

Multiple Agency Fiscal Note Summary

Bill Number: 1954 P S HB H-2457.1	Title: Transportation revenue
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Estimated Cash Receipts

Agency Name	2013-15		2015-17		2017-19	
	GF- State	Total	GF- State	Total	GF- State	Total
Department of Licensing	0	609,958,350	0	900,862,610	0	956,528,400
Total \$	0	609,958,350	0	900,862,610	0	956,528,400

Estimated Expenditures

Agency Name	2013-15			2015-17			2017-19		
	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	1.5	251,700	251,700	1.0	143,700	143,700	.8	111,400	111,400
Department of Licensing	11.7	0	4,094,247	2.0	0	1,924,886	2.0	0	1,967,908
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
Total	13.2	\$251,700	\$4,345,947	3.0	\$143,700	\$2,068,586	2.8	\$111,400	\$2,079,308

Local Gov. Courts *									
Loc School dist-SPI									
Local Gov. Other **	Non-zero but indeterminate cost. Please see discussion.								
Local Gov. Total									

Estimated Capital Budget Impact

NONE

Prepared by: Jim Albert, OFM	Phone: (360) 902-0419	Date Published: Final 5/10/2013
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* See Office of the Administrator for the Courts judicial fiscal note

** See local government fiscal note

FNPID 35730

FNS029 Multi Agency rollup

Individual State Agency Fiscal Note

Bill Number: 1954 P S HB H-2457.1	Title: Transportation revenue	Agency: 090-Office of State Treasurer
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Part I: Estimates

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No Fiscal Impact

Estimated Cash Receipts to:

ACCOUNT	FY 2014	FY 2015	2013-15	2015-17	2017-19
Multimodal Transportation Account-State 218-1				(37,600,000)	(37,600,000)
Transportation 2003 Account (Nickel Account)-State 550-1				37,600,000	37,600,000
Total \$					

Estimated Expenditures from:

NONE

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,

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: David Munnecke	Phone: 360-786-7315	Date: 04/17/2013
Agency Preparation: Dan Mason	Phone: 360-902-9090	Date: 04/18/2013
Agency Approval: Dan Mason	Phone: 360-902-9090	Date: 04/18/2013
OFM Review: Chris Stanley	Phone: (360) 902-9810	Date: 04/18/2013

Request # 114-1

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.

PSHB 1954 H-2457.1 under section 13, beginning September 2015, by the last day of September, December, March, and June of each year, the state treasurer shall transfer four million seven hundred thousand dollars from the multimodal transportation account to the nickel account.

Other cash receipts and distributions estimates will be provided by DOL.

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 under review. 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 2013 revenue forecast that approximately \$1,600 in FY 14, \$1,600 in FY 15, \$2,800 in FY 16, and \$15,700 in FY 17 in net earnings would be gained or lost annually for every \$1 million shift in average daily cash balances.

Debt Limit:

There may be an impact on the debt service limitation calculation. Any change to the earnings credited to the general fund will change, by an equal amount, general state revenues.

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.

PSHB 1954 H-2457.1 under section 13, beginning September 2015, by the last day of September, December, March, and June of each year, the state treasurer shall transfer four million seven hundred thousand dollars from the multimodal transportation account to the nickel account.

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

Bill Number: 1954 P S HB H-2457.1	Title: Transportation revenue	Agency: 140-Department of Revenue
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Part I: Estimates

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No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Expenditures from:

	FY 2014	FY 2015	2013-15	2015-17	2017-19
FTE Staff Years	1.5	1.5	1.5	1.0	0.8
Account					
GF-STATE-State 001-1	134,900	116,800	251,700	143,700	111,400
Total \$	134,900	116,800	251,700	143,700	111,400

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,

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:	David Munnecke	Phone: 360-786-7315	Date: 04/17/2013
Agency Preparation:	Gerald Sayler	Phone: 360-534-1517	Date: 04/22/2013
Agency Approval:	Don Gutmann	Phone: 360-534-1510	Date: 04/22/2013
OFM Review:	Cherie Berthon	Phone: 360-902-0659	Date: 04/22/2013

Request # 1954-2-1

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

Note: This fiscal note reflects language in PSHB 1954 (H-2457.1), 2013 Legislative Session.

This act outlines newly proposed funding sources for state transportation revenues. It involves instituting several new taxes and fees, rate increases for some existing taxes and fees, creating new transportation fund accounts, revenue distributions to proposed and current funds, and funding options for local jurisdictions.

Most of the taxes and fees created and amended in this bill are or will be collected and administered by the Department of Licensing.

The portions directly pertaining to the Department of Revenue (Department) in this bill are Sections 26 and 28.

Section 26 (3) amends RCW 82.14.045 allowing a Public Transportation Benefit Area (PTBA) located in a county with a population of 700,000 or more containing a city with a population of 75,000 or more to impose an additional tax of up to three tenths of a percent (in one tenth increments) in addition to the tax currently allowed in RCW 82.14.045(1) with voter approval.

Section 28 adds a new section to 82.14 RCW. This section will expand the authority of transit systems, as defined in this section, to establish an "enhanced public transportation zone", as established in this section, with voter approval to impose additional local sales and use taxes for funding of this zone. Program and transit agency requirements and restrictions are outlined this section. The tax rate may not exceed the maximum rate allowed under RCW 82.14.045 (0.9% maximum rate for public transportation benefit areas). The additional tax will expire after five years unless reapproved by voters.

Sections 26 and 28 have an effective date of January 1, 2014.

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

ASSUMPTIONS

Island, Jefferson, King and Snohomish counties already levy the local transportation tax at nine-tenths of a percent, so there is no local tax capacity for an enhanced public transportation zone tax in these counties.

Snohomish County PTBA is the only PTBA eligible to increase their local tax by up 0.3 percent to 1.2 percent.

REVENUE ESTIMATES

There is no direct impact to state government. Following current policy of the Department, it is assumed that one percent of the local sales and use tax would be retained by the state to cover collection costs for the local sales tax. Since the extent of utilizing such local taxes within enhanced public transportation zones is unknown, the yield of administrative cost reimbursement is unknown.

The local impact of this bill cannot be accurately estimated due to the unknown number, size, or location of enhanced public transportation zones that may propose a tax increase to the voters within the zones. Plus, voter approval is required to

impose the local transportation tax for enhanced public transportation zones. For illustrative purposes, the existing PTBAs that are levying the local transportation tax below the 0.9 percent limit, could generate an additional \$165 million if they levied the tax at the maximum 0.9 percent rate. Snohomish County could generate an additional \$22 million if they levied the tax at 1.2 percent rate.

This estimate also does not include taxes and fees collected and administered by other agencies in this legislation.

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:

- Expenditures assume 5,000 taxpayers will be affected by this proposal.
- Expenditures are contingent on local jurisdictions passing a voter approved rate change.

INITIAL COSTS:

The Department will incur total costs of \$64,800 in Fiscal Year 2013 that are NOT included in the six year expenditure impact for this fiscal estimate. These start-up costs include:

Labor Costs - Time and effort equates to 0.6 FTEs.

- Programming and testing system changes

FIRST YEAR COSTS:

The Department will incur total costs of \$134,900 in Fiscal Year 2014. These costs include:

Labor Costs - Time and effort equates to 1.5 FTEs.

- Develop, test and review new line code
- Communicate with taxpayers
- Issue and review error out of balance report and amended returns
- Review Special Notices and flyers

Object Costs - \$11,300.

- Printing and postage of special notices

SECOND YEAR COSTS:

The Department will incur total costs of \$116,800 in Fiscal Year 2015. These costs include:

Labor Costs - Time and effort equates to 1.5 FTEs.

- Develop, test and review new line code
- Communicate with taxpayers
- Issue and review error out of balance report and amended returns
- Review Special Notices and flyers

Object Costs - \$5,300

- Printing and postage of a special notice

ONGOING COSTS:

Ongoing costs for the 2015-2017 Biennium equal \$143,700 and include similar activities described in the second year costs.

Time and effort equates to 0.95 FTEs.

Part III: Expenditure Detail

III. A - Expenditures by Object Or Purpose

	FY 2014	FY 2015	2013-15	2015-17	2017-19
FTE Staff Years	1.5	1.5	1.5	1.0	0.8
A-Salaries and Wages	70,300	70,300	140,600	88,900	70,200
B-Employee Benefits	21,100	21,100	42,200	26,700	21,100
E-Goods and Other Services	33,700	23,900	57,600	26,200	18,600
J-Capital Outlays	9,800	1,500	11,300	1,900	1,500
Total \$	\$134,900	\$116,800	\$251,700	\$143,700	\$111,400

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 2014	FY 2015	2013-15	2015-17	2017-19
EXCISE TAX EX 2	42,583	0.7	0.7	0.7	0.5	0.4
EXCISE TAX EX 3	50,563	0.8	0.8	0.8	0.5	0.4
Total FTE's	93,146	1.5	1.5	1.5	1.0	0.8

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.

No rule-making required.

Individual State Agency Fiscal Note

Bill Number: 1954 P S HB H-2457.1	Title: Transportation revenue	Agency: 240-Department of Licensing
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Part I: Estimates



No Fiscal Impact

Estimated Cash Receipts to:

ACCOUNT	FY 2014	FY 2015	2013-15	2015-17	2017-19
ORV & Nonhighway Vehicle Account-State 01B-1	396,800	715,200	1,112,000	1,962,200	2,093,900
Snowmobile Account-State 01M-1	176,400	272,300	448,700	751,800	809,100
State Patrol Highway Account-State 081-1	7,204,350	7,888,900	15,093,250	36,088,600	36,907,020
Small City Pavement and Sidewalk Account-State 08M-1				1,103,130	1,120,730
Freight Mobility Investment Account-State 09E-1	4,709,250	5,156,750	9,866,000	12,591,370	12,742,660
Transportation Partnership Account-State 09H-1	3,715,910	4,068,990	7,784,900	8,221,960	8,296,120
Highway Safety Account-State 106-1				(82,057,500)	(82,165,090)
Motor Vehicle Account-State 108-1	30,794,570	42,074,210	72,868,780	109,232,870	114,965,320
Puget Sound Ferry Operations Account-State 109-1	443,020	485,120	928,140	31,788,700	30,166,950
Transportation Improvement Account-State 144-1				9,928,200	10,086,590
County Arterial Preservation Account-State 186-1				9,652,330	9,907,220
Capital Vessel Replacement Account-State 18J-1	13,742,750	20,725,500	34,468,250	42,209,500	42,981,000
Multimodal Transportation Account-State 218-1	72,589,000	81,010,000	153,599,000	228,833,700	235,051,900
Recreation Resources Account-State 267-1	991,300	1,788,300	2,779,600	4,913,000	5,252,700
NOVA Program Account-State 268-1	559,300	1,008,100	1,567,400	2,765,800	2,951,700
Transportation 2003 Account (Nickel Account)-State 550-1	1,687,350	1,847,680	3,535,030	(57,583,000)	(58,385,820)
Connecting Washington NEW-State NEW-1	109,730,550	196,176,750	305,907,300	540,459,950	583,746,400
Total \$	246,740,550	363,217,800	609,958,350	900,862,610	956,528,400

Estimated Expenditures from:

	FY 2014	FY 2015	2013-15	2015-17	2017-19
FTE Staff Years	14.8	8.5	11.7	2.0	2.0
Account					
Motor Vehicle Account-State 108 -1	1,945,509	2,148,738	4,094,247	1,924,886	1,967,908
Total \$	1,945,509	2,148,738	4,094,247	1,924,886	1,967,908

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,

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:	David Munnecke	Phone: 360-786-7315	Date: 04/17/2013
Agency Preparation:	Sally McVaugh	Phone: (360) 902-3642	Date: 04/26/2013
Agency Approval:	Sam Knutson	Phone: (360) 902-3644	Date: 04/26/2013
OFM Review:	Jim Albert	Phone: (360) 902-0419	Date: 04/26/2013

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.

