

Multiple Agency Fiscal Note Summary

Bill Number: 1395 HB	Title: Aircraft fuel tax distrib.
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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
Department of Revenue	(3,100,000)	(3,100,000)	0	(7,200,000)	(7,200,000)	0	(8,200,000)	(8,200,000)	0
Total \$	(3,100,000)	(3,100,000)	0	(7,200,000)	(7,200,000)	0	(8,200,000)	(8,200,000)	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
Department of Revenue	.1	26,200	26,200	26,200	.1	25,200	25,200	25,200	.1	25,200	25,200	25,200
Department of Licensing	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Transportation	.0	0	0	0	.0	0	0	0	.0	0	0	0
Total \$	0.1	26,200	26,200	26,200	0.1	25,200	25,200	25,200	0.1	25,200	25,200	25,200

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	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

Prepared by: Tiffany West, OFM	Phone: (360) 890-2653	Date Published: Final 2/20/2023
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Department of Revenue Fiscal Note

Bill Number: 1395 HB	Title: Aircraft fuel tax distrib.	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	(200,000)	(300,000)	(500,000)	(1,200,000)	(1,200,000)
GF-STATE-State 01 - Taxes 10 - Compensating Tax	(1,100,000)	(1,500,000)	(2,600,000)	(6,000,000)	(7,000,000)
Aeronautics Account-State 01 - Taxes 01 - Retail Sales Tax	200,000	300,000	500,000	1,200,000	1,200,000
Aeronautics Account-State 01 - Taxes 10 - Compensating Tax	1,100,000	1,500,000	2,600,000	6,000,000	7,000,000
Total \$					

Estimated Expenditures from:

Account	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.1	0.1	0.1	0.1	0.1
GF-STATE-State 001-1	13,600	12,600	26,200	25,200	25,200
Total \$	13,600	12,600	26,200	25,200	25,200

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: Michael Hirsch	Phone: 60-786-7195	Date: 02/13/2023
Agency Preparation: Anna Yamada	Phone: 60-534-1519	Date: 02/18/2023
Agency Approval: Valerie Torres	Phone: 60-534-1521	Date: 02/18/2023
OFM Review: Cheri Keller	Phone: (360) 584-2207	Date: 02/20/2023

Request # 1395-1-1

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.

This fiscal note only addresses section 1(2) of the bill, which impacts the Department of Revenue (department).

CURRENT LAW:

The proceeds from the state portion of retail sales and use taxes on aircraft fuel are deposited into the general fund (RCW 82.42.090).

PROPOSAL:

The bill changes the distribution of the proceeds from retail sales and use taxes on aircraft fuel as follows:

From July 1, 2023, to June 30, 2025, of the 6.5% collected, 0.5% would be credited to the aeronautics account, and 6% would be credited to the general fund.

Beginning July 1, 2025, of the 6.5% collected, 1% would be credited to the aeronautics account. And 5.5% would be credited to the general fund.

EFFECTIVE DATE:

The bill takes effect July 1, 2023.

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 revenue impact of this bill is based on an estimate of retail sales tax and use tax paid on aviation fuel. The department is currently in the process of implementing a new worksheet that will allow us to collect the actual amount of taxes filed and paid on aviation fuel and we anticipate this new worksheet being available as of July 1, 2023; therefore, there will be no need to estimate this revenue impact moving forward.
- The performance audits of government account receives a 0.16% share of retail sales and use tax collections. The change to the distribution of sales and use taxes on aircraft fuel excludes the amount the performance audits of government account receives.

USE TAX

- Air transportation businesses consume most of the aviation fuel used in Washington. These scheduled passenger carriers and air freighters have direct pay permits and they are exempt from aircraft fuel tax. Thus, they file and pay use tax directly to the department in lieu of retail sales tax for the fuel physically consumed in Washington (which includes fuel purchased in Washington as well as fuel brought in from outside Washington).
- Approximately 90% of the use tax filed by air transportation businesses are for aviation fuel.
- Use tax revenue would change over time based on both the passenger/air freight miles growth rate and the average jet fuel price growth rate.

RETAIL SALES TAX

- General aviation (for private jets/planes), flight schools, and foreign commercial airlines purchase aviation fuel at retail.
- The retail sales of aviation fuel are likely through licensed aircraft fuel distributors who are subject to aircraft fuel tax for the amount sold at retail.
- The total gallons of aviation fuel subject to aircraft fuel tax would represent the total taxable amount of retail sales.

