

Multiple Agency Fiscal Note Summary

Bill Number: 6606 S SB	Title: Regional transit authorities
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Estimated Cash Receipts

Agency Name	2019-21		2021-23		2023-25	
	GF- State	Total	GF- State	Total	GF- State	Total
Department of Transportation	Non-zero but indeterminate cost and/or savings. Please see discussion.					
Total \$	0	0	0	0	0	0

Agency Name	2019-21		2021-23		2023-25	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts						
Loc School dist-SPI						
Local Gov. Other	No fiscal impact					
Local Gov. Total						

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 Revenue	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	6.1	0	2,371,000	8.8	0	1,540,000	8.6	0	1,540,000
Department of Transportation	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Total \$	6.1	0	2,371,000	8.8	0	1,540,000	8.6	0	1,540,000

Agency Name	2019-21			2021-23			2023-25		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	No fiscal impact								
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 Revenue	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
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

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Prepared by: Ramona Nabors, OFM	Phone: (360) 902-0547	Date Published: Final 2/14/2020
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Department of Revenue Fiscal Note

Bill Number: 6606 S SB	Title: Regional transit authorities	Agency: 140-Department of Revenue
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Part I: Estimates

☒ **No Fiscal Impact**

Estimated Cash Receipts to:

NONE

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, 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:	Phone:	Date: 02/12/2020
Agency Preparation: Diana Tibbetts	Phone: 360-534-1520	Date: 02/13/2020
Agency Approval: Don Gutmann	Phone: 360-534-1510	Date: 02/13/2020
OFM Review: Ramona Nabors	Phone: (360) 902-0547	Date: 02/14/2020

Request # 6606-3-1

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

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

Note: This fiscal note reflects language in S-5930.3/20 3rd draft, 2020 Legislative Session.

Voters passed I-976 passed in November 2019.

This initiative:

- Limits annual license fees for vehicles weighing under 10,000 pounds to \$30 except for voter-approved charges.
- Bases vehicle taxes on the Kelley Blue Book value rather than 85% of the manufacturer's base suggested retail price
- Repeals authorization for certain regional transit authorities (RTAs) to impose motor vehicle excise taxes (MVET)
- Repeals local Transportation Benefit District (TBD) fees

This legislation makes the following changes to the RTA provisions of I-976:

- Reinstates and modifies the MVET depreciation schedule under RCW 82.44.035
- Repeals MVET Kelley Blue Book valuation requirement
- Repeals the RTA bond defeasement requirement, and
- Repeals sections 9, 10, 11, 13, & 16 of I-976

These sections take effect upon the court of final jurisdiction's lifting of the injunction against the state implementing the provisions of I-976. The Department of Licensing (DOL) must notify affected parties of the effective date of the following of the repeal of MVET Kelley Blue Book valuation requirement, the repeal of the RTA bond defeasement requirement and the repeal of sections 9, 10, 11, 13, & 16 of I-976.

This legislation also makes the following changes to current law:

- Allows the RTA to sublease unused land rented or leased from Department of Transportation and the RTA to carry a negative balance until 2042 on its lease obligations.
- Allows RTAs to enter into highway cooperative agreements.
- Requires that rental and lease obligation accrued through a land bank agreement include a provision permitting a negative balance through 2042.
- Allows the RTA MVET to be paid via a vehicle owner's or owner representative's "good to go" balance. Permits DOL to enter into a quarterly or monthly payment plans for vehicle registration fees if the owner is paying through a "good to go" balance. Payment plan payments are not subject to additional fees under RCW 46.17.040(1)(b), 46.17.005, 46.17.025, or 46.17.015.

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.

This legislation results in no change in state revenues.

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 Revenue will not incur any costs with the implementation of this legislation.