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

III. A - Expenditures by Object Or Purpose

	FY 2014	FY 2015	2013-15	2015-17	2017-19
FTE Staff Years	14.8	8.5	11.7	2.0	2.0
A-Salaries and Wages	551,064	365,914	916,978	239,370	242,598
B-Employee Benefits	241,987	144,748	386,735	82,343	83,541
E-Goods and Other Services	1,059,508	1,638,076	2,697,584	1,603,173	1,641,769
J-Capital Outlays	92,950		92,950		
Total:	\$1,945,509	\$2,148,738	\$4,094,247	\$1,924,886	\$1,967,908

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 2014	FY 2015	2013-15	2015-17	2017-19
Cust Serv Spec 3	39,312	1.0	1.0	1.0		
Cust Serv Spec 4	43,368	1.0		0.5		
Custr Serv Spec 2	35,362	10.0	5.0	7.5		
Economic Analyst 3	67,668	0.2	0.3	0.3	0.3	0.3
Fiscal Analyst 2 (indirect)	45,828	1.5	1.2	1.4	0.9	0.9
Fiscal Analyst 5	59,784	0.2	0.4	0.3	0.4	0.4
IT Spec 2 (indirect)	56,892	0.2		0.1		
IT Spec 4 (indirect)	56,892	0.7	0.6	0.7	0.4	0.4
Total FTE's	405,106	14.8	8.5	11.7	2.0	2.0

III. C - Expenditures By Program (optional)

Program	FY 2014	FY 2015	2013-15	2015-17	2017-19
Mgmt & Support Services (100)	145,180	143,331	288,511	238,901	241,590
Information Services (200)	362,626	872,644	1,235,270	102,769	104,690
Customer Relations (300)	772,368	360,946	1,133,314		
Programs & Services (600)	665,335	771,817	1,437,152	1,583,216	1,621,628
Total \$	1,945,509	2,148,738	4,094,247	1,924,886	1,967,908

Part IV: Capital Budget Impact

NONE

Request # 1954 PSHB-1

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.

Part II: Explanation

This bill impacts transportation related fees and taxes. It details how they are to be distributed and used and creates a new account with the Office of the State Treasurer.

Note 1: The needed modifications to the Department of Licensing's information technology systems for the new freight fees will not be completed until mid-August 2013 and therefore the effective date of August 1, 2013 cannot be met. Since renewal notices are mailed two months before the fees are due, DOL recommends bill language that states "for renewals that are due or become due October 1, 2013." Also, the modifications to DOL information technology systems for the new title service fee will be completed in November 2013 which is later than the August 1, 2013 effective date in the bill. Since the new service fees will be programmed at the same time, one implementation date for both (January 1, 2014) is recommended.

Note 2: The primary difference between this proposed substitute and the original bill for fiscal impact for DOL is that this version does not include a statewide motor vehicle excise tax (MVET). This version includes a change in weight fees for vehicles weighing 4,000 pounds to 10,000 pounds which was not included in the original bill. The cash receipts impact in this bill has been updated to reflect the March 2013 Transportation Revenue Forecast.

II. A – Brief Description of What the Measure Does that Has Fiscal Impact

Section 1 (7)–(11) revises RCW 82.36.025 by adding additional and cumulative motor vehicle fuel tax increases on motor vehicle fuel imposed on motor vehicle fuel licensees, other than motor vehicle fuel distributors.

- Starting August 1, 2013, the increase is five cents per gallon.
- Beginning July 1, 2014, the increase is two cents per gallon.
- Beginning July 1, 2015, the increase is two cents per gallon.
- Beginning July 1, 2016, the increase is one cent per gallon.

Section 2 (7)–(11) revises RCW 82.38.030 by adding additional and cumulative tax rate increases on special fuel, or each one hundred cubic feet of compressed natural gas, measured at standard pressure and temperature on special fuel licensees, other than special fuel distributors effective on the same dates and at the same incremental increases as listed in Section 1.

Section 3 (7) requires any remaining net tax amount collected under RCW 82.36.025 (7), (8), (9), (10), and (11) and 82.38.030 (7), (8), (9), (10), and (11) to be distributed as follows:

- 5 percent to counties under RCW 20 46.68.122;
- 5 percent to cities under RCW 46.68.110;
- Any remaining amount to the Connecting Washington Account created in Section 4.

Section 4 creates the Connecting Washington Account. All receipts from RCW 46.68.090 (7) (c), and Section 21 (1) and (2) of this act must be deposited into the account.

Section 5 requires the certificate of title application fee to be distributed under RCW 46.68.020. (See Section 12 for amendment to RCW 46.68.020.)

Section 6 directs each original issue license plate fee (\$10 per license plate) and original issue motorcycle license plate fee (\$4 per license plate) paid under RCW 46.17.200 (1) (a) and two dollars of each replacement motorcycle license plate fee paid under RCW 46.17.200 (1) (a) to the Department of Transportation (DOT).

Section 7 changes the distribution of the \$13 fee for a record of traffic charges requested by a parent, parents, or guardian of a person under eighteen from fifty percent to the Highway Safety Account and fifty percent according to RCW 46.68.038 to thirty-eight and one-half percent to the Highway Safety Account and sixty-one and one-half percent deposited according to RCW 46.68.038.

Section 8 (1) changes the distribution of the \$13 fee for a person's certified abstract of their drive record requested by the person or their attorney from fifty percent to the Highway Safety Account and fifty percent according to RCW 46.68.038 to thirty-eight percent to the highway safety account and sixty-one and one-half percent deposited according to RCW 46.68.038.

Section 8 (2) changes the distribution of the \$13 fee for an abstract of all information of record in the department pertaining to the evidence of the ability of any driver or owner of any motor vehicle to respond to damages from fifty percent to the Highway Safety Account and fifty percent according to RCW 46.68.038 to thirty-eight and one-half percent to the Highway Safety Account and sixty-one and one-half percent deposited according to RCW 46.68.038.

Section 9 changes the distribution of the \$13 fee for an abstract of a person's driving record from fifty percent to the Highway Safety Account and fifty percent according to RCW 46.68.038 to thirty-eight and one-half percent to the Highway Safety Account and sixty-one and one-half percent deposited according to RCW 46.68.038.

Section 10 amends RCW 46.68.041 by changing the distribution of funds collected under chapter 46.20 RCW.

- \$2.88 of each driver's license issuance fee paid under RCW 46.20.161 is to be deposited in the State Patrol Highway Account unless the driver's license issuance fee is for a driver's license with a term of less than six years, then the amount to be deposited in the State Patrol Highway Account is \$0.48 multiplied by the number of years in the term of the driver's license.
- \$21.12 of each driver's license issuance fee paid under RCW 46.20.161 is to be used for the sole use of the Transportation Improvement Board unless the driver's license issuance fee paid under RCW 46.20.161 is for a driver's license with a term of less than six years, then the amount for the sole use of the Transportation Improvement Board is \$3.52 multiplied by the number of years in the term of the driver's license. Ninety percent of these fees must be deposited in the Transportation Improvement Account. Ten percent must be deposited in the Small City Pavement and Sidewalk Account.
- \$4.28 of each driver's license renewal fee paid under RCW 46.20.181(2) is to be deposited in the Motor Vehicle Fund.
- \$6.02 of each driver's license renewal fee paid under RCW 46.20.181(2) is for the sole use of DOT of which twenty-five percent must be deposited in the Freight Mobility Investment Account and seventy-five percent must be deposited in the Highway Safety Account.
- \$7.01 of each driver's license renewal fee paid under RCW 46.20.181(2) must be deposited in the Puget Sound Ferry Operations Account for the sole use of DOT.
- \$6.69 of each driver's license renewal fee paid under RCW 46.20.181(2) must be deposited in the County Arterial Preservation Account for the sole use of the County Road Administration Board.
- If the driver's license renewal fee paid under RCW 46.20.181(4) is for a driver's license with a term of less than six years then the amount to be deposited in the Motor Vehicle Fund is \$4.00 multiplied by the number of years in the term of the driver's license.
- If the driver's license renewal fee paid under RCW 46.20.181(5) is for a driver's license with a term of less than six years, then amount to be deposited in the State Patrol Highway Account is \$4.00 multiplied by the number of years in the term of the driver's license.
- \$30.00 of each Identicard fee paid under RCW 46.20.117 must be deposited in the Puget Sound Ferry Operations Account for the sole use of DOT.
- \$5.00 of each driver's instruction permit fee paid under RCW 46.20.055 must be deposited in the State Patrol Highway Account.
- \$15.00 of each driver's licensing examination fee paid under RCW 46.20.120(2) must be deposited in the Puget Sound Ferry Operations Account.
- \$5.00 of each duplicate or replacement fee paid under RCW 46.20.200 must be deposited in the State Patrol Highway Account.
- \$175 of each hearing request fee paid under RCW 46.20.308 must be deposited in the State Patrol Highway Account.

Section 11 does not impact DOL but amends RCW 46.70.061 by requiring \$225 of each original annual vehicle dealer license fee to be used for the sole use of DOT for the benefit of major freight corridors and \$75 of each renewal vehicle dealer license fee to be used for the sole use of DOT for the benefit of major freight corridors.

Section 12 amends RCW 46.68.020 by changing the distribution of the following fees from RCW 46.68.280 (Nickel Account) to RCW 47.66.070 (Multimodal Account): Motor change, transfer certificate of title, security interest changes, and duplicate certificate of title.

Section 13 amends RCW 46.68.280 by requiring the State Treasurer, starting September 2015, to transfer four million seven hundred thousand dollars from the Multimodal Transportation Account to the Nickel Account each September, December, March, and June of each year.

Section 14 amends RCW 46.09.520 by increasing the amount of the fuel tax refund paid by off-road vehicle users by the same amount the fuel tax is increased in Section 1 of this bill.

Section 15 amends RCW 46.10.530 by increasing the amount of the fuel tax refund paid by snowmobile users by the same amount the fuel tax is increased in Section 1 of this bill.

Section 16 amends RCW 79A.25.070 by increasing the amount of the fuel tax refund paid on marine fuel by the same amount the fuel tax is increased in Section 1 of this bill.

Section 17 amends RCW 46.17.355 by increasing vehicle weight fees as follows:

- For vehicles 4,000 pounds from \$38 to \$53
- For vehicles 6,000 pounds from \$48 to \$73
- For vehicles 8,000 pounds from \$58 to \$93
- For vehicles 10,000 pounds from \$60 to \$93

Section 17 also establishes a freight project fee equal to a 15% increase in the declared gross weight fee for vehicles with a declared gross weight of more than 10,000 pounds.

Section 18 creates a new section in chapter 46.68 RCW which distributes the freight project fee established in Section 17. The distribution splits the revenue in half; half going to the Freight Mobility Investment Account created in RCW 46.68.300 and half going to the Connecting Washington Account created in Section 4 of this bill.