Request # 1395-1-1

- 92% of the aircraft fuel tax revenue is from jet fuels and the remaining 8% is from aviation gasoline.
 - To calculate the taxable amount of retail sales of jet fuel from the volume based on aircraft fuel tax revenue, an average price of jet fuel for 2022 reported by U.S. Energy Information Administration (EIA) for Washington State was projected for the future years, using the U.S. price outlook of select fuels reported by Statista as a growth rate.
 - To calculate the taxable amount of retail sales of aviation gasoline from the volume based on aircraft fuel tax, the conventional retail gasoline price for Washington, published by EIA, would approximate an average price of aviation gasoline, since data on aviation gasoline price was not readily available, and the composition of aviation gasoline is close to regular unleaded motor gasoline.
 - Growth rate for the aviation gasoline price would follow that of the weighted average price of crude received in refinery inventories.
- Transfer of the funds will occur on a quarterly basis, and the first quarterly transfer would occur by November 30, 2023. This will result in 3 quarters (9 months) cash transfer for fiscal year 2024.

DATA SOURCES

- Transportation Economic & Revenue Forecast, Vol. II, November 2022 Forecast
- Prices, Sales Volume and Stocks by State, U.S. Energy Information Administration (EIA)
- Washington All Grades Conventional Retail Gasoline Prices (Dollars per Gallon), EIA
- U.S. price outlook of select fuels 2018-2050, Statista
- Department of Revenue, Excise tax Return Data
- Economic and Revenue Forecast Council, November 2022 forecast for weighted average price of crude received in refinery inventories
- Department of Licensing

REVENUE ESTIMATES

This legislation decreases the general fund by distributing sales and use taxes on aircraft fuel to the aeronautics account.

This bill redirects an estimated \$1.1 million in the three quarters of fiscal year 2024 to the aeronautics account, and an estimated \$1.5 million in fiscal year 2025, the first full year of impacted collections.

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:

The department assumes the transferring of funds will occur on a quarterly basis, with the first transfer occurring by November 30, 2023.

FIRST YEAR COSTS:

The department will incur total costs of \$13,600 in fiscal year 2024. These costs include:

- Labor Costs – Time and effort equate to 0.1 FTE.
- Calculate and submit quarterly distribution to the Office of the State Treasurer.
- Provide data to the aviation division of the Department of Transportation.

SECOND YEAR COSTS:

The department will incur total costs of \$12,600 in fiscal year 2025. These costs include:

- Labor Costs – Time and effort equate to 0.1 FTE.
- Calculate and submit quarterly distribution to the Office of the State Treasurer.
- Provide data to the aviation division of the Department of Transportation.

ONGOING COSTS:

Ongoing costs for the 2025-27 biennium equal \$25,200 and include similar activities described in the second-year costs. Time and effort equate to 0.1 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	0.1	0.1	0.1	0.1	0.1
A-Salaries and Wages	8,500	8,500	17,000	17,000	17,000
B-Employee Benefits	2,800	2,800	5,600	5,600	5,600
E-Goods and Other Services	1,600	1,000	2,600	2,000	2,000
J-Capital Outlays	700	300	1,000	600	600
Total \$	\$13,600	\$12,600	\$26,200	\$25,200	\$25,200

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
TAX POLICY SP 3	85,020	0.1	0.1	0.1	0.1	0.1
Total FTEs		0.1	0.1	0.1	0.1	0.1

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: 1395 HB	Title: Aircraft fuel tax distrib.	Agency: 240-Department of Licensing
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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: Michael Hirsch	Phone: 360-786-7195	Date: 02/13/2023
Agency Preparation: Gina Rogers	Phone: 360-634-5036	Date: 02/14/2023
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 02/14/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 02/14/2023

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.

Please 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.

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

Agency 240 – Department of Licensing

Bill Number: HB 1395

Bill Title: Concerning the distribution of aircraft fuel tax revenue

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

None.

Estimated Expenditures:

None.

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: Michael Hirsch	Phone: (360) 786-7195	Date:
Agency Preparation: Gina Rogers	Phone: (360) 634-5036	Date: 2/14/2023
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date:

Request #	1
Bill #	1395 HB

Part 2 – Explanation

This bill sets new distribution requirements for aircraft fuel tax revenue:

- Requires the Department of Revenue to distribute the use or retail sales tax on a percentage basis to the aeronautics account and general fund
- Requires the Department of Transportation Aviation Division to report airport projects funded through the airport aid grant program

Sets an effective date of July 1, 2023.

