticeship utilization on Washington State Ferry public works projects from \$2 million to \$5 million. Deletes the clauses about required apprenticeship.

### B. SUMMARY OF EXPENDITURE IMPACTS

*Briefly describe and quantify the expenditure impacts of the legislation on local governments, identifying the expenditure provisions by section number, and when appropriate, the detail of expenditures. Delineate between city, county and special district impacts.*

This version of the bill will result in minimal (under \$55,000) local government expenditure savings.

Four counties that have county-owned ferry systems: Skagit, Pierce, Wahkiakum, and Whatcom. Three of the counties buy ferry fuel inside Washington State where sales and use taxes apply. Wahkiakum County buys ferry fuel across the border in Oregon. According to Washington State Association of Counties (WSAC), the total estimated expenditure savings is \$53,300 annually. The expenditure savings are broken down by county below:

Whatcom County: \$8,800

Skagit County: \$13,000

Pierce County: \$31,500

\*Note: No growth factor was applied to this calculation

## C. SUMMARY OF REVENUE IMPACTS

*Briefly describe and quantify the revenue impacts of the legislation on local governments, identifying the revenue provisions by section number, and when appropriate, the detail of revenue sources. Delineate between city, county and special district impacts.*

DOR estimates there will be a substantial (over \$1 million) loss of local government revenue because of the retail sales and use tax exemptions of ferry fuel for county and state-owned ferry systems.

	County	City	Special District
FY 2012	\$-	\$-	\$-
FY 2013	\$-	\$-	\$-
FY 2014	-\$480,322	-\$469,383	-\$470,945
FY 2015	-\$530,864	-\$518,774	-\$520,501
FY 2016	-\$539,567	-\$527,279	-\$529,034
FY 2017	-\$557,977	-\$545,269	-\$547,084

### METHODOLOGY:

The distributions in this note for cities, counties, and special districts are based on DOR data for local sales and use tax distributions from Calendar Year 2010. Mitigation payments and distributions to hospital benefit zones are not factored into this distribution. This results in a distribution of 33.81 percent to counties, 33.04 percent to cities and 33.15 percent to special districts. The 1 percent DOR administrative fee has also been deducted.

### SOURCES

Dept. of Revenue fiscal note  
Dept. of Transportation fiscal note  
Office of the State Treasury fiscal note  
Department of Revenue Local Tax Distributions  
Washington State Association of Counties  
Pierce County



# Multiple Agency Ten-Year Analysis Summary

<b>Bill Number</b>	<b>Title</b>
5742 E S SB AMH TR H2676.1	Ferry system

This ten-year analysis is limited to the estimated cash receipts associated with the proposed tax or fee increases.

## Estimated Cash Receipts

Agency Name	Fiscal Year 2012	Fiscal Year 2013	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Fiscal Year 2021	2012-21 TOTAL
Office of State Treasurer	0	0	0	0	0	0	0	0	0	0	0
Department of Revenue	0	0	0	0	0	0	0	0	0	0	0
Public Employment Relations Comm	0	0	0	0	0	0	0	0	0	0	0
Department of Transportation	3,813,690	5,625,250	5,769,750	5,906,000	6,013,250	6,111,500	6,203,250	6,296,500	6,385,750	6,470,500	58,595,440
Marine Employees' Commission	0	0	0	0	0	0	0	0	0	0	0
Transportation Commission	0	0	0	0	0	0	0	0	0	0	0
Department of Commerce	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,813,690</b>	<b>5,625,250</b>	<b>5,769,750</b>	<b>5,906,000</b>	<b>6,013,250</b>	<b>6,111,500</b>	<b>6,203,250</b>	<b>6,296,500</b>	<b>6,385,750</b>	<b>6,470,500</b>	<b>58,595,440</b>



# Ten-Year Analysis

<b>Bill Number</b> 5742 E S SB AMH TR H2676.1	<b>Title</b> Ferry system	<b>Agency</b> 090 Office of State Treasurer
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

## Estimates

☒ **No Cash Receipts**                      ☐ **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code											
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Agency Preparation: Dan Mason	Phone: 360-902-9090	Date: 4/22/2011 10:36:32 am
Agency Approval: Dan Mason	Phone: 360-902-9090	Date: 4/22/2011 10:36:32 am
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 4/26/2011 12:21:18 pm



# Ten-Year Analysis

<b>Bill Number</b> 5742 E S SB AMH TR H2676.1	<b>Title</b> Ferry system	<b>Agency</b> 140 Department of Revenue
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