Section 19 amends RCW 81.77.160 to add that all taxes and fees imposed or increased under this act are to be included in the base for collection rates of solid waste. This does not have an impact on DOL.

Section 20 amends RCW 47.60.322 by requiring service fees collected under section 21 of this bill to be deposited into the Capital Vessel Replacement Account.

Section 21 adds a new section to chapter 46.17 RCW which:

- Assesses a \$5 service fee to be collected by Agents, County Auditors and DOL (not subagents) for each registration renewal to be deposited to the Connecting Washington Account created in Section 4 of this bill.
- Assesses a \$12 service fee to be collected by Agents, County Auditors and DOL (not subagents) for each title transaction to be deposited to the Capital Vessel Replacement Account under RCW 47.60.322. Any amount collected in excess of \$7 million in a fiscal year must be deposited into the Connecting Washington Account.

Section 22 makes Sections 20 and 21 applicable to vehicle registrations that are due or become due on or after January 1, 2014.

Section 24 amends RCW 36.73.065 by authorizing districts to increase existing Transportation Benefit District (TBD) fees up to \$40 with a vote of the governing board of the district.

Section 25 adds a new section to chapter 82.80 RCW.

- Authorizes counties with a population of one million or more to impose by a vote of the people or by a majority vote of the county council a local MVET.
- Establishes the MVET to be up to one and one-half percent annually on the value of every motor vehicle registered to persons residing in the county.
- Allows value to be based on any guidebook, report or compendium of recognized standing in the automotive industry.
- Exempts specific vehicles from the MVET created within this section. These are vehicles subject to declared gross weight fees under RCW 46.17.355, except for those with a scale weight of 6000 pounds or less, farm vehicles, fixed load vehicles and commercial trailers.
- Requires a county imposing the MVET authorized by this section to contract with DOL prior to the effective date of the resolution or ordinance.
- Allows taxpayers to appeal the valuation of a vehicle to DOL. DOL must refund the excess tax if the taxpayer is successful on appeal.

Section 26 amends RCW 82.14.045 by authorizing districts to impose a sales and use tax. This section does not affect DOL because any locally imposed sales/use tax would be reported to DOL quarterly from the Department of Revenue.

Section 27 amends RCW 82.80.140 by increasing a district's authorized vehicle fee from \$20 to \$40.

Section 28 adds a new section to chapter 82.14 RCW regarding sales and use tax. It allows the legislative body of an enhanced public transportation zone to impose the tax authorized under RCW 82.14.045 if approved by voters. This does not impact DOL.

Section 29 provides a severability clause which allows portions of the bill to become law while other portions may be deemed invalid.

Section 30 makes Section 1-4 and Sections 14-22 effective August 1, 2013.

Section 31 makes Section 5-13 effective July 1, 2015.

Section 32 makes Sections 23-28 effective January 1, 2014.

Section 33 sets an expiration date for Sections 5-13 on July 1, 2022.

II. B – Cash Receipt Impact

Fuel Tax Increase—Effective August 1, 2013 (Sections 1-2, Section 3 establishes the distribution of net tax) The fuel tax is increased by five cents on August 1, 2013; by 2 cents on July 1, 2014; by 2 cents on July 1, 2015, and by one cent on July 1, 2016. The distribution of net tax is 5 percent to counties under RCW 20 46.68.122; 5 percent to cities under RCW 46.68.110; and any remaining amount to the Connecting Washington Account. The March 2013 Transportation Revenue Forecast for fuel was used to project the revenue increase and the distributions.

Revenue Impact

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Sections 1-3 Fuel Taxes	\$ 116,254,700	\$ 210,836,800	\$ 274,221,100	\$ 311,501,300	\$ 316,928,000	\$ 316,541,900

Distributions

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Sections 1-3 Fuel Taxes						
Counties per RCW 46.68.122 *5%	\$ 5,812,700	\$ 10,541,800	\$ 13,711,100	\$ 15,575,100	\$ 15,846,400	\$ 15,827,100
Cities per RCW 46.68.110 *5%	\$ 5,812,700	\$ 10,541,800	\$ 13,711,100	\$ 15,575,100	\$ 15,846,400	\$ 15,827,100
New Connecting Washington Account *90%	\$ 104,629,300	\$ 189,753,200	\$ 246,798,900	\$ 280,351,100	\$ 285,235,200	\$ 284,887,700

Title Fee Distribution—Effective July 1, 2015 (Sections 5, 12, and 13) Section 5 requires the transfer certificate of and duplicate certificate of title fees to be distributed under RCW 46.68.020. Section 12 changes RCW 46.68.020 from depositing the fee in the Nickel Account to the Multimodal Account. Section 13 is not reflected in this fiscal note because it is a transfer done by the State Treasurer.

Distribution Change

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Section 5 Title Fee Distribution						
Multimodal Account (218)	\$ -	\$ -	\$ 30,524,200	\$ 30,792,300	\$ 30,984,300	\$ 31,168,700
Nickel Account (550)	\$ -	\$ -	\$ (30,524,200)	\$ (30,792,300)	\$ (30,984,300)	\$ (31,168,700)

Abstract of Drive Record—Effective July 1, 2015 (Sections 7, 8, 9)

These sections change the distribution of the \$13 fee for an Abstract of Drive Record (ADR) from 50% to the State Patrol Highway Account (SPHA) and 50% to the Highway Safety Fund (HSF) to 61.5% to the State Patrol Highway Account and 38.5% to the Highway Safety Fund. The ADR counts from the March 2013 forecast were used to determine the revenue and the distributions.

Distribution Change

Fiscal Year	FY 2016	FY 2017	FY 2018	FY 2019
ADRs	2,836,969	2,866,849	2,893,651	2,917,115
Fee	\$ 13.00	\$ 13.00	\$ 13.00	\$ 13.00
Revenue	\$ 36,880,600	\$ 37,269,033	\$ 37,617,461	\$ 37,922,491
New Dist				
SPHA 65.5%	\$ 21,547,488	\$ 21,774,429	\$ 21,977,999	\$ 22,156,212
HSF 38.5%	\$ 15,333,112	\$ 15,494,604	\$ 15,639,462	\$ 15,766,279
Current Dist				
SPHA 50%	\$ 18,440,300	\$ 18,634,516	\$ 18,808,731	\$ 18,961,245
HSF 50%	\$ 18,440,300	\$ 18,634,516	\$ 18,808,731	\$ 18,961,245

Change in Distribution of Driver License Fees and Identicards—Effective July 1, 2015 (Section 10) The Driver License Forecast from the March 2013 Transportation Revenue Forecast was used to determine the change in distributions.

Distribution Change

Account	FY 2016	FY 2017	FY 2018	FY 2019
State Patrol	\$6,184,595	\$5,862,525	\$5,511,231	\$7,058,646
Puget Sound Ferries	\$15,449,701	\$15,358,747	\$15,414,901	\$13,762,963
Motor Vehicle Fund	\$4,323,324	\$3,922,688	\$3,660,408	\$5,160,904
Transportation Improvement	\$4,933,526	\$4,994,668	\$5,029,041	\$5,057,553
Small City Pavement & Sidewalk	\$548,169	\$554,963	\$558,782	\$561,950
Freight Mobility	\$1,092,028	\$1,079,386	\$1,119,118	\$1,109,637
County Arterial Preservation	\$4,854,264	\$4,798,068	\$4,974,684	\$4,932,537
Highway Safety Fund	-\$37,385,607	-\$36,571,045	-\$36,268,165	-\$37,644,190

Fuel Tax Refunds for Off-Road Vehicles—Effective August 1, 2013 (Sections 14-15)

These sections increase the amount of motor vehicle fuel tax transferred to the Off-Road Vehicle and Non-highway Vehicle Account and Snowmobile Account. The cap increases are from the current \$0.23 per gallon to: August 1, 2013 \$0.28; July 1, 2014 \$0.30; July 1, 2015 \$0.32; July 1, 2016 and thereafter \$0.33.

Revenue Increase

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Section 14 ORV Fuel Transfers	\$ 956,100	\$ 1,723,300	\$ 2,223,500	\$ 2,504,500	\$ 2,529,900	\$ 2,515,700
Section 15 Snowmobile Fuel Transfers	\$ 176,400	\$ 272,300	\$ 354,000	\$ 397,800	\$ 402,400	\$ 406,700

Distribution

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Section 14 ORV Fuel Transfers						
ORV & Nonhighway Vehicle Account (01B) *41.5%	\$ 396,800	\$ 715,200	\$ 922,800	\$ 1,039,400	\$ 1,049,900	\$ 1,044,000
NOVA Program Account (268) *58.5%	\$ 559,300	\$ 1,008,100	\$ 1,300,700	\$ 1,465,100	\$ 1,480,000	\$ 1,471,700
Section 15 Snowmobile Fuel Transfers to Snowmobile Account (01M)	\$ 176,400	\$ 272,300	\$ 354,000	\$ 397,800	\$ 402,400	\$ 406,700

Marine Fuel Transfers (Section 16) increases the amount of the fuel tax refund paid on marine fuel. The cap increases are from the current \$0.23 per gallon to: August 1, 2013 \$0.28; July 1, 2014 \$0.30; July 1, 2015 \$0.32; July 1, 2016 and thereafter \$0.33.

Revenue Increase

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Section 16 Marine Fuel Transfers	\$ 991,300	\$ 1,788,300	\$ 2,309,400	\$ 2,603,600	\$ 2,632,500	\$ 2,620,200

Distribution

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Section 16 Marine Fuel Transfers to Recreation Resource Account (267)	\$ 991,300	\$ 1,788,300	\$ 2,309,400	\$ 2,603,600	\$ 2,632,500	\$ 2,620,200

License Fees by Weight (4,000 to 10,000 pounds)—Effective August 1, 2013 (Section 17 (1)) increases vehicle weight fees as follows: for vehicles 4,000 pounds from \$38 to \$53; for vehicles 6,000 pounds from \$48 to \$73; for vehicles 8,000 pounds from \$58 to \$93; and for vehicles 10,000 pounds from \$60 to \$93.

Revenue

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Section 17(1) License Fees By Weight *(4,000 - 10,000 lbs only)	\$ 32,219,800	\$ 35,281,300	\$ 35,516,000	\$ 35,774,800	\$ 35,908,100	\$ 36,025,700

Distribution

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Section 17(1) License Fees By Weight (4,000 to 10,000 lbs)						
Motor Vehicle Account (108) *59.495%	\$ 19,169,170	\$ 20,990,610	\$ 21,130,240	\$ 21,284,220	\$ 21,363,520	\$ 21,433,490
WSP Highway Account (081) *22.36%	\$ 7,204,350	\$ 7,888,900	\$ 7,941,380	\$ 7,999,250	\$ 8,029,050	\$ 8,055,350
Puget Sound Ferry Operations (109) *1.375%	\$ 443,020	\$ 485,120	\$ 488,350	\$ 491,900	\$ 493,740	\$ 495,350
Nickel Account (550) *5.237%	\$ 1,687,350	\$ 1,847,680	\$ 1,859,970	\$ 1,873,530	\$ 1,880,510	\$ 1,886,670
Transportation Partnership Account (09H) *11.533%	\$ 3,715,910	\$ 4,068,990	\$ 4,096,060	\$ 4,125,900	\$ 4,141,280	\$ 4,154,840

Passenger Weight Fees—Effective August 1, 2013 (Section 17 (1))

Revenue

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Section 17(1) Passenger Weight Fees	\$ 72,589,000	\$ 81,010,000	\$ 82,841,500	\$ 84,675,700	\$ 85,861,900	\$ 87,037,000

Distribution

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Section 17(1) Passenger Weight Fees to Multimodal Account (218)	\$ 72,589,000	\$ 81,010,000	\$ 82,841,500	\$ 84,675,700	\$ 85,861,900	\$ 87,037,000

License Fees by Weight and New Freight Project Fee—Effective August 1, 2013 (Section 17(6) and distributed under Section 18) These sections establish a freight project fee of 15% of the registration fee for vehicles with a declared gross weight of 10,000 pounds or more and the distribution with half going to the Freight Mobility Investment Account and half going to the Connecting Washington Account.

