

Multiple Agency Fiscal Note Summary

| | |
|-----------------------------|------------------------------------|
| Bill Number: 5360 SB | Title: Vehicle combinations |
|-----------------------------|------------------------------------|

Estimated Cash Receipts

NONE

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 |
| Washington State Patrol | .0 | 0 | 0 | 0 | .0 | 0 | 0 | 0 | .0 | 0 | 0 | 0 |
| Department of Transportation | 1.1 | 0 | 0 | 758,000 | 1.0 | 0 | 0 | 208,000 | 1.0 | 0 | 0 | 208,000 |
| Department of Transportation | In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note. | | | | | | | | | | | |
| Total \$ | 1.1 | 0 | 0 | 758,000 | 1.0 | 0 | 0 | 208,000 | 1.0 | 0 | 0 | 208,000 |

Estimated Capital Budget Expenditures

| Agency Name | 2023-25 | | | 2025-27 | | | 2027-29 | | |
|------------------------------|------------|----------|----------|------------|----------|----------|------------|----------|----------|
| | FTEs | Bonds | Total | FTEs | Bonds | Total | FTEs | Bonds | Total |
| Washington State Patrol | .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

NONE

| | | |
|---------------------------------------|---------------------------------|---|
| Prepared by: Maria Thomas, OFM | Phone: (360) 229-4717 | Date Published: Final 2/16/2023 |
|---------------------------------------|---------------------------------|---|

Individual State Agency Fiscal Note

| | | |
|-----------------------------|------------------------------------|--|
| Bill Number: 5360 SB | Title: Vehicle combinations | Agency: 225-Washington State Patrol |
|-----------------------------|------------------------------------|--|

Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

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: Brandon Popovac | Phone: 360-786-7465 | Date: 02/10/2023 |
| Agency Preparation: Thomas Bohon | Phone: (360) 596-4044 | Date: 02/15/2023 |
| Agency Approval: Mario Buono | Phone: (360) 596-4046 | Date: 02/15/2023 |
| OFM Review: Tiffany West | Phone: (360) 890-2653 | Date: 02/15/2023 |

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.

There is no fiscal impact to the Washington State Patrol (WSP).

Section 1 states the length restriction does not apply to combinations of commercial vehicles operating on highways federally approved and designated by the state department of transportation (WSDOT).

Section 2 states WSDOT must implement rules to allow combinations of vehicles consisting of a truck tractor and three trailing units to operate on designated public highways in the state.

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.

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.

Once the new rules are implemented by WSDOT pursuant to section 2 of the proposed legislation, it will require minimal training updates to our Commercial Vehicle Enforcement Officers. The minimal workload impact can be accomplished within normal duties.

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.

Individual State Agency Fiscal Note

| | | |
|-----------------------------|------------------------------------|---|
| Bill Number: 5360 SB | Title: Vehicle combinations | Agency: 405-Department of Transportation |
|-----------------------------|------------------------------------|---|

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 |
|---------------------------------------|---------|---------|---------|---------|---------|
| FTE Staff Years | 1.2 | 1.0 | 1.1 | 1.0 | 1.0 |
| Account | | | | | |
| Motor Vehicle Account-State 108 -1 | 654,000 | 104,000 | 758,000 | 208,000 | 208,000 |
| Total \$ | 654,000 | 104,000 | 758,000 | 208,000 | 208,000 |

In addition to the estimates above, there are additional indeterminate costs 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: Brandon Popovac | Phone: 360-786-7465 | Date: 02/10/2023 |
| Agency Preparation: Justin Heryford | Phone: 360-705-7932 | Date: 02/16/2023 |
| Agency Approval: Dongho Chang | Phone: 206-440-4804 | Date: 02/16/2023 |
| OFM Review: Maria Thomas | Phone: (360) 229-4717 | Date: 02/16/2023 |

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.

See attached WSDOT 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.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

| Account | Account Title | Type | FY 2024 | FY 2025 | 2023-25 | 2025-27 | 2027-29 |
|-----------------|-----------------------|-------|---------|---------|---------|---------|---------|
| 108-1 | Motor Vehicle Account | State | 654,000 | 104,000 | 758,000 | 208,000 | 208,000 |
| Total \$ | | | 654,000 | 104,000 | 758,000 | 208,000 | 208,000 |