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

This bill has no fiscal impact to DOL as it doesn't change the excise tax amounts or rates, we collect under Chapter 82.42 RCW.

2.B - Cash receipts Impact

There are no changes to the anticipated revenue collections by DOL.

2.C – Expenditures

There are no changes to the anticipated revenue distribution for DOL.

Part 3 – Expenditure Detail

3.A – Operating Budget Expenditures

None.

3.B – Expenditures by Object or Purpose

None.

3.C – FTE Detail

None.

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

None.

Individual State Agency Fiscal Note

Bill Number: 1395 HB	Title: Aircraft fuel tax distrib.	Agency: 405-Department of Transportation
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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: Michael Hirsch	Phone: 360-786-7195	Date: 02/13/2023
Agency Preparation: Terri Palumbo	Phone: 360-709-8096	Date: 02/16/2023
Agency Approval: Eric Johnson	Phone: 360-848-7115	Date: 02/16/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/20/2023

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

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: 1395 HB **Title:** Distribution of Aircraft Fuel Tax **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

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

The Washington State Department of Transportation assumes the Department of Licensing, Department of Revenue, and WSDOT (Aviation and Economic Analysis Divisions) will need to work together to share the amounts of projections and actual use tax imposed by RCW 82.12.020 or the retail sales tax imposed by RCW 82.08.020 which are credited to the Aeronautics Account and returned to the General Fund-State so reporting can be accomplished. It is assumed this sharing can be done with minimal contact through email or short, infrequent meetings over video conferencing.

Agency Contacts:

Preparer: Terri Palumbo	Phone: 360-791-3416	Date: 02/14/2023
Approval: Eric Johnson	Phone: 360-708-8970	Date: 02/14/2023
Budget Manager: My-Trang Le	Phone: 360-705-7517	Date: 02/15/2023
Economic Analysis: Kasi Reeves	Phone: 360-705-7935	Date: 2/16/2023

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.

This proposal amends RCW 82.42.090 relating to the distribution of aircraft fuel tax revenue.

Section 1

(2) Changes current law so that monies collected from the consumer or user of aircraft fuel excise tax from either the use tax or retail sales tax, instead of solely going to the state general fund, must include a distribution to the Aeronautics Account in an amount equivalent to half of a percent for two years starting July 1, 2023, to June 30, 2025, increased to one percent beginning July 1, 2025, and beyond.

(3) Adds new requirements for the department's Aviation Division, beginning July 1, 2023, to track the amount of additional funds awarded for airport projects through the airport aid grant program and report annually to the Transportation Committees of the Legislature for the years 2023 to 2029, and thereafter as needed.

(4) Adds new requirement for the department's Aviation Division, at the end of the fiscal close of each biennium, beginning June 30, 2024, report to the Senate Ways and Means, House Appropriations, and the Transportation Committees of the Legislature the estimated amount of funds returned to the General Fund-State giving consideration of sales and business and occupation taxes generated because of the funded airport projects.

Section 2

Establishes an emergency clause with a July 1, 2023, effective date.

The proposed legislation has no cash receipts or expenditure impact to the Washington State Department of Transportation; however, the bill would increase revenues to the state's Aeronautics Account.

II. B – Cash Receipts Impact

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.

Aircraft fuel tax is collected by the Washington State Department of Licensing. This bill has no cash receipts impact to WSDOT.

Individual State Agency Fiscal Note

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.

Based on conversations with other agencies, it is assumed the Department of Licensing or Department of Revenue will send a report to the Aviation Division monthly to include the amount of taxes generated from the aircraft fuel consumed or used starting with the tax generated from July 1, 2023.

It is assumed WSDOT's Aviation Division can perform the annual minimal tracking and reporting work required by this legislation in subsection (3). To do the biennial report required in subsection (4), Aviation Division would need assistance from the department's Economic Analysis (EA) Office. This work can be done with existing resources, only if detailed cost information is readily available on the airport projects, and there is full staffing of four FTEs for the EA office, and the modeling used by the EA office can accommodate the analysis described in (4), which is focused on sales and business and occupation tax revenues. The current economic analysis done by the EA Office on construction projects differs than what is described in the bill. If none of these are true, then there will be a fiscal impact for additional staff time or contracting.

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

N/A

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.

N/A