Revenue

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Section 17(6) License Fees By Weight *(12,000 lbs & More) -- New Freight Project Fee	\$ 9,418,500	\$ 10,313,500	\$ 10,382,100	\$ 10,457,800	\$ 10,496,700	\$ 10,531,100

Distribution

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Section 17 License Fees By Weight & New Freight Project Fee						
Freight Mobility Investment Account (09E) *50%	\$ 4,709,250	\$ 5,156,750	\$ 5,191,050	\$ 5,228,900	\$ 5,248,350	\$ 5,265,550
New Connecting Washington Account *50%	\$ 4,709,250	\$ 5,156,750	\$ 5,191,050	\$ 5,228,900	\$ 5,248,350	\$ 5,265,550

Service Fees (Section 20-22)

Effective August 1, 2013—\$5 service fee for each registration renewal to be collected by Agents, County Auditors and DOL deposited into the Connecting Washington Account.

Effective August 1, 2014—\$12 service fee for each title transaction to be collected by Agents, County Auditors and DOL deposited into the Capital Vessel Replacement Account. Any amount collected in excess of \$7 million in a fiscal year is to be deposited into the Connecting Washington Account.

The vehicle registration forecast and title forecast were used to estimate the revenue impact. During Fiscal Year 2012, according to analysis by DOL's Research and Planning Office the total number of vehicle registration transactions was conducted as follows: 0.53% by DOL, 62.03% by subagents, and 37.44% by county auditors and the total number of paper title transactions (FY 2010-12), 15.8% were conducted by DOL, 62.9% were conducted by subagents, and 14.9% were conducted by county auditors. The revenue assumes an August 1, 2013 start date for the \$5 service fee and a January 1, 2014 start date for the \$12 fee.

Total Revenue

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Sections 20-22 New Ferry Service Fee						
Registration/Renewal Service Fee @ \$5	\$ 6,742,750	\$ 13,725,500	\$ 13,977,500	\$ 14,232,000	\$ 14,405,000	\$ 14,576,000
Title Service Fee @ \$12	\$ 7,392,000	\$ 8,266,800	\$ 8,408,400	\$ 8,481,600	\$ 8,530,800	\$ 8,578,800

Distribution

Fiscal Year	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
Sections 20-22 New Ferry Service Fee						
Capital Vessel Replacement Account (18J)	\$ 13,742,750	\$ 20,725,500	\$ 20,977,500	\$ 21,232,000	\$ 21,405,000	\$ 21,576,000
New Connecting Washington Account *Title Service Fee over \$7 million/yr	\$ 392,000	\$ 1,266,800	\$ 1,408,400	\$ 1,481,600	\$ 1,530,800	\$ 1,578,800

Local Jurisdiction Revenue:

These local jurisdiction revenues are indeterminate. It is unknown which jurisdictions might collect or increase fees allowed by these sections of the bill. Contracts would need to be established with DOL for the administration and collection of any authorized revenue.

Increase in TBD Fees—Effective January 1, 2014 (Section 24 and 27). Below is a scenario of what each county's revenue might be if they each charged a TBD fee of \$40 per eligible vehicle. This assumes a TBD is in effect for a full year and includes those counties already charging a TBD fee. This revenue is not included in this fiscal note because it is local revenue.

County Name	Count	Proposed Revenue @ \$40
Adams	13,145	\$525,800
Asotin	17,627	\$705,080
Benton	149,137	\$5,965,480
Chelan	58,403	\$2,336,120
Clallam	58,763	\$2,350,520
Clark	314,880	\$12,595,200
Columbia	3,416	\$136,640
Cowlitz	86,092	\$3,443,680
Douglas	28,657	\$1,146,280
Ferry	5,564	\$222,560
Franklin	60,651	\$2,426,040
Garfield	2,079	\$83,160
Grant	61,712	\$2,468,480
Grays Harbor	50,024	\$2,000,960
Island	67,739	\$2,709,560
Jefferson	29,174	\$1,166,960
King	1,388,661	\$55,546,440
Kitsap	197,885	\$7,915,400
Kittitas	30,102	\$1,204,080
Klickitat	15,992	\$639,680
Lewis	59,992	\$2,399,680
Lincoln	9,296	\$371,840
Mason	53,769	\$2,150,760
Okanogan	30,104	\$1,204,160
Pacific	14,762	\$590,480
Pend Oreille	11,713	\$468,520
Pierce	516,883	\$20,675,320
San Juan	12,190	\$487,600
Skagit	99,007	\$3,960,280
Skamania	9,641	\$385,640
Snohomish	542,221	\$21,688,840
Spokane	344,690	\$13,787,600
Stevens	33,909	\$1,356,360
Thurston	210,434	\$8,417,360
Wahkiakum	3,878	\$155,120
Walla Walla	43,789	\$1,751,560
Whatcom	162,214	\$6,488,560
Whitman	24,697	\$987,880
Yakima	178,208	\$7,128,320
Total	5,001,100	\$200,044,000

Local MVET (King County only currently) (Section 25) needs approval by vote of the people or by a majority vote of the county council. The bill exempts specific vehicles from the MVET created within this section. These are vehicles subject to declared gross weight fees under RCW 46.17.355, except for those with a scale weight of 6000 pounds or less, farm vehicles, fixed load vehicles and commercial trailers.

Below is a scenario of the revenue that would be received by King County. The analysis is based on criteria for the valuation of vehicles found in RCW 82.44.035 using data from September 11, 2012. This data is based on use class. The bill refers to vehicles with a scale weight of 6,000 pounds or less, which is a different analysis and therefore so as to not overstate the revenue, only passenger cars and trucks are included in this scenario. This revenue is not included in this fiscal note.

	Counts	Mean Value	Fleet Value	King County MVET at Rate of 1.5% Annually
Passenger Cars	1,241,424	\$7,543	\$9,364,247,446	\$140,463,712
Trucks	176,672	\$4,639	\$819,666,211	\$12,294,993
			Total	\$152,758,705

Cash Receipts

	FY 14	FY 15	13-15 Total	15-17 Total	17-19 Total
Recreation Resource Account	991,300	1,788,300	2,779,600	4,913,000	5,252,700
Off Road and Nonhighway	396,800	715,200	1,112,000	1,962,200	2,093,900
NOVA	559,300	1,008,100	1,567,400	2,765,800	2,951,700
Snowmobile Account	176,400	272,300	448,700	751,800	809,100
Nickel Account	1,687,350	1,847,680	3,535,030	(57,583,000)	(58,385,820)
State Patrol Highway	7,204,350	7,888,900	15,093,250	36,088,600	36,907,020
Highway Safety Account	-	-	-	(82,057,500)	(82,165,090)
Motor Vehicle Account	30,794,570	42,074,210	72,868,780	109,232,870	114,965,320
County Arterial Pres Account	-	-	-	9,652,330	9,907,220
Puget Sound Ferry Ops	443,020	485,120	928,140	31,788,700	30,166,950
Multimodal Account	72,589,000	81,010,000	153,599,000	228,833,700	235,051,900
Small City Pavement & Sidewalk				1,103,130	1,120,730
Transportation Partnership	3,715,910	4,068,990	7,784,900	8,221,960	8,296,120
Connection Washington	109,730,550	196,176,750	305,907,300	540,459,950	583,746,400
Capital Vessel Replacement	13,742,750	20,725,500	34,468,250	42,209,500	42,981,000
Transportation Improvement	-	-	-	9,928,200	10,086,590
Freight Mobility	4,709,250	5,156,750	9,866,000	12,591,370	12,742,660
Total Revenue	246,740,550	363,217,800	609,958,350	900,862,610	956,528,400

II. C – Expenditures

Information Services Division—Data System Modification Costs

New local revenue options, fuel tax increases, service fees, gross weight fees, and new fee distributions will require modification of the Vehicle Field System (VFS), the Driver Field System (DFS), DOL revenue systems, online fee distribution reports, the License Services Office (LSO) Reconciliation System, the Driver Refund System, and the Driver online system. These changes will necessitate planning, programming and user acceptance testing. The entire project could start May 1, 2013 for phased implementation from July 2013 through June 2015.

Below is a summary to implement the entire bill as written with primary work to be performed through contractors.

Table I**Breakdown of Contracted IS Startup Costs:**

Cost Category	Description	Months	Rate	Cost
Project Developers/Testers	Modify programming and coding to all major systems; test to verify individual components meet requirements; ensure that other business transactions have not been impacted	35.0	\$16,878	\$590,730
Senior Project Manager/ Expert Analyst	Determine business requirements; translate requirements into what changes are needed to various systems including account codes, inventory codes, testing considerations, etc.	11.5	\$22,620	\$260,130
Expert Project Manager	Manage schedule and contracts	5.0	\$26,100	\$130,500
Project Contingency	OCIO designated rate of 10%			\$98,139
		51.5		\$1,079,499

Below are detailed data system modification cost estimates for each new fee or distribution.

Table II

New Fees/Distribution	Cost/Project Manager	Cost / Analyst	Cost / Dev-Tester	Contingency	Total Cost
Fuel Tax	\$13,050	\$11,310	\$33,756	\$5,812	\$63,928
Plate Fee Distribution	\$13,050	\$22,620	\$42,195	\$7,787	\$85,652
Driver Abstract & License Fee Distribution	\$13,050	\$22,620	\$33,756	\$6,943	\$76,369
Freight Project Fee	\$13,050	\$22,620	\$42,195	\$7,787	\$85,652
Service Fees	\$26,100	\$22,620	\$67,512	\$11,624	\$127,856
King Co.-local rev.	\$26,100	\$79,170	\$185,658	\$29,093	\$320,021
Snohomish-local rev	\$26,100	\$79,170	\$185,658	\$29,093	\$320,021
TOTALS	\$130,500	\$260,130	\$590,730	\$98,139	\$1,079,499

Policy and Finance Division

DOL's forecasting unit will need an Economic Analyst 3 (0.2 FTE in Fiscal Year 2014 and 0.3 FTE ongoing starting in Fiscal Year 2015.) This position will track the new revenue forecasts for the services fees that DOL and auditors would now collect for title and registration transactions. The Economic Analyst 3 will work with stakeholders and manage the forecast of revenue from these additional activities, including the OFM revenue allotment system for initial allotments and quarterly forecast updates. The new revenue streams will be part of the transportation forecast, which requires a 16-year forecast, presentation, and approval of the Transportation Revenue Forecast Council.

Revenue Accounting will need a Fiscal Analyst 5 (0.2 FTE in Fiscal Year 2014 and 0.4 FTE ongoing starting in Fiscal Year 2015.) This position will be needed to enter additional information into spreadsheets due to 50 additional revenue account codes, to record the new fees and fee distributions, and to reconcile and report those fees to other agencies and the State Treasurer.

