

Multiple Agency Fiscal Note Summary

Bill Number: 5740 SB	Title: Catalytic converter theft
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Estimated Cash Receipts

NONE

Agency Name	2023-25		2025-27		2027-29	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts	Non-zero but indeterminate cost and/or savings. Please see discussion.					
Loc School dist-SPI						
Local Gov. Other						
Local Gov. Total						

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
Administrative Office of the Courts	.0	0	0	0	.0	0	0	0	.0	0	0	0
Caseload Forecast Council	.0	0	0	0	.0	0	0	0	.0	0	0	0
Washington State Patrol	2.0	5,539	5,539	1,107,813	2.0	4,738	4,738	947,700	2.0	4,738	4,738	947,700
Department of Licensing	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Children, Youth, and Families	Non-zero but indeterminate cost and/or savings. Please see discussion.											
Department of Corrections	.0	5,000	5,000	5,000	.0	0	0	0	.0	0	0	0
Department of Corrections	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Total \$	2.0	10,539	10,539	1,112,813	2.0	4,738	4,738	947,700	2.0	4,738	4,738	947,700

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other			288,630						
Local Gov. Other	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.								
Local Gov. Total			288,630						

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Administrative Office of the Courts	.0	0	0	.0	0	0	.0	0	0
Caseload Forecast Council	.0	0	0	.0	0	0	.0	0	0
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Department of Children, Youth, and Families	.0	0	0	.0	0	0	.0	0	0
Department of Corrections	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

Estimated Capital Budget Breakout

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Prepared by: Kyle Sieferring, OFM	Phone: (360) 995-3825	Date Published: Final 2/20/2023
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Judicial Impact Fiscal Note

Bill Number: 5740 SB	Title: Catalytic converter theft	Agency: 055-Administrative Office of the Courts
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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 Expenditures from:

NONE

Estimated Capital Budget Impact:

NONE

The revenue and expenditure estimates on this page represent the most likely fiscal impact. Responsibility for expenditures may be subject to the provisions of RCW 43.135.060.

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 for 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.

Contact	Phone:	Date: 02/11/2023
Agency Preparation: Angie Wirkkala	Phone: 360-704-5528	Date: 02/14/2023
Agency Approval: Chris Stanley	Phone: 360-357-2406	Date: 02/14/2023
OFM Review: Gaius Horton	Phone: (360) 819-3112	Date: 02/15/2023

183,475.00

Request # 180-1

Part II: Narrative Explanation

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

This bill would create a new class C and Class B felony for catalytic converter theft.

Section 6 would make each catalytic converter possessed or trafficked in violation of the amended statute a separate violation with up to a \$1,000 fine.

II. B - Cash Receipts Impact

The fiscal impact of Section 6 is indeterminate. There is no data to understand how many additional violations will occur and be assessed up to \$1,000.

II. C - Expenditures

No fiscal impact expected to the Administrative Office of the Courts or the courts. The bill would not have a court impact because it adds to an existing list of crimes.

Part III: Expenditure Detail

III. A - Expenditure By Object or Purpose (State)

NONE

III. B - Expenditure By Object or Purpose (County)

NONE

III. C - Expenditure By Object or Purpose (City)

NONE

III. D - FTE Detail

NONE

III. E - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B1 - Expenditures by Object Or Purpose (State)

NONE

IV. B2 - Expenditures by Object Or Purpose (County)

NONE

IV. B3 - Expenditures by Object Or Purpose (City)

NONE

IV. C - Capital Budget Breakout

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

NONE

183,475.00

Form FN (Rev 1/00)

Individual State Agency Fiscal Note

Bill Number: 5740 SB	Title: Catalytic converter theft	Agency: 101-Caseload Forecast Council
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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:	Phone:	Date: 02/11/2023
Agency Preparation: Clela Steelhammer	Phone: 360-664-9381	Date: 02/13/2023
Agency Approval: Clela Steelhammer	Phone: 360-664-9381	Date: 02/13/2023
OFM Review: Cynthia Hollimon	Phone: (360) 810-1979	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.

See attached.

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.

See attached.

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.

SB 5740
UNLAWFUL BRANDING OF ANOTHER PERSON
101 – Caseload Forecast Council
February 13, 2023

SUMMARY

A brief description of what the measure does that has fiscal impact.

Section 1 States legislative intent of the bill.

Section 2 Amends RCW 19.290.010 by adding definitions for “Purchaser.”

Section 9 Adds a new section to chapter 9A.82 RCW, establishing a new Class C felony offense of Trafficking in Catalytic Converters in the Second Degree.

Section 10 Adds a new section to chapter 9A.82 RCW, establishing a new Class B felony offense of Trafficking in Catalytic Converters in the First Degree.