## Estimates

☒ **No Cash Receipts** ☐ **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code											
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Agency Preparation: Steve Smith	Phone: 360-534-1518	Date: 4/22/2011 10:50:24 am
Agency Approval: Don Gutmann	Phone: 360-534-1510	Date: 4/22/2011 10:50:24 am
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 4/26/2011 12:21:18 pm





# Ten-Year Analysis

<b>Bill Number</b> 5742 E S SB AMH TR H2676.1	<b>Title</b> Ferry system	<b>Agency</b> 275 Public Employment Relations Comm
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

## Estimates

☒ **No Cash Receipts** ☐ **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code											
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Agency Preparation: Dario de la Rosa	Phone: 360-570-7328	Date: 4/19/2011 4:08:18 pm
Agency Approval: Cathy Callahan	Phone: 360 570-7312	Date: 4/19/2011 4:08:18 pm
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 4/26/2011 12:21:18 pm



# Ten-Year Analysis

<b>Bill Number</b> 5742 E S SB AMH TR H2676.1	<b>Title</b> Ferry system	<b>Agency</b> 405 Department of Transportation
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

## Estimates

☐ **No Cash Receipts**
☐ **Indeterminate Cash Receipts**

## Estimated Cash Receipts

Name of Tax or Fee	Acct Code	Fiscal Year 2012	Fiscal Year 2013	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Fiscal Year 2021	2012-21 TOTAL
Vessel Replacement Surcharge	New	3,813,690	5,625,250	5,769,750	5,906,000	6,013,250	6,111,500	6,203,250	6,296,500	6,385,750	6,470,500	58,595,440
<b>Total</b>		<b>3,813,690</b>	<b>5,625,250</b>	<b>5,769,750</b>	<b>5,906,000</b>	<b>6,013,250</b>	<b>6,111,500</b>	<b>6,203,250</b>	<b>6,296,500</b>	<b>6,385,750</b>	<b>6,470,500</b>	<b>58,595,440</b>
<b>Biennial Totals</b>		<b>9,438,940</b>		<b>11,675,750</b>		<b>12,124,750</b>		<b>12,499,750</b>		<b>12,856,250</b>		<b>58,595,440</b>

## Narrative Explanation (Required for Indeterminate Cash Receipts)

The transportation commission is directed to impose a vessel replacement surcharge of twenty-five cents on every ferry fare sold. If fares are only collected in one direction, the surcharge is fifty cents on fares sold. Fees collected through the vessel replacement surcharge will be placed in the vessel replacement account.

Agency Preparation: Matt Hanbey	Phone: 206-515-3763	Date: 4/21/2011 3:34:03 pm
Agency Approval: Jean Baker	Phone: 206-515-3403	Date: 4/21/2011 3:34:03 pm
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 4/26/2011 12:21:18 pm



# Ten-Year Analysis

<b>Bill Number</b> 5742 E S SB AMH TR H2676.1	<b>Title</b> Ferry system	<b>Agency</b> 408 Marine Employees' Commission
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

## Estimates

☒ **No Cash Receipts** ☐ **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code											
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Agency Preparation: Kathy Marshall	Phone: 360-586-6354	Date: 4/20/2011 10:00:21 am
Agency Approval: Kathy Marshall	Phone: 360-586-6354	Date: 4/20/2011 10:00:21 am
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 4/26/2011 12:21:18 pm



# Ten-Year Analysis

<b>Bill Number</b> 5742 E S SB AMH TR H2676.1	<b>Title</b> Ferry system	<b>Agency</b> 410 Transportation Commission
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

## Estimates

☒ **No Cash Receipts** ☐ **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code											
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## Narrative Explanation (Required for Indeterminate Cash Receipts)

This legislation contains taxes or fees subject to the requirements of RCW 43.135.031 (Initiative 960). The following sections contain fee authorization for the Transportation Commission: Section 3 requires the Transportation Commission to impose a vessel replacement surcharge of twenty-five cents on every fare sold, which is deposited in the capital vessel replacement account created in Section 2. If fares are only collected in one direction, the surcharge is fifty cents on fares sold. The Transportation Commission does not reflect cash receipts since the Department of Transportation collects these fees.

Agency Preparation: Paul Parker	Phone: (360)705-7118	Date: 4/20/2011 3:39:07 pm
Agency Approval: Reema Griffith	Phone: 360-705-7070	Date: 4/20/2011 3:39:07 pm
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 4/26/2011 12:21:18 pm