Programs and Services Division

Approximately 25% of customers renew their vehicle registrations online and pay with a credit card. The credit card fees of approximately 2.2% are based on the amount of the charge. The following table shows the increase in credit card costs:

	FY14	FY15	FY16	FY17	FY18	FY19
License Weight Fees (4,000-10,000 Pounds)	\$32,219,800	\$35,281,300	\$35,516,000	\$35,774,800	\$35,908,100	\$36,025,700
License weight Fees -Passenger Vehicles	\$72,589,000	\$81,010,000	\$82,841,500	\$84,675,700	\$85,861,900	\$87,037,000
New Freight Project Fee Revenue	\$9,418,500	\$10,313,500	\$10,382,100	\$10,457,800	\$10,496,700	\$10,531,100
Registration/Renewal Service Fee	\$6,742,750	\$13,725,500	\$13,977,500	\$14,232,000	\$14,405,000	\$14,576,000
Total New Renewal Notice Revenue	\$120,970,050	\$140,330,300	\$142,717,100	\$145,140,300	\$146,671,700	\$148,169,800
25% Charged to Credit Cards	\$30,242,513	\$35,082,575	\$35,679,275	\$36,285,075	\$36,667,925	\$37,042,450
2.2% Credit Card Fee	\$665,335	\$771,817	\$784,944	\$798,272	\$806,694	\$814,934

Customer Relations Division

The Customer Service Center will need additional staff to answer the increase in calls resulting from the changes in this bill. DOL's past experience with fee changes has shown that they initially resulted in approximately 30% of registered vehicle owners calling or emailing to ask questions about the fees. The number of calls declines in subsequent years as owners become familiar with the changes. A Customer Service Specialist 2 (CSS2) can answer 1,500 calls per month. With over six million registered vehicles in the state, the number of yearly calls will be approximately 1.8 million or about 150,000 calls per month requiring ten CSS2s (10.0 FTEs). In addition, a Customer Service Specialist 3 (1.0 FTE) will be needed to support the CSS2s and answer the more difficult questions and a Customer Service Specialist 4 (1.0 FTE) will be needed as a supervisor. These Customer Service Specialists will all be needed in Fiscal Year 2014. During Fiscal Year 2015, 5 of the CSS2s and the CSS3 will be needed. Starting in Fiscal Year 2016, no additional Customer Service Center staff is requested.

In addition to the cost of salary and benefits, other costs have been added which include workstations and furniture, personal computers (including software and licenses), facility rent/lease and utility costs, telephone equipment and line charges, desktop support, employee training and other standard goods and services associated with adding new staff. For Fiscal Year 2014 indirect staff consist of an Information Technology Specialist 4 (0.7 FTE), a Fiscal Analyst 2 (1.5 FTE), and an Information Technology Specialist 2 (0.2 FTE).

Indeterminate expenditures for the King County MVET and for TBD fee increase: (costs not included in this fiscal note)

- Credit card fees resulting in new local jurisdiction revenue transacted when renewing registrations online.
- Central Operations and Resources—a Contracts Special 3 1 (FTE) would be requested to update TBD contracts, write new TBD contracts, and any county MVET agreements.
- Accounting Office—a Fiscal Analyst 5 (0.4 for a full fiscal year) ongoing to answer questions from state agencies (Department of Transportation and Office of State Treasurer), cities and counties regarding MVET distributions. They will also perform reconciliations, monitor and report driver and vehicle revenue distributions and refunds. This position will work directly with Information Service Division staff to resolve issues related to MVET. Revenue Accounting assumes that the number of dishonored checks will increase and posting them to the Vehicle Field System will require additional verification of reconciliations, monitoring, and working with counties and subagents.
- Records and Program Management Unit—(Local Taxing and Fee Program) will need 20 Customer Service Specialist 2 FTEs and one Licensing Service Manager 1. DOL estimates that approximately 130,000 requests for appeal on the value and will be received each year (10% of approximately 1.3 million transactions.) Each CSS2 would perform 25 appeals daily.
- Vehicle and Vessel Licensing Unit will need a total of 5 Excise Tax Examiner 1s (ETE1) in the Refunds Unit. One ETE1 FTE will be needed for boundary line refunds and the other 4 FTEs will be needed to process appeal refunds. Currently the unit processes 550 shortages and about 100 refunds a month for the Regional Transit Authority. DOL assumes about the same number of boundary line issues for the local MVET because the same GIS system will be used. Sixty percent of the shortages and refunds come from King County, which are roughly 400 transactions per month. At an average of 15 minutes per transaction, one FTE could review 480 transactions per month (7,200/15 minutes per transaction), we

would need 1 FTE in the Refunds unit for the boundary line refunds. For the refunds that will be generated through the appeals process DOL is assuming half of the appeals would result in a refund. At an average of 15 minutes per transaction, one FTE could key in 1,440 per month. At 5,416 transactions per month/1440 per FTE requiring 4 FTEs in the Refunds Unit.

Part III: Expenditure Detail

III. A – Expenditures by Object or Purpose

	FY 14	FY 15	13-15 Total	15-17 Total	17-19 Total
FTE Staff Years	14.8	8.5	11.7	2.0	2.0
Salaries and Wages	551,064	365,914	916,978	239,370	242,598
Employee Benefits	241,987	144,748	386,735	82,343	83,541
Goods and Services	1,059,508	1,638,076	2,697,584	1,603,173	1,641,769
Equipment	92,950		92,950		
TOTAL	1,945,509	2,148,738	4,094,247	1,924,886	1,967,908

III. A (1) – Detail of Expenditures by Sub-Object for Goods & Services

Object E Breakdown:	FY 14	FY 15	13-15 Total	15-17 Total	17-19 Total
EA Office Supplies	9,300	5,025	14,325	1,050	1,050
EB Phone/Install/Usage	10,985	3,780	14,765	1,080	1,080
ED Facility/Lease Costs	74,189	40,086	114,275	8,376	8,376
EG Training	6,597	3,564	10,161	744	744
EL Interagency DP Svcs	4,315	2,332	6,647	488	488
EN Personnel Services	2,949	1,833	4,782	620	620
ER Application Programmers	275,297	804,202	1,079,499		
EY Software Maintenance	3,640		3,640		
EZ Other Goods & Svcs	672,236	777,254	1,449,490	1,590,815	1,629,411
Total Goods & Svcs	1,059,508	1,638,076	2,697,584	1,603,173	1,641,769

III. A (2) – Detail of Expenditures by Fund

Additional information about assumptions and impacts is available directly from the Department of Licensing at 902-3644.

III. B – FTE Detail

Job Classification	Salary	FY 14	FY 15	13-15 Total	15-17 Total	17-19 Total
Economic Analyst 3	67,668	0.2	0.3	0.3	0.3	0.3
Fiscal Analyst 5	59,784	0.2	0.4	0.3	0.4	0.4
Custr Serv Spec 2	35,362	10.0	5.0	7.5	0.0	0.0
Fiscal Analyst 2 (indirect)	45,828	1.5	1.2	1.4	0.9	0.9
IT Spec 4 (indirect)	56,892	0.7	0.6	0.7	0.4	0.4
Cust Serv Spec 3	39,312	1.0	1.0	1.0	0.0	0.0
Cust Serv Spec 4	43,368	1.0	0.0	0.5	0.0	0.0
IT Spec 2 (indirect)	56,892	0.2	0.0	0.1	0.0	0.0
Total FTEs		14.8	8.5	11.7	2.0	2.0

III. B – Expenditures by Program (optional)

Program	FY 14	FY 15	13-15 Total	15-17 Total	17-19 Total
100 - Mgmt & Support Services	145,180	143,331	288,511	238,901	241,590
200 - Information Services	362,626	872,644	1,235,270	102,769	104,690
300 - Customer Relations	772,368	360,946	1,133,314		
600 - Programs & Services	665,335	771,817	1,437,152	1,583,216	1,621,628
<i>Total</i>	1,945,509	2,148,738	4,094,247	1,924,886	1,967,908

Part IV: Capital Budget Impact

None

Part V: New Rule Making Required

None

Individual State Agency Fiscal Note

Bill Number: 1954 P S HB H-2457.1	Title: Transportation revenue	Agency: 405-Department of Transportation
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Part I: Estimates

☒ No Fiscal Impact

The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates,

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: David Munnecke	Phone: 360-786-7315	Date: 04/17/2013
Agency Preparation: Stacey Halverstadt	Phone: 360-705-7544	Date: 04/18/2013
Agency Approval: Doug Vaughn	Phone: 306-705-7500	Date: 04/18/2013
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 04/18/2013

Request # 13-136-1

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.

This bill increases a series of existing transportation revenue sources and adds a few new transportation revenue taxes/fees and creates new transportation accounts in the state treasury.

Sections 1 - 3 and 14 - 16 amend the existing fuel tax statutes by increasing the fuel tax rate by 10 cents over 4 years and increasing the cap on non-highway fuel tax refunds by 10 cents. New revenue from the higher fuel tax collections is divided up for the following three purposes: counties, cities and a new Connecting Washington Account.

Section 4 creates a new account named the Connecting Washington Account.

Section 5 changes the amount of revenue from certificate of title application fees earmarked for distribution under RCW 46.68.020 (disposition of certificates of title fees) from \$5 to \$15, which eliminates the \$10 earmark distribution to the Nickel Account.

Section 6 earmarks all or a portion of revenues from the original issue license plate fee and the original issue motorcycle license plate fee (both established in 2012) revenue for use on projects of major freight corridors.

Section 10 moves existing driver license fee revenue (raised in the 2012 legislation EHB 2660) from the Highway Safety Fund to various state and local transportation accounts.

Section 11 earmarks a portion of existing motor vehicle dealers' Business License fee revenue for major freight corridors.

Section 12 changes the disposition of certificates of title fees distribution from the Nickel Account (RCW 46.68.280) to the Multimodal Account (RCW 47.66.070) for the following fees: motor change, transfer certificate of title, security interest changes, and duplicate certificate of title.

Section 13 directs the state treasurer to transfer \$4.7 million from the Multimodal Account to the Nickel Account every quarter beginning September 30th 2015.

Sections 17 and 18 increase the license fees for passenger vehicles and trucks. License fees for passenger vehicles weighing 4,000-10,000 pounds are increased by \$15-\$35 depending on the weight of the vehicle. The combined license fee for trucks over 10,000 pounds are increased by 15% for a new fee called a freight project fee. The revenue from the increased truck fees freight project fee is distributed 50% to the Freight Mobility Investment Account for rail intersection improvements and 50% to the new Connecting Washington Account.

Sections 20 - 22 increase the Department of Licensing and county auditors' service fee by \$5 on vehicle registrations/renewals and \$12 on certificates of title. The revenue from these higher fees are deposited into the Connecting Washington and the Capital Vessel Replacement Account respectively.

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 cash receipts are not collected by the Department. See the Department of Licensing and the Department of Revenue fiscal notes for cash receipts impacts.

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.

No appropriations are currently identified in the bill draft. It is assumed that the new revenues will be directed to the transportation accounts/purposes and appropriated through the state budget process.

