

Multiple Agency Fiscal Note Summary

Bill Number: 5068 SB	Title: Motor vehicle sales tax
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Estimated Cash Receipts

Agency Name	2023-25			2025-27			2027-29		
	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total
Office of State Treasurer	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Department of Revenue	0	0	0	(442,000,000)	(442,000,000)	0	(1,072,300,000)	(1,072,300,000)	0
Total \$	0	0	0	(442,000,000)	(442,000,000)	0	(1,072,300,000)	(1,072,300,000)	0

Estimated Operating Expenditures

Agency Name	2023-25				2025-27				2027-29			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Office of State Treasurer	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Revenue	.3	168,800	168,800	168,800	.7	136,300	136,300	136,300	.5	94,800	94,800	94,800
Department of Licensing	.0	0	0	36,000	.0	0	0	0	.0	0	0	0
Department of Transportation	Fiscal note not available											
Total \$	0.3	168,800	168,800	204,800	0.7	136,300	136,300	136,300	0.5	94,800	94,800	94,800

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Office of State Treasurer	.0	0	0	.0	0	0	.0	0	0
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	Fiscal note not available								
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

Estimated Capital Budget Breakout

Prepared by: Kyle Sieferring, OFM

Phone:
(360) 995-3825

Date Published:
Preliminary

Individual State Agency Fiscal Note

Bill Number: 5068 SB	Title: Motor vehicle sales tax	Agency: 090-Office of State Treasurer
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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:

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: Alia Kennedy	Phone: 360-786-7405	Date: 01/09/2023
Agency Preparation: Dan Mason	Phone: (360) 902-8990	Date: 01/12/2023
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 01/12/2023
OFM Review: Amy Hatfield	Phone: (360) 000-0000	Date: 01/16/2023

Part II: Narrative Explanation

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

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

SB 5068 creates the transportation preservation and maintenance account and allows the account to retain its earnings from investments.

In addition, this bill directs some of the retail sales and use taxes on motor vehicles to the transportation preservation and maintenance account to be used for transportation.

II. B - Cash receipts Impact

Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.

Refer to the department of revenue fiscal note for collection and deposit estimates (coordinated with DOR).

There may be an impact on the debt service limitation calculation. Modifications to the sales & use taxes credited to the general fund and the earnings from investments credited to the general fund impacts, by an equal amount, general state revenues.

II. C - Expenditures

Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

NONE

III. B - Expenditures by Object Or Purpose

NONE

III. C - Operating FTE Detail: *FTEs listed by classification and corresponding annual compensation. Totals 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

Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.

NONE

IV. D - Capital FTE Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*

NONE

Part V: New Rule Making Required

Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.

Department of Revenue Fiscal Note

Bill Number: 5068 SB	Title: Motor vehicle sales tax	Agency: 140-Department of Revenue
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

Account	FY 2024	FY 2025	2023-25	2025-27	2027-29
GF-STATE-State 01 - Taxes 01 - Retail Sales Tax				(442,000,000)	(1,072,300,000)
NEW-State 01 - Taxes 01 - Retail Sales Tax				442,000,000	1,072,300,000
Total \$					

Estimated Expenditures from:

Account	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years		0.5	0.3	0.7	0.5
GF-STATE-State 001-1		168,800	168,800	136,300	94,800
Total \$		168,800	168,800	136,300	94,800

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: Alia Kennedy	Phone: 603-786-7405	Date: 01/09/2023
Agency Preparation: Diana Tibbetts	Phone: 603-534-1520	Date: 01/16/2023
Agency Approval: Valerie Torres	Phone: 603-534-1521	Date: 01/16/2023
OFM Review: Cheri Keller	Phone: (603) 584-2207	Date: 01/16/2023

Request # 5068-1-1

Part II: Narrative Explanation

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

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

CURRENT LAW:

State retail sales and use tax on the sales of vehicles is generally deposited into the state general fund.

PROPOSAL:

This legislation creates the transportation preservation and maintenance account in the state treasury and redirects a certain percentage of the state sales and use tax generated from the sales of vehicles from the state general fund to the transportation preservation and maintenance account as follows:

- In fiscal year 2026, 10% of the collections
- In fiscal year 2027, 20% of the collections
- In fiscal year 2028, 30% of the collections
- In fiscal year 2029, 40% of the collections
- In fiscal year 2030, 50% of the collections
- In fiscal year 2031, 60% of the collections
- In fiscal year 2032, 70% of the collections
- In fiscal year 2033, 80% of the collections
- In fiscal year 2034, 90% of the collections
- In fiscal year 2035, 100% of the collections

EFFECTIVE DATE:

This bill takes effect July 1, 2025.