Section 11 Amends RCW 9.94A.515 by ranking Trafficking in Catalytic Converters in the First Degree at Seriousness Level 4 on the Adult Felony Sentencing Grid and ranking Trafficking in Catalytic Converters in the Second Degree at Seriousness Level 3.

Section 12 States the act takes effect May 1, 2023.

EXPENDITURES

Assumptions.

None.

Impact on the Caseload Forecast Council.

The provisions of this bill will require modifications to the Caseload Forecast Council’s adult felony sentencing database. This will require work from a contractor of an estimated 2.0 hours at a rate of \$100 per hour for a total cost to the Caseload Forecast Council of \$200.

Impact Summary

This bill:

- Establishes and ranks new Class B and Class C felony offenses.

Impact on prison and jail beds

This bill establishes and ranks the Class B and Class C felony offenses of Trafficking in Catalytic Converters in the First Degree and Second Degree. The Caseload Forecast Council (CFC) has no information concerning how many incidents of the newly established felony offenses may occur or the sentences that might actually be imposed for the new offenses. As such, the CFC cannot reliably predict bed impacts resulting from the bill.

However, as a Class B felony ranked at Seriousness Level 4 on the Adult Felony Sentencing Grid, Trafficking in Catalytic Converters in the First Degree would be punishable by a standard

range term of confinement of between 3-9 months in jail and 63-84 months in prison, depending on the individual's criminal history. The Class C felony offense ranked at Seriousness Level 3 on the Adult Felony Sentencing Grid, Catalytic Converters in the First Degree would be punishable by a standard range term of confinement of between 1-3 months in jail and 51-68 months in prison (limited to 60 months by the statutory maximum sentence for Class C felony), depending on the individual's prior history. As such, any impact should manifest itself as an increased need for jail beds and an increased need for prison beds.

Impact on Juvenile Rehabilitation and local beds

The newly established Class B felony offense of Trafficking in Catalytic Converters in the First Degree would be ranked at Category B on the Juvenile Sentencing Grid. The offense would be punishable by a standard range term of between Local Sanctions (0-30 days in local juvenile detention) and 52-65 weeks in Juvenile Rehabilitation (depending on the number of prior adjudications) for juveniles adjudicated for the offense. Therefore, incidences of this offense would likely impact both local juvenile detention and Juvenile Rehabilitation beds.

The newly established Class C felony offense would be ranked at Category C on the Juvenile Sentencing Grid. The offense would be punishable by a standard range term of between Local Sanctions (0-30 days in local juvenile detention) and 15-36 weeks in Juvenile Rehabilitation (depending on the number of prior adjudications) for juveniles adjudicated for the offense. Therefore, incidences of this offense would likely impact both local juvenile detention and Juvenile Rehabilitation beds.

There may also be an additional increased need for Juvenile Rehabilitation (JR) beds. Current statutes require individuals sentenced in adult court for an offense committed before the age of 18 to serve to their confinement at a JR facility until age 25, or until release if occurring prior to age 25. As less than 1% of all sentences in the adult system are committed by those less than age 18, it assumed any impacts to JR would be minimal.

Individual State Agency Fiscal Note

Bill Number: 5740 SB	Title: Catalytic converter theft	Agency: 225-Washington State Patrol
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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
FTE Staff Years	2.0	2.0	2.0	2.0	2.0
Account					
General Fund-State 001-1	3,170	2,369	5,539	4,738	4,738
State Patrol Highway Account-State 081-1	630,793	471,481	1,102,274	942,962	942,962
Total \$	633,963	473,850	1,107,813	947,700	947,700

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:

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- 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: 02/11/2023
Agency Preparation: Kendra Sanford	Phone: 360-596-4080	Date: 02/17/2023
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 02/17/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/17/2023

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.

The proposed legislation creates a fiscal impact to the Washington State Patrol (WSP).

Section 3(2) requires every person involved in the purchase or solicitation of the purchase of a catalytic converter must possess a valid scrap metal license or vehicle wrecker license.

Section 4(4)(c) changes the required payment record to be retained from two years to three years from the date of transaction.

Section 6 adds that each catalytic converter possessed or trafficked in violation of RCW 19.290.080 is a separate violation.

New Section 7 identifies that no person may engage in disassembling a catalytic converter for removal or processing of internal elements unless the person is a licensed scrap metal processor or scrap metal recycler. Any licensed scrap metal processor or scrap metal recycler must maintain records of every catalytic converter they process. There must be a 30-day waiting period between the purchase and disassembly of a catalytic converter unless the scrap metal processor or scrap metal recycler is also the registered owner of the originating vehicle.

New Section 8, subject to available funding, requires the WSP to conduct annual inspections of all licensed purchases of catalytic converters that have been removed from vehicles to ensure compliance with the requirements of RCW 19.290. The WSP is to develop a standardized inspection form and train local law enforcement agencies, civil employees, and limited authority law enforcement personnel on inspection procedures of licensed purchases.