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

Bill Number: 1954 P S HB H-2457.1	Title: Transportation revenue
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Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

- ☒ Cities: Cities in King County may receive motor vehicle excise tax (MVET) revenue; increased Transportation Improvement Board (TIB) funding; increased fuel tax revenue; increased fleet vehicle fuel costs.
- ☒ Counties: Increased TIB and County Road Administration Board (CRAB) funding; increased fuel tax revenue; increased fleet vehicle fuel costs.
- ☒ Special Districts: Transportation Benefit Districts (TBDs) may increase annual license fee to \$40; Public Transportation Benefit Areas (PTBAs) may establish and collect taxes to fund Enhanced Public Transportation Partnership Zones (Zones).
- ☒ Specific jurisdictions only: King County may establish an MVET; Snohomish County PTBA may increase local transportation tax rate.
- ☒ Variance occurs due to: The number of jurisdictions opting to implement the local options; the total amount of state funding received by each jurisdiction.

Part II: Estimates

- ☐ No fiscal impacts.
- ☐ Expenditures represent one-time costs:
- ☒ Legislation provides local option: Establishing an MVET, increasing PTBA fees, and levying Zone taxes.
- ☒ Key variables cannot be estimated with certainty at this time: The number of jurisdictions opting to pursue local revenue options; the cost to each jurisdiction opting to do so; total cost to local government vehicle fleets resulting from fuel price increases.

Estimated revenue impacts to:

Indeterminate Impact

Estimated expenditure impacts to:

Indeterminate Impact

Part III: Preparation and Approval

Fiscal Note Analyst: Alicia LeDuc	Phone: 360/725-5040	Date: 05/09/2013
Leg. Committee Contact: David Munnecke	Phone: 360-786-7315	Date: 04/17/2013
Agency Approval: Steve Salmi	Phone: (360) 725 5034	Date: 05/09/2013
OFM Review: Jim Albert	Phone: (360) 902-0419	Date: 05/10/2013

Part IV: Analysis

A. SUMMARY OF BILL

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

CHANGES BETWEEN CURRENT VERSION (1954 P S HB H-2457.1) AND ORIGINAL BILL (1954 HB):

The current bill version:

- maintains the total 10-cent increase in motor vehicle fuel taxes, but increases the taxes by five cents in the first year, two cents in each of the next two years, and one cent in the fourth year,
- increases the current off-road vehicle, snowmobile, and marine fuel refunds by corresponding amounts over the same time frame,
- removes the new section added to chapter 46.68 RCW creating the maintenance, operations, and preservation account,
- removes the statewide MVET and the increase in the hazardous substances tax,
- distributes the increased fuel tax revenue to cities, counties, and the new Connecting Washington Account,
- retains the distribution of the increases in various fees that were raised during the 2012 legislative session,
- retains the freight project fee equal to 15 percent of the current gross weight fee to be used for freight projects, but eliminates the bike fee of \$25 for complete streets projects, and
- increases the current gross weight fees and passenger weight fees by \$15, \$25, \$35, and \$33 depending on if the vehicle weighs less than 4,000, 6,000, 8,000, or 10,000 pounds.

SUMMARY OF CURRENT BILL VERSION (1954 P S HB H-2457.1):

Section 1 amends 82.36.025 RCW to add an additional and cumulative motor vehicle fuel tax rate of five cents per gallon on motor vehicle fuel to be imposed on motor vehicle fuel licensees other than fuel distributors, beginning August 1, 2013. An additional and cumulative motor vehicle tax rate of two cents per gallon would go into effect beginning July 1, 2014, another two cent increase beginning July 1, 2015, and an additional and cumulative tax rate of one cent per gallon beginning July 1, 2016.

Section 2 amends 82.38.030 RCW to add an additional and cumulative tax rate of five cents per gallon on special fuel, or each one hundred cubic feet of compressed natural gas, measured at standard pressure and temperature to be imposed on special fuel licensees other than fuel distributors, beginning August 1, 2103. An additional and cumulative motor vehicle tax rate of two cents per gallon would go into effect beginning July 1, 2014, another two cent increase beginning July 1, 2015, and an additional and cumulative tax rate of one cent per gallon beginning July 1, 2016.

Section 3 amends 46.68.090 RCW to state that the remaining net revenue collected under sections 1 and 2 shall be distributed by allocating 5 percent to counties under 46.68.122 RCW, 5 percent to cities under 46.68.110 RCW, and the remaining to the connecting Washington account created in Section 4 of the bill.

Section 4 adds a new chapter to 46.68 RCW creating the Connecting Washington account in the motor vehicle fund. All receipts from 46.68.090 (7) (c) RCW and section 21 (1) and (2) (c) of the bill must be deposited into the account. Expenditures from the account must be used only for projects or improvements identified as Connecting Washington projects or improvements in the omnibus transportation appropriations act.

Section 5 amends 46.17.100 RCW to require the certificate of title application fee be distributed under 46.68.020 RCW. Language requiring a portion of the fee be credited to the transportation 2003 account is removed.

Section 6 amends 46.17.200 RCW to require that each original issue license plate fee and original issue motorcycle license plate fee, and two dollars of each replacement motorcycle license plate fee is for the sole use of the Department of Transportation (DOT) for the benefit of major freight corridors.

Section 7 amends 46.20.293 RCW to change the distribution of the \$13 traffic records copy fee from a fifty-fifty split between the highway safety fund and that in accordance with the 46.68.038 RCW to 38.5 percent to the highway safety fund and 61.5 percent to be deposited according to 46.68.038 RCW.

Section 8 amends 46.29.050 RCW to change the distribution of the \$13 traffic records copy fee from a fifty-fifty split between the highway safety fund and that in accordance with the 46.68.038 RCW to 38.5 percent to the highway safety fund and 61.5 percent to be deposited according to 46.68.038 RCW.

Section 9 amends 46.52.130 RCW to change the distribution of the \$13 driving record abstract fee from a fifty-fifty split between the highway safety fund and that in accordance with the 46.68.038 RCW to 38.5 percent to the highway safety fund and 61.5 percent to be deposited according to 46.68.038 RCW.

Section 10 amends 46.68.041 RCW to require that:

- \$2.88 of each driver's license issuance fee must be deposited in the state patrol highway account. If the driver's license issuance fee paid is for a driver's license with a term of less than six years, the amount to be deposited is \$0.48 multiplied by the number of years in the term of the driver's license,
- \$21.12 of each driver's license issuance fee paid under 46.20.161 RCW is for the sole use of the Transportation Improvement Board (TIB). If the driver's license issuance fee is for a license with a term of less than six years, the amount for TIB is \$3.52 multiplied by the number of years in the term. Ninety percent of these funds must be deposited in the transportation improvement account for the TIB urban arterial program. Ten percent of these funds must be deposited in the small city pavement and sidewalk account,
- \$4.28 of each driver's license renewal fee paid under 46.20.181 (2) RCW must be deposited in the motor vehicle fund,
- \$6.02 of the fee is for the sole use of the DOT for local programs. For the local programs, 25 percent must be deposited in the freight mobility account and 75 percent must be deposited in the highway safety fund,
- \$7.01 of each driver's license renewal fee must also be deposited in the Puget Sound ferry operations account for the sole use of the DOT,
- \$6.69 of each driver's license renewal fee must be deposited in the county arterial preservation account for the sole use of the county road administration board (CRAB) for the county arterial preservation program,
- If the driver's license issuance fee paid under 46.20.181 (4) is for a license with a term of less than six years, the amount to be deposited in the motor vehicle fund is \$4 multiplied by the number of years in the term,
- If the driver's license issuance fee under 46.20.181 (5) is for a license with a term of less than six years, the amount to be deposited in the state patrol highway account is \$4 multiplied by the number of years in the term,
- \$30 of each identicard fee paid under 46.20.117 RCW must be deposited in the Puget Sound ferry operations account,
- \$5 of each driver's instruction permit fee paid under 46.20.055 RCW must be deposited in the state patrol highway account,
- \$15 of each driver's licensing examination fee paid under 46.20.120 (2) RCW must be deposited in the Puget Sound ferry operations account,
- \$5 of each duplicate or replacement fee paid under 46.20.200 must be deposited in the state patrol highway account, and
- \$175 of each hearing request fee paid under 46.20.308 RCW must be deposited in the state patrol highway account.

Section 11 amends 46.70.061 RCW to require that \$225 of each vehicle dealer, principal place of business annual original license issue fee and \$75 of each vehicle dealer, subagency, and temporary subagency annual original license issue fee is for the sole use of the DOT for the benefit of major freight corridors.

Section 12 amends 46.68.020 RCW to change the crediting of the motor change fee, transfer certificate of title fee, security interest changes fee, and duplicate certificate of title fee from that outlined in RCW 46.68.280 to that under RCW 47.66.070.

Section 13 amends 46.68.280 RCW to state that beginning September 2015, by the last day of September, December, March, and June of each year the state treasurer shall transfer \$4,700,000 from the multimodal transportation account to the nickel account.

Section 14 reenacts and amends 46.09.520 RCW to establish refund rates from the Motor Vehicle Fund at 28 cents per gallon of motor vehicle fuel beginning August 1, 2013, 30 cents per gallon beginning July 1, 2014, 32 cents per gallon beginning July 1, 2015, and 33 cents per gallon beginning July 1, 2016.

Section 15 amends 46.10.530 RCW to establish tax rates for snowmobile fuel at 28 cents per gallon of motor vehicle fuel beginning August 1, 2013, 30 cents per gallon beginning July 1, 2014, 32 cents per gallon beginning July 1, 2015, and 33 cents per gallon beginning July 1, 2016.

Section 16 amends 79A.25.070 RCW to establish transfer rates from the marine fuel tax refund account at 28 cents per gallon of motor vehicle fuel beginning August 1, 2013, 30 cents per gallon beginning July 1, 2014, 32 cents per gallon beginning July 1, 2015, and 33 cents per gallon beginning July 1, 2016.

Section 17 amends 46.17.355 RCW to increase the license fees on most commercial motor vehicles which county auditors are required to collect, as follows:

- for vehicles that weigh up to 4,000 pounds, increase from \$38 to \$53,
- for vehicles that weight between 4,001 and 6,000 pounds, increased from \$48 to \$73,
- for vehicles that weigh between 6,001 and 8,000 pounds, increased from \$58 to \$93, and
- for vehicles that weigh between 8,001 and 10,000 pounds, increased from \$60 to \$93.

In addition to the license fee based on declared gross weight of a vehicle, the county auditor, agent, or subagent must require an applicant with a vehicle with a declared gross weight of more than 10,000 pounds, unless specifically exempt, to pay a freight project fee equal to 15 percent of the license fee, rounded to the nearest dollar, which must be distributed according to section 18 of the bill.

Section 18 adds a new chapter to 46.68 RCW providing that the freight project fee imposed under 46.17.355 (6) in section 17 of the bill shall be distributed 50 percent to the freight mobility investment account and 50 percent to the connecting Washington account.

Section 19 amends 81.77.160 to include all taxes and fees imposed or increased under this bill among those included in the base for collection rates set by the utilities and transportation commission.

Section 20 amends 47.60.322 RCW to include the \$12 service fee collected by county auditor's offices for certificate of title transactions under Section 21 of the bill among those revenues to be deposited into the capital vessel replacement account.

Section 21 adds a new chapter to 46.17 RCW to require county auditors or other agents to collect a service fee of \$5 for each vehicle registration renewal processed by that county auditor's or agent's office. The service fee must be deposited into the Connecting Washington account. County auditors and agents must also collect a service fee of \$12 for each certificate of title transaction which must be deposited into the capital vessel replacement account. Any service fees collected as a result of the certificate of title transactions in excess of \$7 million per fiscal year must be deposited into the Connecting Washington account.