II. B - Cash receipts Impact

Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.

ASSUMPTIONS:

- The redirected state portion of retail sales and use tax excludes sales tax from sales of farm vehicles, off-road vehicles, non-highway vehicles, bicycles, and snowmobiles.
- This proposal does not change local sales and use tax revenues.
- The performance audits of government account receives a 0.16% share of retail sales and use tax collections. The redirected state portion of retail sales and use tax excludes the amount the performance audits of government account receives.
- Currently, tribes with compacts receive a share of state sales and use tax and certain business and occupation taxes (RCW 43.06.523). Under this proposal the amount of revenue shared with tribes will not change.

DATA SOURCES:

- Transportation Revenue Forecast Council, November 2022 Transportation Economic and Revenue Forecasts

REVENUE ESTIMATES:

This bill redirects 10% of state retail sales tax collections from vehicle sales or an estimated \$145.3 million in fiscal year 2026 to the transportation preservation and maintenance account.

In fiscal year 2035, this bill redirects 100% of state retail sales tax collections from vehicle sales or over an estimated \$1.7 billion to the transportation preservation and maintenance account.

Request # 5068-1-1

TOTAL REVENUE IMPACT:

State Government (cash basis, \$000):

- FY 2024 - 0
- FY 2025 - 0
- FY 2026 - 0
- FY 2027 - 0
- FY 2028 - 0
- FY 2029 - 0

Local Government, if applicable (cash basis, \$000): None.

II. C - Expenditures

Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.

ASSUMPTIONS:

- This legislation will affect 4,000 taxpayers selling vehicles.
- Expenditures include costs to deposit taxes administered by the department into the transportation preservation and maintenance account. The Department of Licensing (DOL) also administers the collection of use tax on motor vehicle transaction between persons not registered with the department. DOL costs are not included in these expenditures.

FIRST YEAR COSTS:

The department will not incur any costs in fiscal year 2024.

SECOND YEAR COSTS:

The department will incur total costs of \$168,800 in fiscal year 2025. These costs include:

Labor Costs - Time and effort equate to 0.5 FTE.

- Set up, program, and test computer system changes to create two new informational reporting lines, associated error indicators, and dedicated funding.
- Create a Special Notice and identify publications and information that need to be created or updated on the department's website.
- Respond to tax ruling requests and email inquiries.

Object Costs - \$105,800.

- Contract computer system programming.
- Print and mail a special notice to taxpayers who do not file returns electronically.

THIRD YEAR COSTS:

The Department will incur total costs of \$59,600 in fiscal year 2026. These costs include:

Labor Costs - Time and effort equate to 0.6 FTE.

- Setup accounting procedures for the new account and compile receivable information.
- Monitor vehicle sales reporting.
- Contact taxpayers not reporting vehicle informational line codes.
 - Process tax return work items, assist taxpayers with reporting questions, and respond to inquiries via email, web message, and paper correspondence.

ONGOING COSTS:

Ongoing costs for fiscal year 2027 equal \$76,700 and include similar activities described in the third-year costs. Time and effort equate to 0.8 FTE.

Part III: Expenditure Detail

III. A - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years		0.5	0.3	0.7	0.5
A-Salaries and Wages		38,700	38,700	83,600	60,600
B-Employee Benefits		12,800	12,800	27,600	20,000
C-Professional Service Contracts		105,600	105,600		
E-Goods and Other Services		8,200	8,200	18,000	11,000
J-Capital Outlays		3,500	3,500	7,100	3,200
Total \$		\$168,800	\$168,800	\$136,300	\$94,800

III. B - Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part I and Part IIIA.*

Job Classification	Salary	FY 2024	FY 2025	2023-25	2025-27	2027-29
EXCISE TAX EX 2	55,872				0.4	0.3
EXCISE TAX EX 3	61,632		0.1	0.1	0.2	0.1
FISCAL ANALYST 3	57,324				0.1	
IT SYS ADM-JOURNEY	92,844		0.2	0.1		
MGMT ANALYST4	73,260		0.1	0.1	0.1	0.1
TAX INFO SPEC 4	66,420		0.1	0.1		
Total FTEs			0.5	0.3	0.7	0.5

III. C - 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

Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.