Part III: Expenditure Detail

III. A - Expenditures by Object Or Purpose
NONE

III. B - Detail: *List FTEs by classification and corresponding annual compensation. Totals need to agree with total FTEs in Part I and Part IIIA*
NONE

III. C - Expenditures By Program (optional)
NONE

Part IV: Capital Budget Impact

NONE

None.

Part V: New Rule Making Required

Individual State Agency Fiscal Note

Bill Number: 6606 S SB	Title: Regional transit authorities	Agency: 240-Department of Licensing
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Part I: Estimates

☐ No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2020	FY 2021	2019-21	2021-23	2023-25
FTE Staff Years	0.0	12.1	6.1	8.8	8.6
Account					
Motor Vehicle Account-State 108-1	0	2,371,000	2,371,000	1,540,000	1,540,000
Total \$	0	2,371,000	2,371,000	1,540,000	1,540,000

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:

- ☒ 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:	Phone:	Date: 02/12/2020
Agency Preparation: Merdan Bazarov	Phone: 360-902-3795	Date: 02/12/2020
Agency Approval: Kristin Bettridge	Phone: 360-902-3644	Date: 02/12/2020
OFM Review: Veronica Jarvis	Phone: (360) 902-0649	Date: 02/12/2020

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 modifies the depreciation schedule for regional transit authorities that impose a motor vehicle excise tax. This bill additionally repeals certain statutes and requires reimbursement for the administration and collection of a motor vehicle excise tax. This bill allows customers to pay their vehicle licensing taxes and fees through Washington State Department of Transportation's (DOT) Good To Go (GTG) program, either on a quarterly or monthly plan.

Section 1 amends RCW 81.104.160 removes language regarding the motor vehicle excise tax and requires all motor vehicle excise taxes that are imposed to comply with RCW 82.44.035.

Section 2 amends RCW 82.44.035 to modify the depreciation schedule for older vehicles (12 years or older).

Section 3 amends RCW 82.44.135 to require any contract entered into with Regional Transit Authorities (RTA) for the collection of a motor vehicle excise tax must provide that the department receives full reimbursement for the administration and collection of the tax, including those costs related to customer service and information technology.

Section 7 amends RCW 46.16A.110 to allow vehicles that are assessed a motor vehicle excise tax to pay their existing balance through a GTG account, either by a monthly or quarterly plan. The first payment must be made to DOL, however all subsequent ones can go through their account.

Section 8 creates a new section to Chapter 47.01 RCW to allow DOL to accept payment through the GTG system and allows DOT to charge a fee of no more than 1% of each registration transaction for the administration of these fees.

Section 9 amends RCW 46.17.040 to exempt any monthly or quarterly payments from the \$8 service fee; after the initial payment.

Section 10 amends RCW 82.44.060 to allow monthly and quarterly payments for motor vehicle excise tax.

This bill has multiple effective dates: the effective date of the new depreciation schedule in Section 2 is effective on January 1, 2021, the effective date of Section 11 is contingent on the final court jurisdiction regarding the injunction and the payment plan option is effective on October 1, 2020.

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.

No impact to cash receipts.

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.

In order to implement this bill, DOL will need the following resources:

Driver and Vehicle Records Unit – Program and Services Division needs in FY2021 and ongoing:

- 3.0 FTE Customer Service Specialist (CSS) 2 to add a shortage and remove the payment plan indicator from the vehicle record, if DOL did not receive payment.

Staffing assumptions include:

- CSS2s will process 10% or 87,500 transactions of the total 875,000 vehicle population that would choose to do the payment plan.

Accounting Office needs in FY2021 and ongoing:

- 3.2 FTE Fiscal Analyst (FA) 2 to perform the following duties:
 - o Record payments to DRIVES;
 - o Prepare deposits;
 - o Reconcile daily work;
 - o Record when recoveries of dishonored payments are made to DRIVES.
- 1.0 FA4 to perform the following:
 - o Supervise FA2s;
 - o Refer to payment plan report and prepares accounting records;
 - o Enter data to state financial system each month;
 - o Ensure all payments and dishonored payments from GTG reports are accounted for;
 - o Follow-up when discrepancies occur by calling GTG or working with staff.

