

Multiple Agency Fiscal Note Summary

Bill Number: 1397 HB	Title: Electric aircraft
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Estimated Cash Receipts

NONE

Estimated Operating Expenditures

Agency Name	2019-21			2021-23			2023-25		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Department of Commerce	Fiscal note not available								
Department of Transportation	.3	0	432,000	.0	0	0	.0	0	0
Total \$	0.3	0	432,000	0.0	0	0	0.0	0	0

Local Gov. Courts *									
Loc School dist-SPI									
Local Gov. Other **	Fiscal note not available								
Local Gov. Total									

Estimated Capital Budget Expenditures

Agency Name	2019-21			2021-23			2023-25		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Commerce	Fiscal note not available								
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

Estimated Capital Budget Breakout

NONE

Prepared by: Kathy Cody, OFM	Phone: (360) 902-9822	Date Published: Preliminary 1/31/2019
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* See Office of the Administrator for the Courts judicial fiscal note

** See local government fiscal note

FNPID: 54022

FNS029 Multi Agency rollup

Individual State Agency Fiscal Note

Bill Number: 1397 HB	Title: Electric aircraft	Agency: 405-Department of Transportation
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Part I: Estimates

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No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Expenditures from:

	FY 2020	FY 2021	2019-21	2021-23	2023-25
FTE Staff Years	0.3	0.3	0.3	0.0	0.0
Account					
Aeronautics Account-State 039-1	275,000	157,000	432,000	0	0
Total \$	275,000	157,000	432,000	0	0

Estimated Capital Budget Impact:

NONE

The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.

Check applicable boxes and follow corresponding instructions:

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If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.

☐

If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).

☐

Capital budget impact, complete Part IV.

☐

Requires new rule making, complete Part V.

Legislative Contact: Tricia Hasan	Phone: 360-786-7292	Date: 01/28/2019
Agency Preparation: Terri Palumbo	Phone: 360-709-8096	Date: 01/31/2019
Agency Approval: Amber Coulson	Phone: 360-705-7525	Date: 01/31/2019
OFM Review: Kathy Cody	Phone: (360) 902-9822	Date: 01/31/2019

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.

See attached WSDOT individual agency fiscal note.

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 - Operating Budget Expenditures

Account	Account Title	Type	FY 2020	FY 2021	2019-21	2021-23	2023-25
039-1	Aeronautics Account	State	275,000	157,000	432,000	0	0
Total \$			275,000	157,000	432,000	0	0

III. B - Expenditures by Object Or Purpose

	FY 2020	FY 2021	2019-21	2021-23	2023-25
FTE Staff Years	0.3	0.3	0.3		
A-Salaries and Wages	26,000	26,000	52,000		
B-Employee Benefits	10,000	10,000	20,000		
C-Professional Service Contracts	234,000	116,000	350,000		
E-Goods and Other Services	4,000	4,000	8,000		
G-Travel	1,000	1,000	2,000		
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	275,000	157,000	432,000	0	0

III. C - Operating FTE 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 2020	FY 2021	2019-21	2021-23	2023-25
Trasportation Planning Specialist 4	86,000	0.3	0.3	0.3		
Total FTEs		0.3	0.3	0.3		0.0

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.

Individual State Agency Fiscal Note

Bill Number: HB 1397	Title: Electric Aircraft	Agency: 405-Department of Transportation
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Part I: Estimates

Use the fiscal tables provided below to show fiscal impact by account, object, and program (if necessary), **add rows if needed**. If no fiscal impact, check the box below, skip fiscal tables, and go to Part II to explain briefly, why the program believes there will be no fiscal impact to the department.

- ☐ No Fiscal Impact (explain in section II A)
☐ Indeterminate Cash Receipts Impact (Fill out II B)
☐ Indeterminate Expenditure Impact (Fill out IIC)

Estimated Expenditures from:

Account	Fund Type	FY 2020	FY 2021	2019-21	2021-23	2023-25
039 - Aeronautics Account	State	275,000	157,000	432,000	0	0
Total \$		275,000	432,000	589,000	0	0

Estimated Expenditures by Object:

Object	FY 2020	FY 2021	2019-21	2021-23	2023-25
A - Salaries & Wages	26,000	26,000	52,000		
B - Employee Benefits	10,000	10,000	20,000		
E - Goods and Other Services	4,000	4,000	8,000		
G - Travel	1,000	1,000	2,000		
C - Professional Service Contracts	234,000	116,000	350,000		
Total \$	275,000	157,000	432,000	0	0

Estimated FTE Expenditures:

FTE Title	FY 2020	FY 2021	2019-21	2021-23	2023-25
Transp. Planning Spec. 4 (TPS4)	0.3	0.3	0.3		
Total \$	0.3	0.3	0.3	0	0

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.