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

III. B - Expenditures by Object Or Purpose

| | FY 2024 | FY 2025 | 2023-25 | 2025-27 | 2027-29 |
|--------------------------------------|---------|---------|---------|---------|---------|
| FTE Staff Years | 1.2 | 1.0 | 1.1 | 1.0 | 1.0 |
| A-Salaries and Wages | 75,000 | 75,000 | 150,000 | 150,000 | 150,000 |
| B-Employee Benefits | 29,000 | 29,000 | 58,000 | 58,000 | 58,000 |
| C-Professional Service Contracts | | | | | |
| E-Goods and Other Services | 550,000 | | 550,000 | | |
| 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 \$ | 654,000 | 104,000 | 758,000 | 208,000 | 208,000 |

In addition to the estimates above, there are additional indeterminate costs 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

| Job Classification | Salary | FY 2024 | FY 2025 | 2023-25 | 2025-27 | 2027-29 |
|--------------------------------------|---------|---------|---------|---------|---------|---------|
| Transportation Engineer 4 | 98,000 | 0.2 | | 0.1 | | |
| Transportation planning Specialist 2 | 104,000 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Total FTEs | | 1.2 | 1.0 | 1.1 | 1.0 | 1.0 |

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.

Revisions would be necessary for Washington Administrative Code (WAC) 468-38-071 “Maximums and other criteria for special permits – divisible” and WAC 468-38-005 “Definitions”.

Individual State Agency Fiscal Note

| | | |
|-----------------------------|------------------------------------|---|
| Bill Number: SB 5360 | Title: Vehicle combinations | Agency: 405-Department of Transportation |
|-----------------------------|------------------------------------|---|

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

Dollars in Thousands

| Expenditures | 2023-25 Biennium | | 2025-27 Biennium | | 202-297 Biennium | | |
|--------------------------------------|------------------|--------------|------------------|--------------|------------------|--------------|---------|
| | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | |
| 108-1-MOTOR VEHICLE | \$654 | \$104 | \$104 | \$104 | \$104 | \$104 | |
| Total Expenditures | \$654 | \$104 | \$104 | \$104 | \$104 | \$104 | |
| Biennial Totals | \$758 | | \$208 | | \$208 | | |
| FTEs | Salary | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 |
| Transportation Planning Specialist 2 | \$104 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Transportation Engineer 4 | \$98 | 0.2 | | | | | |
| Annual Average | | 1.1 | | 1.0 | | 1.0 | |
| Objects of Expenditure | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | |
| A - SALARIES AND WAGES | \$75 | \$75 | \$75 | \$75 | \$75 | \$75 | |
| B - EMPLOYEE BENEFITS | \$29 | \$29 | \$29 | \$29 | \$29 | \$29 | |
| E - GOODS AND SERVICES | \$550 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Expenditures by Program | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | |
| PROGRAM Q-OP | \$654 | \$104 | \$104 | \$104 | \$104 | \$104 | |
| PROGRAM I-CAP | | | | | | | |
| PROGRAM P-CAP | | | | | | | |
| Revenue | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | |
| 108-1-MOTOR VEHICLE | UNK | UNK | UNK | UNK | UNK | UNK | |
| Total Revenue | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Biennial Totals | \$0 | | \$0 | | \$0 | | |

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

Fiscal impact to the department consists of collecting data to describe volumes of combinations of vehicles consisting of a truck tractor with three trailing units and segments of the trucking industry taking advantage of the variance; and impacts on highway safety, traffic movement, and the environment. The data collection would include establishing a method of collection and how to best identify the impacts to safety, traffic, and environment. By January 1 of each year after implementation the department must submit a status and performance report on the implementation for the variance. Additional fiscal impacts to the department include calibration and testing of existing screening hardware and software already established roadside as well as improvements to the permit program to accommodate the new permit type.

Individual State Agency Fiscal Note

Agency Contacts:

| | | |
|------------------------------|---------------------|-----------------|
| Preparer: Justin Heryford | Phone: 360-705-7987 | Date: 2/15/2023 |
| Approval: Dongho Chang | Phone: 360-705-7280 | Date: 2/15/2023 |
| Budget Manager: Chad Johnson | Phone: 360-259-3886 | Date: 2/15/2023 |

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.

Section 1 is modified to add restrictions to the section on lengths of required semitrailers that operate on federally approved highways.

Section 2(4) states that upon approval to freeze the state law imposed by the Intermodal Surface Transportation Efficiency Act of 1991, the department must implement rules to allow for a truck tractor and three trailing units.

Section 2(4)(a) directs the department to specify by rule other operating conditions to ensure a safe and efficient highway system. The section continues by directing the department to collect data to describe the:

- volumes of combinations of vehicles consisting of a truck tractor with three trailing units and segments of the trucking industry taking advantage of the variance; and
- impacts on highway safety, traffic movement, and the environment.