Staffing assumptions include:

- FA2s will process 10% or 87,500 transactions of the total 875,000 vehicle population that would choose to do the payment plan, which would be recorded in DRIVES and prepare deposits.
- Additionally, these staff will record any dishonored payments that are made to DRIVES.

DOL will implement the following changes to DRIVES:

1. Licensing logic and screen changes that include: modify depreciation schedule, new work items and indicators for defaults in payments, shortages, calculation of payment plan, new dishonored payment case and indicator, new activity for renewal payments, new activity to allow manual update of records and payment plan information, and new fleet process for vehicles that qualify for payment plan;
2. New or update letters to modify multiple renewal notices with variable information based on logic to identify qualifying vehicles, refunds letter, and new dishonored payments;
3. Financial logic and screen changes to revenue distribution, giving credit for the motor vehicle excise tax paid, and new activity to record payments;
4. New or update reports that include four new reports required as part of the payment plan, and adding new data elements to multiple existing reports;
5. Online renewal logic and screen changes to allow signing up for payment plans online, collect "Good To Go!" Account information, attestation, and new payment type of "Good to Go!" funds;
6. Four new interfaces to receive data elements from "Good To Go!" and send data to "Good to Go!", that will include verification of accounts to determine they are valid and funds are available, fees due as part of payment plans, payments made, dishonored payments, defaults in payment, added payment plan, and removed payment plans including reason for removal;

7. System security changes to allow certain levels of access for the new payment plan;
8. Restore fees, logic, reporting, depreciation schedules, five interface files/data delivery to RTA;
9. Remove Kelly Blue Book interfaces and restore calculation based on manufacturer retail sales price that were repealed/amended as part of initiative I-976 that includes: the following fees: registration, electric vehicle, weight, transportation benefit district fees, motor vehicle excise tax, and use tax.

Security Assessment:

- Security assessment of new interfaces.

Monthly Maintenance:

- Ongoing monthly maintenance cost for new interfaces. Cost begins the month after implementation is completed.

Information Services:

The agency will use appropriated funds to hire contract programmers to accomplish this work or to support current staff implementing this legislation within the required timeline. Appropriated funds may also be used to hire agency temporary staff to support permanent staff assigned to this legislative effort.

Any change requires a process to ensure changes are correctly applied to the system. This involves Project Managers that manage the team that completes the update, business analyst that documents and reviews the system changes, architect services that analyzes how the update could have an effect on other systems or DOL processes, developers who create the change, and testers and quality assurance teams that ensure the update is working correctly.

Support Services:

Agency Administrative Overhead is included at a rate of 26 percent of the direct program costs. This funding received covers agency-wide functions such as vendor payments, contract administration, financial management, mail processing, equipment management, help desk support, and technical assistance to DOL employees. This overhead is cost is not being applied to the accounting staff identified in this fiscal note.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2020	FY 2021	2019-21	2021-23	2023-25
108-1	Motor Vehicle Account	State	0	2,371,000	2,371,000	1,540,000	1,540,000
Total \$			0	2,371,000	2,371,000	1,540,000	1,540,000

III. B - Expenditures by Object Or Purpose

	FY 2020	FY 2021	2019-21	2021-23	2023-25
FTE Staff Years		12.1	6.1	8.8	8.6
A-Salaries and Wages		627,000	627,000	842,000	842,000
B-Employee Benefits		261,000	261,000	360,000	360,000
C-Professional Service Contracts					
E-Goods and Other Services		1,478,000	1,478,000	332,000	332,000
G-Travel					
J-Capital Outlays		5,000	5,000	6,000	6,000
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	0	2,371,000	2,371,000	1,540,000	1,540,000