Part I: Estimates (continued)

Check applicable boxes and follow corresponding instructions:

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

Agency Contacts:

Agency Preparer: Terri Palumbo	Phone: 306-709-8096	Date: 1/28/2019
Agency Approval: Amber Coulson	Phone: 360-705-7525	Date: 1/31/2019
Agency Budget Analyst: My-Trang Le	Phone: 360-705-7517	Date: 1/30/2019

Individual State Agency Fiscal Note

Part II: Narrative Explanation

II. A - Brief description of what the measure does that has fiscal impact

Briefly describe by section number, the significant provisions of the bill, and any related workload or policy assumptions, that have revenue or expenditure impact on the responding agency.

Section 1 of the bill states the Legislature's intent to continue Washington's leading role in the aerospace industry by encouraging the development and adoption of aircraft whose propulsion is fully or partially powered by electricity.

Section 2 of the bill directs the Department of Transportation to reconvene the electric aircraft work group and continue to assess infrastructure needs related to the deployment of electric or hybrid-electric aircraft for commercial air travel in Washington State.

The chair of the work group maybe a consultant specializing in aeronautics. The work group members include the airline industry, the electrical aircraft industry, and the aircraft manufacturing industry, the electric utility districts, the battery industry, and the Department of Commerce, the Washington State Department of Transportation (WSDOT) Aviation Division, the Airline Pilots' Association, a primary airport representing an airport association, the airline industry, and others at the discretion of the department.

The work group must submit a report and accompanying recommendations to the Transportation Committees of the Legislature by November 15, 2020; and submit a progressive report to the same committee by February 15, 2021 and every two years thereafter.

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.

None.

II. C - Expenditures

Briefly describe the agency expenditures necessary to implement this legislation (or savings resulting from this legislation), identifying by section number the provisions of the legislation that result in the expenditures (or savings). Briefly describe the factual basis of the assumptions and the method by which the expenditure impact is derived. Explain how workload assumptions translate into cost estimates. Distinguish between one time and ongoing functions.

The Department of Transportation is to reconvene the electric aircraft work group and assess infrastructure needs related to the deployment of electric or hybrid-electric aircraft for commercial air travel in Washington State.

This would require one third of a FTE of Transportation Planning Specialist 4 (TPS4) position in the Aviation program (Program F) for additional administrative support to set up and facilitate committee meetings, track data, manage timelines, provide technical assistance, and submit the report.

In addition, WSDOT Aviation would use a consultant specializing in aeronautics to work with the WSDOT-Aviation. The consultant would lead on the study to include developing specific, measurable goals for the years 2030, 2040, and 2050, that reflect progressive and substantial increases in the utilization of electric or hybrid-electric aircraft in commercial air travel in Washington State. Some of the requirements for the study include potential economic and public benefits the direct and indirect impact on the number of manufacturing and service jobs and the wages from those jobs in Washington state; identification of up to six airports in Washington state may benefit from a pilot program once an electrically propelled aircraft for commercial use becomes available.

The work group must submit a report and recommendations to the Transportation Committees by November 15, 2020. The division estimates an additional \$350,000 for the consultant and costs are calculated as below:

Individual State Agency Fiscal Note

Starting from July, 2019 through December 2020: estimated 1,680 hours at \$200/hour (1680 x 200 = \$336,000); Travel cost would be \$10,000; and \$4,000 for miscellaneous expenses; for a total of \$350,000.

By February 15, 2021, and every two years thereafter, the department is required to provide a progress report on any efforts to implement the recommendations to the transportation committees of the legislature. The division assumes that the 0.3 FTE will be on-going to help carry out these activities beyond the 2019-21 biennium.

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

(See above)

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.

None