

Individual State Agency Fiscal Note

Bill Number: 1436 S HB 1436-S AMS TRAN S3270.1	Title: Snow bikes	Agency: 240-Department of Licensing
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Part I: Estimates

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No Fiscal Impact

Estimated Cash Receipts to:

Non-zero but indeterminate cost. Please see discussion.

Estimated Operating Expenditures from:

NONE

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

Check applicable boxes and follow corresponding instructions:

☐

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

☒

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

☐

Capital budget impact, complete Part IV.

☒

Requires new rule making, complete Part V.

Legislative Contact: Kelly Simpson	Phone: (360)786-7403	Date: 03/27/2019
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 04/01/2019
Agency Approval: Justin Leppa	Phone: 360-902-3644	Date: 04/01/2019
OFM Review: Veronica Jarvis	Phone: (360) 902-0649	Date: 04/02/2019

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.

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

NONE

III. B - 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.

Individual State Agency Fiscal Note

Agency 240 – Department of Licensing

Bill Number: 1436 SHB 1436- Bill Title: Snow bikes
S AMS TRAN S3270.1

Part 1: Estimates

☐ No Fiscal Impact

Estimated Cash Receipts

Non-zero but indeterminate cash receipts. Please see discussion.

Estimated Expenditures:

	FY 20	FY 21	19-21 Total	21-23 Total	23-25 Total
FTE Staff Years	0.0	-	0.0	-	-

Account Name	Account	FY 20	FY 21	19-21 Total	21-23 Total	23-25 Total
Account Totals		-	-	-	-	-

The revenue 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 the 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
- ☐ Capital budget impact, complete Part IV
- ☒ Requires new rule making, complete Part V

Legislative Request: Kelly Simpson	Phone: 360-786-7403	Date: 3/27/2019
Agency Preparation: Don Arlow	Phone: 360-902-3736	Date: 4/1/2019
Agency Approval: Justin Leppa	Phone: 360-902-3644	Date: 4/1/2019

Request #	1
Bill #	1436 SHB 1436-S AMS TRAN S3270.1

Part 2 – Explanation

This bill will allow the owner of a motorcycle to maintain concurrent registrations for the vehicle for use as a motorcycle and for use as a snow bike.

SHB 1436 AMS TRAN S3270.1 compared to SHB 1436: The striking amendment allows the owner of a motorcycle to maintain concurrent registrations for the vehicle for use as a motorcycle and for use as a snow bike. The striker also removes the provision that a vehicle being registered both as an on-road motorcycle and a snow bike would be subject to transportation benefit district (TBD) fees.

The changes in the striking amendment will remove information technology programming costs that were included in the previous fiscal note, since the department's systems as currently configured can manage the registration options available through the striker. The provision related to TBD fees may have a local government impact, but will not affect the department's fiscal note.

2.A – Brief Description on what the measure does and how it has a fiscal impact

Section 1 adds a new section to Chapter 46.16A RCW to allow motorcycle owners to maintain concurrent registrations for the vehicle for use as a motorcycle and for use as a snow bike. When the vehicle is registered as a motorcycle, the terms of the registration are those that pertain to motorcycles, including applicable fees. When registered as a snow bike, the terms of registration that pertain to snowmobiles apply, including applicable fees. This section also:

- Requires DOL to establish a declaration that must be submitted by a motorcycle owner when applying for a snowmobile registration. The declaration must include a statement signed by the owner that a motorcycle that had been previously converted to a snow bike must conform to all federal and state motor vehicle standards.
- Allows DOL to adopt rules to implement this section.

Section 2 adds a new section to Chapter 46.10 RCW to allow for this motorcycle to snow bike conversion.

Section 3 adds a new section to Chapter 46.61 RCW to outline the requirements of the motorcycle owner that operates a motorcycle that was converted from a snow bike. The requirements include:

- A filed motorcycle highway use declaration as provided in Section 1.
- Obtaining a valid driver's license and motorcycle endorsement.
- Conforming to all federal vehicle safety standards, and state standards.

Section 4 adds a new section to Chapter 46.04 RCW to define "snow bike" as a motorcycle or off-road motorcycle that has been modified with a conversion kit to include an endless belt tread or cleats or similar means for the purposes of propulsion on snow and a ski or sled type runner for the purposes of steering.

Section 5 amends RCW 46.10.300 to state that "snowmobile" means both "snowmobile" as defined in RCW 46.04.546 and "snow bike" as defined in section 4 of the bill.

Section 6 establishes an effective date of September 1, 2019.

2.B - Cash Receipt Impact

The cash receipts impact is indeterminate. The proposed striking amendment will allow motorcycle owners to maintain concurrent registrations for the vehicle for use as a motorcycle and for use as a snow bike. Section 1 stipulates the registration fee for these vehicles as those applicable currently, thereby maintaining current fees and distributions for motorcycle and snowmobile registrations. Section 6 sets the effective date as September 1, 2019.

It is not known how many individuals might opt to convert a motorcycle to a snow bike and register the vehicle under the provisions of this bill. It is possible that a motorcycle could also be registered for both on-road and off-road use, in addition to registration as a snow bike. Registration volumes, however, are not expected to be significant.

Transportation benefit district (TBD) fees are collected by the department at the time of vehicle registration on behalf of jurisdictions that have adopted them. Under the provisions of this striking amendment, TBD fees will not be applicable.

2.C – Expenditures

The striking amendment will not require modifications to DOL's information technology systems, since DRIVES as currently configured has the capability to manage multiple registrations. Registrations under the provisions of this bill are expected to be a low volume activity, therefore no operational impacts are anticipated.

Part 3 – Expenditure Detail

None.

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

Section 1 of the bill authorizes, but does not require the department to adopt rules to implement the section. No additional expenditures related to rule making are anticipated.