New Sections 9 and 10 identifies catalytic converter convictions.

New Section 12 makes this legislation effective May 1, 2023 if enacted.

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.

Section 8 requirements will need two Troopers to conduct annual inspections as well as train others on how to conduct inspections.

We base estimated salary expenditures on current levels for the positions requested per published salary schedules, plus any applicable incentive or assignment pay. We compute estimated benefits expenditures based on federal or state mandated rates plus state provided amounts for health insurance and workers' compensation insurance. We assume that any increases in these rates or amounts will be covered by legislation establishing the increase.

We compute estimated support expenditures such as supplies & materials, communications, computer costs (hardware and software), vehicle and vehicle operating costs, among others, using average costs to support agency FTEs. We adjust the

estimated support costs to reflect the needs of individual divisions or positions within the agency.

We base our estimate for agency indirect costs on the approved federal indirect cost rate of 31.88 percent. We apply this indirect cost rate percentage to all categories of expenditure with only two exceptions: capital equipment and expenditures after \$25,000 of each projected contract. Indirect costs include, but are not limited to, computer and telecommunications support, payroll processing, vendor payments, general accounting, procurement administration, inventory control, and human resource management.

The funding allocation for this estimate is based on the results of the Joint Legislative Audit and Review Committee cost allocation model approved by both the Transportation and the Omnibus Budget Committees in the 2022 Supplemental Budget. The model analyzes costs and relevant activities (hours, transactions, type of enforcement, etc.) of Washington State Patrol (WSP) organizations funded by two or more sources to ensure a consistent and fair use of state resources.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
001-1	General Fund	State	3,170	2,369	5,539	4,738	4,738
081-1	State Patrol Highway Account	State	630,793	471,481	1,102,274	942,962	942,962
Total \$			633,963	473,850	1,107,813	947,700	947,700

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	2.0	2.0	2.0	2.0	2.0
A-Salaries and Wages	213,084	213,084	426,168	426,168	426,168
B-Employee Benefits	74,448	74,448	148,896	148,896	148,896
C-Professional Service Contracts					
E-Goods and Other Services	41,060	36,000	77,060	72,000	72,000
G-Travel	4,800	4,800	9,600	9,600	9,600
J-Capital Outlays	193,457	40,081	233,538	80,162	80,162
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-Indirect Costs	107,114	105,437	212,551	210,874	210,874
Total \$	633,963	473,850	1,107,813	947,700	947,700

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
Trooper	106,542	2.0	2.0	2.0	2.0	2.0
Total FTEs		2.0	2.0	2.0	2.0	2.0

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.

Individual State Agency Fiscal Note

Bill Number: 5740 SB	Title: Catalytic converter theft	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:	Phone:	Date: 02/11/2023
Agency Preparation: Gina Rogers	Phone: 360-634-5036	Date: 02/15/2023
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 02/15/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	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.

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: SB 5740

Bill Title: Deterring catalytic converter theft

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

DOL does not anticipate any revenue collection from this bill.

Estimated Expenditures:

If this bill causes a small increase in the number of licenses, DOL has determined it can absorb that within existing resources.

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: Linda Hamilton	Phone: (360) 515-8620	Date:
Agency Preparation: Gina Rogers	Phone: (360) 634-5036	Date: 2/15/2023
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date:

Request #	1
Bill #	5740 SB

Part 2 – Explanation

This bill requires all catalytic converter purchasers to be licensed as a scrap metal business or vehicle wrecker, and it sets new requirements for licensees related to transaction information and records retention. It also sets requirements for WSP related to inspections, and updates violation penalties.

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

DOL does not have any fiscal impact from the bill as written. While the bill requires all purchasers of catalytic converters to be licensed as a scrap metal business or vehicle wrecker with DOL, we believe this will not result in a marked increase in license applications. If there is an increase, DOL has determined that can be absorbed within existing resources.

2.B - Cash receipts Impact

DOL does not anticipate any revenue collection from this bill.

2.C – Expenditures

If this bill causes a small increase in the number of licenses, DOL has determined it can absorb that within existing resources.

Part 3 – Expenditure Detail

3.A – Operating Budget Expenditures

Current licensing processes already accommodate for the bill's language to license the catalytic converter purchasers under the scrap metal and vehicle wrecker licenses. The only addition would be to an existing addendum which would need updating on DOR's side only. No impact to DRIVES.

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

None.

Individual State Agency Fiscal Note

Bill Number: 5740 SB	Title: Catalytic converter theft	Agency: 307-Department of Children, Youth, and Families
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

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.

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- 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: 02/11/2023
Agency Preparation: Chris Conn	Phone: 360 725-4441	Date: 02/17/2023
Agency Approval: Crystal Lester	Phone: 360-628-3960	Date: 02/17/2023
OFM Review: Cynthia Hollimon	Phone: (360) 810-1979	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.