NONE

Part V: New Rule Making Required

Individual State Agency Fiscal Note

Bill Number: 5068 SB	Title: Motor vehicle sales tax	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 2024	FY 2025	2023-25	2025-27	2027-29
Account					
Highway Safety Account-State 106 -1	36,000	0	36,000	0	0
Total \$	36,000	0	36,000	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:

- 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: Alia Kennedy	Phone: 360-786-7405	Date: 01/09/2023
Agency Preparation: Aaron Harris	Phone: (360) 902-3795	Date: 01/12/2023
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 01/12/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 01/12/2023

Part II: Narrative Explanation

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

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

See attached fiscal note

II. B - Cash receipts Impact

Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.

II. C - Expenditures

Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.

See attached fiscal note

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
106-1	Highway Safety Account	State	36,000	0	36,000	0	0
Total \$			36,000	0	36,000	0	0

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts					
E-Goods and Other Services	36,000		36,000		
G-Travel					
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 \$	36,000	0	36,000	0	0

III. C - Operating FTE Detail: FTEs listed by classification and corresponding annual compensation. Totals 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

Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.

NONE

IV. D - Capital FTE Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*

NONE

Part V: New Rule Making Required

Provisions of the bill 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: SB 5068

Bill Title: Motor Vehicle Sales Tax

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

Revenue	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Account Totals		-	-	-	-	-

Estimated Expenditures:

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Highway Safety	106	36,000	-	36,000	-	-
Account Totals		36,000	-	36,000	-	-

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 Parts I-V.
- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact:	Phone: (360)	Date:
Agency Preparation: Aaron Harris	Phone: (360) 902-3795	Date: 01/11/2023
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date:

Request #	1
Bill #	5068 SB

Part 2 – Explanation

This bill creates a new Transportation Preservation and Maintenance Account and directs revenues from motor vehicle sales tax and vehicle use tax to this new account in increasing proportions, starting July 1, 2025. Beginning July 1, 2025, 10% of revenues are to be directed to the new account. Each subsequent year, the proportion of revenue redirected increases by 10% (e.g., 20% of revenues directed in 2026, 30% of revenues in 2027, up to 100% beginning on July 1, 2034) until all funding is redirected. These revenues may only be spent on transportation projects, programs, or activities. These funds cannot be used for any new revenue bonds or other types of debt financing. Moneys in this account may only be spent after appropriation. The Treasurer is required to prepare a report to show the impact of this bill on debt financing for transportation appropriations, beginning December 1, 2025, and every two years thereafter.

2.A – Brief Description Of What The Measure Does That Has Fiscal Impact

Section 1: Intent

Section 2: Amends RCW 82.08.020 (Tax imposed – Retail sales – Retail car rental.)

- Reorganizes subsection 3 to include the definition of “motor vehicle” formerly in subsection 4. Definition unchanged.
- Creates a new subsection 4 to direct increasing proportions of revenue collected under subsection 1 (sales tax) from new and used vehicle retail sales to the “Transportation Preservation and Maintenance Account” established in Section 4.
 - Beginning July 1, 2025, 10% of revenues are to be directed to the new account.
 - Each year thereafter, an additional 10% of revenues are directed to the new account (e.g., 20% of revenues directed in 2026, 30% of revenues in 2027, up to 100% beginning on July 1, 2034).
 - Vehicle has the same definition as RCW 46.04.670 but excludes farm tractors/vehicles unless used for marijuana production, off-road vehicles, nonhighway vehicles, bicycles, and snowmobiles.
 - Excludes retail car rentals taxed under subsection 2.

Section 3: Amends RCW 82.12.020 (Use tax imposed)

- Creates a new subsection 6 to redirect revenues collected under subsection 1 (use tax) on the use of new and used vehicles in Washington in the same escalating timelines and proportions as for sales tax under Section 2.
 - Beginning July 1, 2025, 10% of revenues are to be directed to the new Transportation Preservation and Maintenance Account.
 - Each year thereafter, an additional 10% of revenues are directed to the new account (e.g., 20% of revenues directed in 2026, 30% of revenues in 2027, up to 100% beginning on July 1, 2034).
 - Excludes retail car rentals taxed under RCW 82.08.020.