Section 22 states that sections 20 and 21 apply to vehicle registrations that are or become due on or after January 1, 2014.

Section 23 states that it is the intent of the legislature to provide diversified local revenue options that may be tailored to the needs of each jurisdiction, and that local governments coordinate with other municipalities, transit systems, transportation benefit districts, planning organizations, and other transportation agencies.

Sections 24 and 27 amend 36.73.065 RCW and 82.80.140 RCW respectively to authorize a TBD to impose an annual vehicle fee of up to \$40 (increased from \$20) by a vote of the TBD's governing board, and to provide that a TBD may also increase an existing fee to \$40 by vote of the governing board (rather than needing voter approval). It increases from \$20 to \$40 the vehicle fee authorized in RCW 82.80.140.

Section 25 adds a new chapter to 82.80 RCW to authorize counties with a population of one million or more to impose a local motor vehicle excise tax (MVET) of up to 1.5 percent annually on the value of every motor vehicle registered to a person residing within the county. The tax could be imposed by a majority vote of the county council or by a majority of the persons voting upon the proposition at an election. The tax would be based on the valuation schedules in RCW 82.44.035, and certain vehicles would be exempt. The county would contract with the DOL for administration of the tax, and DOL would deduct an amount to cover administrative and collection expenses. A county imposing the tax would be required to use 60 percent of net funds for the operation, maintenance, or capital needs of public transportation systems. The remaining 40 percent of net funds would be used for the operations and maintenance of local roads, and distributed on the basis of population to cities, towns, and the county. Taxpayers may appeal vehicle valuations to DOL regarding the locally imposed MVET. The tax imposed under this section applies only when renewing a vehicle registration.

Section 26 amends 82.14.045 RCW to allow the legislative body of any enhanced public transportation zone pursuant to section 28 of the bill to, by resolution or ordinance for the sole purpose of providing funds for the operations, maintenance, or capital needs of the public transportation systems or public transportation limited to persons with special needs, and in lieu of the excise taxes authorized by 35.95.040 RCW, submit to voters an authorizing proposition to perform the function of public transportation or public transportation limited to persons with special needs, and if approved by a majority of voters, impose a sales and use tax in accordance with the terms of this chapter. The tax authorized by this section is in addition to the tax authorized by RCW 82.14.030 and shall be collected upon the occurrence of any taxable event within such city, public TBA, county, metropolitan municipal corporation, or enhanced public transportation zone as the case may be.

The legislative body of a public transportation benefit area located in a county with a population of 700,000 or more that also contains a city with a population of 75,000 or more operating a transit system pursuant to chapter 35.95 RCW may submit an authorizing proposition to the voters and, if approved by a majority vote, impose a sales and use tax of up to three tenths of one percent of the selling price, in the case of a sales tax, or value of the article used, in the case of a use tax.

Section 28 adds a new chapter to 82.14 RCW to allow transit agencies, except a Regional Transit Authority, to establish an enhanced public

transportation zone (Zone) as a separate legal entity within the transit agencies' boundaries. A transit agency may put to the voters within a Zone a sales and use tax increase for the purpose of providing enhanced transit service solely within the Zone, and funds collected from the tax may not supplant existing revenue expended in the Zone. A sales and use tax imposed on a Zone, when combined with the establishing transit agency's existing sales and use taxing authority, may not exceed the existing limit of 0.9 percent. The establishing agency must consult with DOR on sales tax collection methods, and boundaries must follow election precinct lines as far as practicable. A Zone may cover only a portion of a transit agency's territory, including portions of a city or town, and may not include more than 49 percent of the population of the transit agency's area.

The establishing transit agency must adopt an ordinance that finds that the Zone warrants consistent and sustainable transportation service levels of passenger capacity, speed, and service frequency to serve persons within the Zone that would otherwise be substantially disadvantaged if the Zone were not created. A baseline level of service must be established prior to creation of the Zone, and service within the Zone must increase in proportion to the additional revenue collected. A sales and use tax imposed on a Zone expires after five years, unless reauthorized by the voters of the Zone.

Section 29 states that if any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected.

Section 30 states that sections 1-4 and 14-22 of this bill take effect August 1, 2013.

Section 31 states that sections 5-13 of this bill take effect July 1, 2015.

Section 32 states that sections 23-28 of this bill take effect January 1, 2014.

Section 33 states that sections 5-13 of this bill expire July 1, 2022.

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.

Increased motor vehicle fuel expenses are the only required expenditures for local government contained in the bill. It is assumed that increased expenditures will result in any jurisdiction that chooses to increase revenues by implementing new surcharges or fees, or local jurisdictions receiving additional tax revenue to fund services for enhanced transportation benefit zones.

Most of the taxes and fees created and amended in this bill are or will be collected and administered by the Department of Licensing (DOL). At the county level, auditors are tasked with collecting and administering taxes and fees on the part of DOL. Auditors generally retain a portion of the fees and charges they collect to cover their administrative costs of doing so.

EXPENDITURE IMPACT BY BILL SECTION:

SECTIONS 1 and 2: The bill would increase motor vehicle and special fuel tax, local jurisdictions would see an indeterminate increase in operating and transportation costs as a result of higher gas prices. As of 2007, over 1,700 cities, counties, and special districts operated motor vehicle and vessel fleets and would incur increased operating expenses as a result of increased fuel costs. The total number of local jurisdiction fleet vehicles and annual miles travelled is unknown.

SECTION 21: The bill would require county auditors to collect a \$5 service fee for each vehicle registration renewal and a \$12 service fee for each certificate of title transaction processed by a county auditor's office. County auditors currently provide these services, and impacts to county auditor expenditures as a result of increased fees are expected to be minimal. Based on data from DOL, 37.44 percent of the total number of vehicle registration (original and renewal) transactions were conducted by county auditors in FY 2012, and 14.9 percent of paper title transactions were conducted by county auditors. DOL assumes no shift in transactions workload as a result of this change in fee schedule. The Washington Association of County Officials (WACO) stated that increasing fee rates for services already provided by county auditors could shift workloads between county auditors, agents and subagents, as subagents currently charge higher rates and equalizing fee rates among service providers could provide less of an incentive for applicants to seek services from county auditors.

County auditors utilize DOL's computer system to process transactions. Adding new fees would require software upgrade expenditures, however these upgrades would be paid for by DOL, not the local jurisdiction.

SECTIONS 24, 25, and 27: These sections of the bill would not result in additional local government expenditures, beyond those made possible as a result of additional revenue. King County is the only county in Washington with a population of one million or more. To the extent that King County, or any TBDs, act on the additional revenue authority provided in the bill (as described in the REVENUE section), those jurisdictions would have corresponding expenditure increases. Should King County choose to seek voter approval for the MVET, it

would incur election costs which would vary depending on the number of measures on the ballot, so cannot be determined. DOL would collect and distribute additional vehicle fees and the MVET, if imposed, retaining a portion of revenues to cover its costs.

SECTIONS 26 and 28: These sections would expand the authority of cities and counties to establish Enhanced Public Transportation Zones (Zones) and levy taxes to fund such Zones pending voter approval. Jurisdictions opting to pursue such measures could incur election costs, as well as costs to host public hearings and pass a resolution or ordinance. Jurisdictions receiving voter approval would also incur costs to perform the function of public transportation or public transportation limited to persons with special needs. Sales and use tax imposed on a Zone would expire after five years unless reauthorized by the voters of the Zone. There would be no additional costs beyond these one-time local options to implement the tax, as sales and use taxes are administered and collected at the taxpayer and state level.

ORDINANCE COSTS:

Local Government Fiscal Note Program (LGFN) unit cost data estimate the cost of passing an ordinance to range from approximately \$350 for a simple ordinance to \$1,400 for a moderate ordinance to upwards of \$3,600 for a large or complex ordinance. Ordinance cost estimates take into account attorney, professional staff, council/commission member, and administrative staff time needed to draft the ordinance and associated reports, hold public, advisory, and legislative meetings, solicit and incorporate public input, and execute or enforce the ordinance. Estimates also include publication and public notice media costs. LGFN estimates the cost of passing an ordinance required by sections of this bill to be \$3,689 per ordinance. These costs include attorney, staff, management, and governing body time, plus the costs of required media publication notices and one special public meeting.

LOCAL ELECTION COSTS:

County auditor election departments conduct elections on behalf of special taxing districts, cities, counties, state government, and federal government. Each county bills its local jurisdictions for a prorated share of the cost of each election. Election costs include both fixed and variable costs related to a specific election. The cost to a jurisdiction varies significantly depending on how many other jurisdictions share the specific election date. If there are many sharing a date, each jurisdiction's share of the costs are lower. November general elections have the most participating jurisdictions so the cost to individual jurisdictions is lower. Conducting a one-issue election on a special election date usually leads to much higher costs.

For example, if a city of around 25,000 population located in one of the Puget Sound counties ran its election in November it would likely cost between \$2,000 and \$4,000. The same election held on a special election date by itself might cost as much as \$75,000, ranging from \$.20 per voter to almost \$3 per voter.

Alternatively, in a county with 1.1 million voters the cost would likely be \$1.1 million if the election were held in November. Costs in the August primary would likely range from \$1.3 million to \$1.6 million (depending on how many other jurisdictions participate). Running a stand-alone election on a special election date in May or June would cost \$3 million. These costs range from \$1 to \$3 per voter.

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.

This bill would result in potential revenue increases for local governments using the following funding options:

- Additional revenue equal to 10 percent (approximately \$10 to \$30 million per year) of net revenue collected under sections 1 and 2 (motor vehicle and special fuel taxes), with 5 percent (approximately \$5 to \$15 million) distributed to cities and 5 percent distributed to counties
- Additional available funds from Transportation Improvement Board (TIB) and County Road Administration Board (CRAB)
- Additional available funds from the Motor Vehicle Fund and the new Connecting Washington account for Connecting Washington projects
- Increased revenues for TBDs choosing to impose a fee of up to \$40 (increased from \$20) per vehicle via a majority vote of the governing board of the district
- Revenue of up to \$152 million for King County if the county chooses to implement a motor vehicle excise tax (MVET)
- Revenue of up to \$165 million for current PTBAs choosing to levy a local transportation tax at the maximum 0.9 percent rate to fund new Zones (up to \$22 million for Snohomish County if the county chooses to levy a transportation tax at a 1.2 percent rate)

The revenue in the bill could be partially offset by an indeterminate revenue decreases if increased county auditor service fees shift business and corresponding service revenue away from local governments.

DISCUSSION:

SECTION 3: Following the payment of motor vehicle fuel tax and special fuel tax refunds and payment of administrative expenses regarding these taxes, the remaining net tax revenue amount collected under sections 1 and 2 of the bill would be apportioned by distributing five percent to counties, five percent to cities, and the remainder to the Puget Sound ferry operations account, the Puget Sound capital construction account, and the Connecting Washington account. DOL provided the following revenue estimates for the five percent figure,

which would be distributed to both the cities and counties:

	CITIES	COUNTIES
FY 2014	\$5,812,700	\$5,812,700
FY 2015	\$10,541,800	\$10,541,800
FY 2016	\$13,711,100	\$13,711,100
FY 2017	\$15,575,100	\$15,575,100
FY 2018	\$15,846,400	\$15,846,400
FY 2019	\$15,827,100	\$15,827,100

SECTION 4: The Connecting Washington account is created, and several sections provide funding for the account. Expenditures from the account must only be used for Connecting Washington projects, some of which involve both state and local elements, or improvements in the omnibus transportation act. The Connecting Washington project list is subject to pending legislation, therefore, an estimate of funding directed to local jurisdictions as a result of expenditures from the newly created Connecting Washington account cannot be provided.