Section 2(4)(b) directs the department to submit a status and performance report on the implementation of the variance.

II. B – Cash Receipts Impact

N/A

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.

Transportation Operations Assumptions – Program Q

The Federal Highway Administration (FHWA) indicates that they are not aware of any current proposals to change the 1991 Longer Combination Vehicle (LCV) freeze but may be introduced during the new Congress session. All fiscal assumptions are based upon federal approval and assuming that the variance request will be introduced to Congress this year.

Staff Support

Upon federal approval, Section 2(4)(a) directs the department to study and report on the implementation of the variance. The study and data collection are directed at impacts to highway safety, traffic movement, and the environment. Expenditures for this section of the bill would include the hiring of one FTE at a Transportation Planning Specialist 2 (TPS2) classification, and upgrading existing hardware and software currently being utilized through electronic screening (e-screening) roadside.

The TPS2 position would be responsible for identifying a baseline for comparison data. This workload would include:

Individual State Agency Fiscal Note

- Determine where combination vehicles are currently at (prior to the variance). Compile a sampling of “double trailers” both legal (sixty-one feet or less) and permitted (greater than sixty-one feet) for comparison data.
- Identify study participants for calibration purposes to utilize existing roadside equipment and software.
- Establish study parameters to calibrate roadside equipment and software.
- Determine carbon emission of the use of double trailers.
- Determine safety parameters (tracking of safety related incidents by combination type).
- Determine study parameters for:
 - Impacts on highway safety
 - Traffic movement
 - And the environment.
- Study the impacts to available truck parking locations due to the implementation of the variance and longer combination vehicles than previously allowed in Washington.
- Developing requirements for application developer, editing Permit Desk Guide manual, editing Commercial Vehicle Guide, and editing website.

The department estimates expenditures for one FTE at a Transportation Planning Specialist 2 (Range 57) would average approximately \$103,855 per year, to include salaries, benefits, and other FTE related costs.

Site Testing

Each of 11 weigh stations would require truck testing and configuration with pilot vehicles to ensure they are compatible with the new vehicle configuration. Testing/configuration would take one day per site, and the cost to contract with a vendor is estimated to be \$10,000 per weigh station for a total cost of \$110,000. This initial testing and configuration would occur one time in the first biennium.

Indeterminate Costs

Site Modifications

Once the above-mentioned testing is complete, the department will be able to assess which, if any, weigh stations will need to be modified. It is possible Changeable Message Sign (CMS) trigger sensors may need to be installed at one or any number of the 11 sites, with the estimated cost at \$10,000 per site. In addition, it is CMS signs may need to be relocated, with the estimated cost at \$30,000 per site. The estimated costs for making said modifications range from \$0 for no changes needed to \$440,000 for changes to all 11 sites. Since the overall cost is dependent on the results of testing each site, the costs for these modifications range from \$0 (no modifications) to \$440,000 (\$10,000 (Sensors) + \$30,000 (move signs) x11 (sites)) the fiscal impact for these modifications is indeterminate until testing is complete.

Although the overall fiscal impact to the department for this bill is indeterminate because of the range of potential modification costs in year one, the department does estimate that the first year’s cost would range between \$213,855 and \$653,855. This range includes determinate costs of \$103,855 for FTE related costs and \$110,000 for site testing. The estimated average annual costs in subsequent years would be FTE related costs of \$103,855

Development Division Expenditure Assumptions – Program I & P

Updating the Design Manual and all other necessary policy guidance would require approximately .20 FTE of a Transportation Engineer 4 for fiscal year 2024.

(Obj A) – salary/benefits of \$97,875 at 20% for the 2024 fiscal year results in a possible fiscal impact of approximately \$26,450.

Individual State Agency Fiscal Note

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

| Description | Task | Estimated Cost |
|----------------------|---|----------------|
| Wages | TPT2 position to analyze data and report per Legislature requirements. (Q) | \$74,616 |
| Benefits | Benefits for TPT2 position. (Q) | \$29,239 |
| Testing | Testing of 11 weigh stations located throughout WA state. (Q) | \$110,000 |
| Site Modifications | Potential modifications of sensors and sign relocations after testing has been completed. (Q) | \$0-\$440,000 |
| Update Design Manual | Updating the Design Manual and all other necessary policy guidance (I & P) | \$26,450 |

Part IV: Capital Budget Impact

N/A

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.

Revisions would be necessary for Washington Administrative Code (WAC) 468-38-071 “Maximums and other criteria for special permits – divisible” and WAC 468-38-005 “Definitions”.