Section 4: New Section in RCW 46.68 (Disposition of Revenue)

- Creates the transportation preservation and maintenance account. Moneys may only be spent after appropriation. Expenditures may only be used for transportation projects, programs, or activities.
- All revenues collected under sections 2 and 3 must be used exclusively on a cash funding basis for transportation projects, programs, and activities.

- These funds cannot be used for any new revenue bond issues or used as a source for any other type of debt or similar financing mechanism.
- Requires the state Treasurer to prepare a report to show the impact of this bill on debt financing for transportation appropriations, beginning December 1, 2023, and every two years thereafter.
- This section may not be construed so as to violate any terms or conditions in highway construction bond issuance now or later authorized by statute, that are reliant on payments from excise taxes on fuel.

Section 5: Amends RCW 43.84.092 (Deposit of surplus balance investment earnings)

- Adds the “transportation preservation and maintenance account” to the list of accounts in subsection 4.

Section 6: Effective date; July 1, 2025.

2.B - Cash receipts Impact

Revenue	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
	Account Totals	-	-	-	-	-

This bill redirects revenues from motor vehicle sales tax and vehicle use tax to a new Transportation Preservation and Maintenance Account, that would not be subject to bonding, and will be used to support transportation infrastructure needs. Revenue collected for the Department of Revenue (DOR) associated with sales and use tax are pass-through only for the Department of Licensing (DOL). DOR will capture any revenue receipts associated with these fees. Therefore, no impact to cash receipts for DOL.

2.C – Expenditures

Information Services:

What IS Will Implement:

1. Create a new “Transportation Preservation and Maintenance Account”
2. Beginning 1 July 2025, 10 percent of all revenue collected on each new and used retail sale of a vehicle in this state, including private party sales, but excluding retail car rentals, must be deposited into the transportation preservation and maintenance account. Beginning 1 July 2026, and every year thereafter until 1 July 2034, increase an additional 10 percent until 100 percent is reached (1 July 2034)

Assumptions:

1. No change to Vehicle meaning provided in RCW 46.04.670 including, but not limited to,
 - passenger vehicles,
 - light trucks,
 - commercial vehicles,
 - travel trailers,
 - recreational vehicles,
 - intermittent use trailers,
 - motorcycles,
 - and campers

2. No change to current exemptions (Current programming already in DRIVES):
- Farm tractors or farm vehicles as defined in RCW 46.04.180 38 and 46.04.181, unless the farm tractor or farm vehicle is for use in the production of marijuana
 - Off-road vehicles as defined in RCW 46.04.365; p. 4 SB 5068 1
 - Nonhighway vehicles as defined in RCW 46.09.310; 2
 - Bicycles as defined in RCW 46.04.071; and
 - Snowmobiles as defined in RCW 46.04.546.

3. Rental Cars are exempt from this distribution change only.

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.

Cost Category	Description	Rate	2024	2025	2026	2027	2028	2029	Total Cost
TESTER	Test to verify individual components meet requirements; ensure that other business transactions have not been impacted.	\$ 22,620	9,000	-	-	-	-	-	9,000
BUSINESS ANALYST	Determine business requirements; translate requirements into what changes are needed to various systems including account codes, inventory codes, testing considerations, etc.	\$ 16,530	1,700	-	-	-	-	-	1,700
PROJECT MANAGER	Manage schedule and contracts	\$ 28,710	2,900	-	-	-	-	-	2,900
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.	\$ 16,530	1,700	-	-	-	-	-	1,700
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.	\$ 37,236	14,900	-	-	-	-	-	14,900
Trainer	Trains business partners and employees in new system processes and capabilities.	\$ 22,620	2,300	-	-	-	-	-	2,300
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ 25,474	3,300	-	-	-	-	-	3,300
Totals			35,800	-	-	-	-	-	35,800

Support Services:

Agency Administrative Overhead is included at a rate of 23.4 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.

Part 3 – Expenditure Detail

3.A – Operating Budget Expenditures

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Highway Safety	106	36,000	-	36,000	-	-
Account Totals		36,000	-	36,000	-	-

3.B – Expenditures by Object or Purpose

Object of Expenditure	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Goods and Services	36,000	-	36,000	-	-
Total By Object Type	36,000	-	36,000	-	-

3.C – FTE Detail

Staffing	Salary	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Total FTE		0.0	0.0	0.0	0.0	0.0

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

None.