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
Customer Service Specialist 2	3,511		3.0	1.5	3.0	3.0
Fiscal Analyst 2	4,378		3.2	1.6	3.2	3.2
Fiscal Analyst 4	5,604		1.0	0.5	1.0	1.0
Indirect ISD IT Cust. Support - Journey	7,033		1.5	0.8	0.5	0.3
Indirect MSS Fiscal Analyst 2	4,509		3.4	1.7	1.1	1.1
Total FTEs			12.1	6.1	8.8	8.6

III. D - Expenditures By Program (optional)

Program	FY 2020	FY 2021	2019-21	2021-23	2023-25
Mgmt & Support Services (100)		645,000	645,000	886,000	886,000
Information Services (200)		1,496,000	1,496,000	194,000	194,000
Customer Relations (300)					
Programs & Services (600)		230,000	230,000	460,000	460,000
Business and Professions (700)					
Total \$		2,371,000	2,371,000	1,540,000	1,540,000

Part IV: Capital Budget Impact**IV. A - Capital Budget Expenditures**

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout*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.

This bill may require DOL to do rule making. No additional expenditures are anticipated.

6606 SSB Information Services:

Cost Category	Description	Rate	2020	2021	2022	2023	2024	2025	Total Cost
TESTER	Test to verify individual components meet requirements; ensure that other business transactions have not been impacted.	\$ 18,444	-	237,900	18,400	18,400	18,400	18,400	311,500
BUSINESS ANALYST	Determine business requirements; translate requirements into what changes are needed to various systems including account codes, inventory codes, testing considerations, etc.	\$ 26,448	-	92,600	7,900	7,900	7,900	7,900	124,200
PROJECT MANAGER	Manage schedule and contracts	\$ 27,492	-	71,500	5,500	5,500	5,500	5,500	93,500
QUALITY ASSURANCE	Plan and carry out activities to assure project deliverables; e.g. preventative defect activities, align quality measures and business objectives.	\$ 31,668	-	291,300	-	-	-	-	291,300
SECURITY AND ARCHITECT SERVICES	Create the conceptual model that defines the structure, behavior and framework of a computerized system including a breakdown of the system into components, the component interactions and interfaces (including with the environment, especially the user), and the technologies and resources to be used in the design.	\$ 27,144	-	48,900	5,400	5,400	5,400	5,400	70,500
DEVELOPERS	Modify programming and coding to all major systems	\$ 18,444	-	14,800	24,000	24,000	24,000	24,000	110,800
CONTRACTED FAST DEVELOPER / TESTER	Updates to the DRIVES system will require additional vendor hours outside of the contracted maintenance to make system updates to implement this bill.	\$ 34,800	-	459,400	-	-	-	-	459,400
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ -	-	121,600	6,100	6,100	6,100	6,100	146,000
Totals			-	1,338,000	67,300	67,300	67,300	67,300	1,607,200

Individual State Agency Fiscal Note

Bill Number: 6606 S SB	Title: Regional transit authorities	Agency: 405-Department of Transportation
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Part I: Estimates

☐ No Fiscal Impact

Estimated Cash Receipts to:

Non-zero but indeterminate cost and/or savings. Please see discussion.

Estimated Operating Expenditures from:

Non-zero but indeterminate cost and/or savings. Please see discussion.

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:

- ☒ 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:	Phone:	Date: 02/12/2020
Agency Preparation: Yanming Yao	Phone: 206-464-1196	Date: 02/13/2020
Agency Approval: Ed Barry	Phone: 206-464-1217	Date: 02/13/2020
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 02/14/2020

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 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

Non-zero but indeterminate cost and/or savings. Please see discussion.

III. B - Expenditures by Object Or Purpose

Non-zero but indeterminate cost and/or savings. Please see discussion.