SECTION 5: Several sections of the bill impact deposits to the Motor Vehicle Fund. The Motor Vehicle Fund is used to support highway programs including constructing and maintaining state, city, and county roads, bridges, and ferries, purchasing rights of way, installing, maintaining, and operating traffic and signal lights, policing state public highways, and operating movable span bridges. According to DOT, it is likely that additional revenue in the motor vehicle account would be used for local and statewide capital projects identified on the Connecting Washington, Nickel, and Transportation Partnership Account project lists. The total amount of such funding that may be directed to local jurisdictions for such projects cannot be estimated.

SECTION 10: This section changes the distribution of fees regarding driver's licenses and identicards, effective July 1, 2015. Several of these changes have local impacts:

-- RCW 46.68.041 (2)(b)(ii)(A) and (B) directs \$21.12 or a portion thereof of each driver's license issuance fee to TIB. This funding would be used by TIB to fund the urban arterial program (90 percent of funding) and the small city pavement and sidewalk program (10 percent of funding).

-- RCW 46.68.041 (2)(b)(ii)(C)(I) directs ninety percent of the moneys received under the subsection detailed above to TIB for the urban arterial program. The urban arterial program provides grants to fund projects in the areas of safety, growth and development, mobility, and physical condition. Eligible agencies are counties with urban unincorporated arterials and cities with a population of 5,000 or greater. Projects must be consistent with state, regional and local transportation plans. The local match requirement is determined by the city's valuation, or in the case of counties, by its road levy valuation. Minimum local match ranges from 10 to 20 percent. Funds are distributed across five regions based on arterial lane miles and population. DOL estimates the distribution change to result in the following revenue for local jurisdictions:

FY 2016	\$4,933,526
FY 2017	\$4,994,668
FY 2018	\$5,029,041
FY 2019	\$5,057,553

-- RCW 46.68.041 (2)(b)(ii)(C)(II) directs ten percent of the moneys received under this subsection to TIB for the small city pavement and sidewalk program. The program provides grants to fund pedestrian projects. The program is available to both small city and urban agencies. Urban and small city projects compete separately. To be eligible for the program, the project must be transportation - not recreation - related, be located on or related to a TIB small city arterial, and improve safety, access, connectivity, and address system continuity. Completed projects must be consistent with the Americans with Disabilities Act. Funds are distributed across three regions based on small city populations. A local match of five percent is required if the city's population is over 1,000 residents. DOL estimates the distribution change to result in the following increased revenue for local jurisdictions:

FY 2016	\$548,169
FY 2017	\$554,963
FY 2018	\$558,782
FY 2019	\$561,950

-- RCW 46.68.041 (2)(c)(iv) directs \$6.69 of each driver's license renewal fee paid under RCW 46.20.181(2) to CRAB for the County Arterial

Preservation Program (CAPP). The CAPP program is a resource dedicated to the preservation of paved county arterials throughout Washington State. CAPP funds are allocated directly to the counties to help them avoid roadway failures. CRAB retains less than two percent of the revenue for administration to monitor county programs and accomplishments year by year. The program produces a systematic evaluation of the pavement condition of each county's road network. It can also help predict the optimum time to apply pavement rehabilitation given future budget capacity and anticipated funding. DOL estimates the distribution change to result in the following increased revenue for CAPP:

FY 2016	\$4,854,264
FY 2017	\$4,798,068
FY 2018	\$4,974,684
FY 2019	\$4,932,537

SECTION 13: In 2003 the Washington State Legislature passed the Nickel funding package. The revenue package funded 158 projects over a 10-year period, some of which contained local elements. Several sections of the bill impact funding to the Nickel account. However, additional funding deposited to the Nickel account would not necessarily result in additional funding for local projects, as the capital projects for the Nickel package have already been identified.

The bill also impacts deposits to the Transportation Partnership Account (TPA). In 2005 the Washington State Legislature passed the Transportation Partnership Program funding package. The revenue package funded 274 projects over a 16-year period, some of which contained local elements. Several sections of the bill impact funding to the TPA. However, like funding for the Nickel account, additional funding deposited to the TPA would not necessarily result in additional funding for local projects, as the capital projects for the TPA package have already been identified.

SECTION 18: This section would require that the vehicle fee revenue from vehicles with a gross weight of more than 10,000 pounds be distributed 50 percent to the freight mobility investment account to be used exclusively for rail intersection improvements and local freight connector projects, and 50 percent to the Connecting Washington account to be used exclusively for major freight corridors. Funding to locals would be administered by the DOT.

SECTION 21: County auditors and appointed agents currently provide vehicle registration renewal and certificate of title services. The proposed legislation would require county auditors and appointed agents to collect an additional \$5 fee and \$12 fee respectively for such services. Subagent entities currently collect the \$5 and \$12 fees for such services, which they retain as entity revenue. County auditors retain \$3 per vehicle registration renewal and certificate of title transactions, and this figure would not be impacted by the proposed legislation, as the additional fee revenue would be deposited into state accounts. Increasing fee rates collected by county auditors would equalize the cost of services between auditors, agents, and subagents. WACO stated that increases in service fees from current rates could incentive more customers to utilize subagent services (as a result of eliminating the price incentive for lower-cost services at county auditors and agents), potentially reducing local government revenue by decreasing the number of registration and certificate of title transactions completed by county auditors and agents. Conversely, DOL assumes the changes in fee rates would not alter overall workload between county auditors, agents, and subagents.

SECTIONS 24 and 27: would authorize TBDs to impose an annual license fee of up to \$40 (rather than up to \$20) councilmanically, and allow a TBD with an existing fee to increase it to up to \$40 councilmanically (rather than requiring voter approval). Revenue impacts would depend on the number of TBDs choosing to increase the fee, so cannot be determined. DOL indicates that TBD collections statewide under the current fee (\$20 in most TBDs) is about \$14.4 million. The following examples are provided as an illustration of existing revenue, based on a \$20 vehicle license fee, so represent the approximate amounts of revenue increases if each district were to increase the fee to \$40:

- Edmonds Transportation Benefit District: \$700,000 (2009)
- Des Moines Transportation Benefit District: \$380,000 (2010)
- Lynwood Transportation Benefit District: \$420,000 (2011)
- Olympia Transportation Benefit District: \$675,000 (2012)

DOL provided the following estimates for total revenue by county were each jurisdiction to charge a \$40 TBD fee per vehicle:

COUNTY	VEHICLES	PROPOSED REVENUE AT \$40 PER VEHICLE
Adams	13,145	\$525,800

Asotin	17,627	\$705,080
Benton	149,137	\$5,965,480
Chelan	58,403	\$2,336,120
Clallam	58,763	\$2,350,520
Clark	314,880	\$12,595,200
Columbia	3,416	\$136,640
Cowlitz	86,092	\$3,443,680
Douglas	28,657	\$1,146,280
Ferry	5,564	\$222,560
Franklin	60,651	\$2,426,040
Garfield	2,079	\$83,160
Grant	61,712	\$2,468,480
Grays Harbor	50,024	\$2,000,960
Island	67,739	\$2,709,560
Jefferson	29,174	\$1,166,960
King	1,388,661	\$55,546,440
Kitsap	197,885	\$7,915,400
Kittitas	30,102	\$1,204,080
Klickitat	15,992	\$639,680
Lewis	59,992	\$2,399,680
Lincoln	9,296	\$371,840
Mason	53,769	\$2,150,760
Okanogan	30,104	\$1,204,160
Pacific	14,762	\$590,480
Pend Oreille	11,713	\$468,520
Pierce	516,883	\$20,675,320
San Juan	12,190	\$487,600
Skagit	99,007	\$3,960,280
Skamania	9,641	\$385,640
Snohomish	542,221	\$21,688,840
Spokane	344,690	\$13,787,600
Stevens	33,909	\$1,356,360
Thurston	210,434	\$8,417,360
Wahkiakum	3,878	\$155,120
Walla Walla	43,789	\$1,751,560
Whatcom	162,214	\$6,488,560
Whitman	24,697	\$987,880
Yakima	178,208	\$7,128,320
TOTAL	5,001,100	\$200,044,000

SECTION 25: King County is the only county which could impose a MVET of up to 1.5 percent, by majority vote of the county council or of the voters. Revenue impacts are indeterminate as they would depend upon whether the county council or voters approved such a tax, and the amount of the tax. DOL data estimates the value for vehicle types typically included in an MVET registered in King County as of October 2011 to be more than \$10 billion, and annual tax revenue that could be collected by King County under the proposed legislation could be approximately \$152 million. A small portion of any such revenues would be retained by DOL for the cost of administering the tax. Of the net amount received by the county, 40 percent would be distributed on the basis of population to cities, towns and the county for local road operations and maintenance; cities and towns within King County would therefore also potentially have revenue impacts.

SECTIONS 26 and 28: These sections would allow a PTBA located in a county with a population of 700,000 or more containing a city with a population of 75,000 or more to impose an additional tax of up to three tenths of a percent in addition to the tax currently allowed in RCW 82.14.045 (1) with voter approval. They would also expand the authority of transit systems to establish a Zone as established in this bill, with voter approval, to impose additional local sales and use taxes for funding the Zone. The tax rate may not exceed the maximum rate allowed under RCW 82.14.045 (0.9% maximum rate for PTBAs). The additional tax would expire after five years unless reapproved by voters. Both sections have an effective date of January 1, 2014.

According to the Department of Revenue (DOR), Island, Jefferson, King and Snohomish counties already levy the local transportation tax at nine-tenths of a percent, therefore, there is no local tax capacity for a Zone tax in these counties. The Snohomish County PTBA is the only PTBA eligible to increase its local tax by up 0.3 percent, increasing it to 1.2 percent.

Voter approval is required to impose a local transportation tax for Zones, and the number, size, and location of Zones that may propose a tax increase to the voters within the Zones are unknown, therefore revenue impacts cannot be reasonably estimated. For illustrative purposes, DOR estimates that the existing PTBAs which are levying the local transportation tax below the 0.9 percent limit could generate an additional \$165 million if they levied the tax at the maximum 0.9 percent rate. Snohomish County could generate an additional \$22 million if they levied the tax at 1.2 percent rate. This estimate does not include taxes and fees collected and administered by other agencies in this legislation. Following current DOR policy, it is assumed that one percent of the local sales and use tax would be retained by DOR to cover collection costs for the local sales tax.

SOURCES:

Department of Licensing (DOL) Fiscal Note
Department of Revenue (DOR) Fiscal Note
Association of Washington Cities
Washington Association of County Officials
Thurston County Auditor's Office
Local Government Fiscal Note Program unit cost data
Local Government Fiscal Note for 1129 PS HB (2013) including:
Douglas County Auditor's Office
Local Government Fiscal Note for 5681 SB (2013) including:
Department of Licensing fleet value data as of October 2011
Office of Financial Management estimates of PTBA and county populations
Local Government Fiscal Note for 2751 SHB (2012) including:
Edmonds, Des Moines, Lynwood, and Olympia Transportation Benefit District websites
Local Government Fiscal Note for 1303 2S HB PL (2007)