

Multiple Agency Fiscal Note Summary

Bill Number: 5001 SB	Title: Transit auth. board members
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Estimated Cash Receipts

NONE

Estimated Expenditures

Agency Name	2017-19			2019-21			2021-23		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
Total	0.0	\$0	\$0	0.0	\$0	\$0	0.0	\$0	\$0

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

Estimated Capital Budget Impact

NONE

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

** See local government fiscal note

FNPID: 44917

Individual State Agency Fiscal Note

Bill Number: 5001 SB	Title: Transit auth. board members	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, and alternate ranges (if appropriate), are explained in Part II.

Check applicable boxes and follow corresponding instructions:

- ☐ If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.
- ☐ If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- ☐ Capital budget impact, complete Part IV.
- ☐ Requires new rule making, complete Part V.

Legislative Contact: Hayley Gamble	Phone: 3607867452	Date: 01/16/2017
Agency Preparation: Tessica Thai	Phone: 360-705-7913	Date: 01/19/2017
Agency Approval: Brian Lagerberg	Phone: 360-705-7878	Date: 01/19/2017
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 01/19/2017

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 companion bill to HB 1029 would modify the make-up of the Sound Transit Board by creating new sections in RCW 81.112 and modifying and repealing other sections. Currently the Sound Transit Board is composed of 18-members made up of local elected officials and the Secretary of the Washington State Department of Transportation. The Board includes three members from Snohomish County, 10 from King County, four from Pierce County and the State Transportation Department secretary. All members are allowed to vote. This bill proposes that the Sound Transit Boundary be divided up into 19 districts and an election be held in the primary and general election in 2018 to fill all board positions with a member from each district, plus the Secretary of Transportation. The 19 Board Members are not allowed to hold another elected position and may receive up to \$10,000 per year compensation plus travel expenses. The Secretary of Transportation will not be a voting member.

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.

There would be no fiscal impact to WSDOT. The cost of the election for the 19 new members would be borne by the regional transit authority, as would travel expenses and compensation of up to ten thousand dollars per year.

Part III: Expenditure Detail

Part IV: Capital Budget Impact

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 Commerce

Bill Number: 5001 SB	Title: Transit auth. board members
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Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

- ☐ Cities:
- ☒ Counties: See specific jurisdictions below
- ☒ Special Districts: See specific jurisdictions below
- ☒ Specific jurisdictions only: Sound Transit, King County, Pierce County, and Snohomish County
- ☐ Variance occurs due to:

Part II: Estimates

- ☐ No fiscal impacts.
- ☒ Expenditures represent one-time costs: The costs of a commission establishing new districts to be reimbursed by Sound Transit
- ☐ Legislation provides local option:
- ☒ Key variables cannot be estimated with certainty at this time: Added costs to include regional transit authority board members on general and primary election ballots, the districting commission's budget

Estimated revenue impacts to:

Indeterminate Impact

Estimated expenditure impacts to:

Indeterminate Impact

Part III: Preparation and Approval

Fiscal Note Analyst: Allan Johnson	Phone: 360-725-5033	Date: 01/23/2017
Leg. Committee Contact: Hayley Gamble	Phone: 3607867452	Date: 01/16/2017
Agency Approval: Steve Salmi	Phone: (360) 725 5034	Date: 01/23/2017
OFM Review: Regan Hesse	Phone: (360) 902-0650	Date: 01/23/2017

Part IV: Analysis

A. SUMMARY OF BILL

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

This bill would require establishment of Regional Transit Authority (RTA) governing board with 19 elected members. The bill would require elections be held for each member of a regional transit authority once every four years beginning in 2018. It would also require the authority to reimburse all local jurisdiction expenditures incurred during the board elections process.

Section 1(1) -- Provides the criteria of what shall constitute the regional transit authority's board of directors.

Section 1(2) -- An RTA shall provide the funds required by the districting commission to create an authority's 19 districts.

Section 1(5) -- Local jurisdiction expenditures incurred during a regional transit authorities' board elections process would be reimbursed by the transit authority.

Section 3(3) -- Repeals the provision allowing participating counties to appoint board members.

Section 4 -- Repeals Chapter 81.112.040 RCW.

Section 5 -- This act applies to all regional transit authorities established before or after the legislations' effective date.

B. SUMMARY OF EXPENDITURE IMPACTS

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

This legislation would have an indeterminate expenditure impact on local governments and regional transit authorities (RTAs). These impacts would be associated with an indeterminate:

- Amount of increased expense related to increasing the number of elected officials on general and primary ballots. These costs would be incurred by counties and reimbursed from RTA funds;
- Amount of expense to create new districts for the 19 board members. These costs would be reimbursed from RTA funds; and
- Change in expenses by counties related to appointments to vacancies on the new RTA board and an undetermined reduction in current expenses associated with appointment of RTA board members.

This legislation provides that RTAs would be responsible for reimbursing local governments that hold elections for an RTA's board members. Currently, Sound Transit is the only authorized regional transit authority in Washington State and would incur an indeterminate amount of expenditures reimbursing the three counties currently within the RTAs boundaries (King, Pierce, and Snohomish).

ELECTIONS COSTS:

Existing election costs may increase proportional to the number of districts allotted to each county and placed on the county's ballots. These will increase for both primary and general elections every two years. The additive costs to mail ballots, canvass signatures, and the staff time to count ballots are indeterminate. In addition, the costs would vary by county depending upon the number of districts (that are not yet established) contained within their boundaries.

DISTRICTING COMMITTEE COSTS:

Section 1(2) provides that an RTA shall fund the districting commission's efforts to create compact, convenient, and contiguous districts. The specific costs associated with a districting commission to establish districts required under this legislation are indeterminate. The costs would vary depending on the expertise of those appointed to participate on the districting commission, the necessity of travel to each of the respective RTA's subareas, and the relative complexity associated with the research and analysis of the potential district's population centers, as required to establish districts with nearly equal populations.

APPOINTMENTS:

An indeterminate amount of costs would be incurred by jurisdictions to fill any vacancies that occur between elections. These costs would not be reimbursed by the RTA.

Counties will no longer be responsible for appointing members to RTA Board and would realize an indeterminate amount of savings in reduced staff time vetting and recommending potential board members. In addition, these jurisdictions would have reduced expenses currently incurred through appointments made by the council.

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 legislation would provide that an RTA, like Sound Transit, reimburse the counties within their district boundary for the costs incurred during the election of board members. These costs cannot be exactly estimated as it is not known if this will necessitate the printing of any additional pages for ballots.

SOURCES:

Pierce County Auditor's Office
Snohomish County Auditor's Office
Sound Transit, Media Relations