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

NONE

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

Part V: New Rule Making Required

Individual State Agency Fiscal Note

Bill Number: 6606 SSB	Title: Regional Transit Authorities	Agency: 405-Department of Transportation
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Part I: Estimates

*Check applicable boxes and follow corresponding instructions, use the fiscal template table provided 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 template table, 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)

If a fiscal note is assigned to our agency, someone believes there might be, and we need to address that, showing why there is no impact to the department.

☒ Indeterminate Cash Receipts Impact (Explain in section II. B)

☒ Indeterminate Expenditure Impact (Explain in section II. C)

- ☐ If fiscal impact is less 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 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**
- ☐ Revised

To add Estimated Cash Receipts, Expenditures, Expenditures by Object, Expenditures by Program (optional, only required if multi-program split), FTE Expenditures, and if needed Capital Budget Impact (Non-Transportation), click on the Excel fiscal template below.

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

Agency Assumptions

[illegible]

Agency Contacts:

Preparer: Yanming Yao	Phone: 206-464-1196	Date: 2/13/2020
Approval: Ed Barry	Phone: 206-464-1217	Date: 2/13/2020
Budget Manager: Stacey Halverstadt	Phone: 360-705-7544	Date: 2/13/2020

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 (sections that will change WSDOT costs or revenue), the significant provisions of the bill, and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency. List the sections that have fiscal impact to WSDOT only. E.g., “Section 3 directs the Department to ...” No summarizing, no interpreting, and save any background context for the revenue and expenditure parts.

Section 7(6) and Section 10(4) of the bill allow the vehicle registered owners or their representatives (only for those within the Sound Transit RTA district) to make motor vehicle excise tax (MVET) payments from their “Good to Go!” (GTG) account. The MVET can be paid in equal amounts under a quarterly or monthly payment plan.

Section 15 states the effective date for Section 7 through 10 is October 1, 2020.

SSB 6606 is identical to PSSB 6606, on which the previous fiscal note was based, therefore there is no change in impact as a result of the latest version of the bill.

II. B - Cash receipts Impact

Contact [BFA-Economics](#) to share your assumptions, and calculations. BFA-Economics will review and confirm cash receipts assumptions and calculations with program SMEs and will provide the cash receipts narrative to ensure that the message is consistent and the narrative flows as one voice, of the department. BFA-Economics will briefly describe section by section and quantify the cash receipts impact of the legislation on WSDOT, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources.

Section 7(6) and Section 10(4) of the bill may encourage some pay-by-mail toll customers to open “Good to Go!” (GTG!) accounts; this may have impact on cash receipts. The impact is considered indeterminate, but minimal based on currently available information.

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 bill would require GTG accounts to be able to accept MVET payments for those within the Sound Transit RTA district by October 1, 2020. It also requires the ability for the payment to be made in equal amounts or under a payment plan. There would be a fiscal impact to change the GTG system to accommodate this functionality, but the costs are indeterminate, and would not be feasible within the timeframe required under the bill.

Why cost cannot be determined:

The GTG system does not currently have the ability to offer a payment plan or to interface with DOL. The GTG system is used for paying tolls. The Tolling Division is currently in the middle of a multi-million dollar project to replace the existing WSDOT Tolling Customer Service Center system that supports GTG. Payment plan functionality is scheduled under phase 2 of the project with the completion date in approximately fiscal year 2022 to fiscal year 2023, but this applies only to tolls. The department cannot determine what the cost would be to interface with DOL and accept payment plans for MVET for DOL, even if altering the system in the timeframe required by the bill were feasible. More information on the Tolling Customer Service Center project is available on the Washington State Office of Chief Information Office website’s dashboard feature.

Other uncertainties under the bill that could require additional costs include, but are not limited to, which agency would provide customer service for MVET payments made to GTG accounts, and which agency would conduct outreach to vehicle owners to publicize the new way to pay for MVET.

Individual State Agency Fiscal Note

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

Indeterminate expenditures. Please see Part II C for more details.

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



Ten Year Analysis

Bill Number: 6606 SSB	Title: Regional Transit Authorities	Agency: 405 Washington State Department of Transportation
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Ten-year analyses are to be completed by the WSDOT BFA-Economics Office and are limited to agency-estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

☐ No Cash Receipts ☐ Partially Indeterminate Cash Receipts ☒ Indeterminate Cash Receipts

Name of Tax or Fee	Account Code and Title	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total 2019-29
Totals												

Narrative Explanation (Required for all Taxes and/or Fees including "Indeterminate," "Partially Indeterminate," or "No Cash Receipts.")

- **Brief Description of What the Measure does that has I-960 Implications**
Briefly describe by section number, the provisions of the bill that make it subject to the requirements of I-960.
- **Cash Receipts Impact**
Briefly describe and quantify the cash receipts impact to the legislation on the responding agency, including rates, assumptions, and an explanation if the cash receipts are indeterminate.

Section 7(6) and Section 10(4) of the bill may encourage some pay-by-mail toll customers to open "Good to Go!" (GTG!) accounts; this may have impact on cash receipts. The impact is considered indeterminate but minimal based on currently available information.

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 6606 S SB	Title: Regional transit authorities
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Part I: Jurisdiction—Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

- ☐ Cities:
- ☐ Counties:
- ☐ Special Districts:
- ☐ Specific jurisdictions only:
- ☐ Variance occurs due to:

Part II: Estimates

- ☒ No fiscal impacts.
- ☐ Expenditures represent one-time costs:
- ☐ Legislation provides local option:
- ☐ Key variables cannot be estimated with certainty at this time:

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

None

Part III: Preparation and Approval

Fiscal Note Analyst: Tammi Vellinga	Phone: 360-725-5038	Date: 02/13/2020
Leg. Committee Contact:	Phone:	Date: 02/12/2020
Agency Approval: Allan Johnson	Phone: 360-725-5033	Date: 02/13/2020
OFM Review: Erik Hansen	Phone: 360-902-0423	Date: 02/14/2020

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 FROM PRIOR BILL VERSION:

This substitute bill adds requirements for the Department of Licensing to notify parties affected by the repeals and gives RTAs certain allowances listed below.

The changes in the substitute version do not create any new fiscal impacts to local governments.

SUMMARY OF CURRENT BILL VERSION:

This legislation makes the following changes to the Regional Transit Authority (RTA) provisions of I-976:

- Reinstates the MVET depreciation schedule under RCW 82.44.035
- Repeals MVET Kelley Blue Book valuation requirement
- Repeals the RTA bond defeasement requirement, and
- Repeals sections 9, 10, 11, 13, & 16 of I-976

These sections take effect upon the court of final jurisdiction's lifting of the injunction against the state implementing the provisions of I-976. The Department of Licensing (DOL) must notify affected parties of the effective date of the following of the repeal of MVET Kelley Blue Book valuation requirement, the repeal of the RTA bond defeasement requirement and the repeal of sections 9, 10, 11, 13, & 16 of I-976.

This legislation also makes the following changes to current law:

- Allows the RTA to sublease unused land rented or leased from Department of Transportation and the RTA to carry a negative balance until 2042 on its lease obligations.
- Allows RTAs to enter into highway cooperative agreements.
- Requires that rental and lease obligation accrued through a land bank agreement include a provision permitting a negative balance through 2042.
- Allows the RTA MVET to be paid via a vehicle owner's or owner representative's "good to go" balance. Permits DOL to enter into a quarterly or monthly payment plans for vehicle registration fees if the owner is paying through a "good to go" balance. Payment plan payments are not subject to additional fees under RCW 46.17.040(1)(b), 46.17.005, 46.17.025, or 46.17.015.

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 bill would not impact local government expenditures because there are no costs to be incurred with the implementation of this legislation.

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 results in no change in local revenues according to the Department of Revenue.

Sources:

Department of Revenue fiscal note
Senate Bill Report, SB 6606, Transportation Committee