An Act relating to deterring catalytic converter theft.

Section 1: Legislative intent to address the increase in catalytic converter theft

Section 2: Amends RCW 19.290.010 to add the definition of "Purchaser" means a person, scrap metal business, scrap metal recycler, or other entity involved in the purchase of a catalytic converter that has been removed from a vehicle

Section 3: Adds to RCW 19.290.020 the requirements of a purchaser of catalytic converters

Section 4: Adds to RCW 19.290.030 about the requires the purchase of a catalytic converter transaction to be fully documented as required under this chapter

Section 5: Adds to RCW 19.290.050 that a person purchasing a catalytic converter to supply documentation of purchases upon request by law enforcement or state entity

Section 6: Clarifies in RCW 19.290.080 that each catalytic converter possessed or trafficked in violation of this chapter is a separate violation

Section 7: Adds a new section to RCW 19.290 that a person engaged in the business of disassembling or de-canning a catalytic converter for removal or processing of the internal core to extract platinum, palladium, rhodium, or other metals, unless the person is a licensed scrap metal processor or scrap metal recycler

Section 8: Adds to RCW 43.43 that subject to appropriations the Washington State Patrol shall conduct periodic inspections at least once a year of all licensed purchasers of catalytic converters that have been removed from vehicles

Section 9: Adds to RCW 9A.82 the definition of the crime of Trafficking in catalytic converters in the second degree which is a class C felony. A person who knowingly traffics catalytic converters that have been removed from a motor vehicle and the person purchases four or fewer catalytic converters, and they do not fulfill the requirements of chapter 19.290 RCW for a lawful transfer.

Section 10: Adds to RCW 9A.82 the definition of the crime of Trafficking in catalytic converters in the first degree which is a Class B Felony. A person knowingly traffics catalytic converters that have been removed from a motor vehicle and: (a) The person purchases five or more catalytic converters, and they do not fulfill the requirements of chapter 19.290 RCW for a lawful transfer; or (b) The person acts as a purchaser and is not licensed as required under chapter 19.290 RCW

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.

Fiscal impact is indeterminate.

The newly established felony of Trafficking in Catalytic Converters in the first degree could impact Juvenile Rehabilitation (JR) beds by increased incidence of the offense.

Also, current statutes require individuals sentenced in adult court for an offense committed before the age of 18 to serve their confinement at a JR facility until age 25, or until release if occurring prior to age 25. As a result, any adult conviction from the expanded definition would increase the need for JR beds.

The bill may potentially result in an increase in Average Daily Population (ADP) and indeterminate costs to DCYF. It is unknown at this time how many youth will be impacted; therefore the caseload forecast and per capita adjustments are unknown at this time.

DCYF assumes the impact will result when the ADP caseload changes in the JR residential facilities forecast. The impact would be reflected in the forecasted maintenance level budget step. DCYF will true up our fiscal impact in subsequent budget submittals if the legislation is enacted into law.

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: *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

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: 5740 SB	Title: Catalytic converter theft	Agency: 310-Department of Corrections
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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					
General Fund-State 001-1	5,000	0	5,000	0	0
Total \$	5,000	0	5,000	0	0

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:	Phone:	Date: 02/11/2023
Agency Preparation: James Killough	Phone: (360) 725-8428	Date: 02/19/2023
Agency Approval: Ronell Witt	Phone: (360) 725-8428	Date: 02/19/2023
OFM Review: Cynthia Hollimon	Phone: (360) 810-1979	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.

5740 SB is an act relating to deterring catalytic converter theft and distribution or purchase of stolen catalytic converters. This bill also establishes new Class B and Class C felonies.

Section 1 states the legislative intent of the bill.

Section 2 amends RCW 19.290.010 by adding a definition for “Purchaser.”

Section 9 adds a new section to chapter 9A.82 RCW, establishing a new Class C felony offense of Trafficking in Catalytic Converters in the Second Degree.

Section 10 adds a new section to chapter 9A.82 RCW, establishing a new Class B felony offense of Trafficking in Catalytic Converters in the First Degree.

Section 11 amends RCW 9.94A.515 by ranking Trafficking in Catalytic Converters in the First Degree at Seriousness Level 4 on the Adult Felony Sentencing Grid and ranking Trafficking in Catalytic Converters in the Second Degree at Seriousness Level 3.

Section 12 states that the act takes effect May 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.

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.

The fiscal impact of this bill is indeterminate, assumed to be greater than \$50,000 per Fiscal Year (FY).

This bill establishes new Class B and Class C felonies to deter catalytic converter theft and distribution or purchase of stolen catalytic converters. This will require Department of Corrections (DOC) Information Technology (IT) staff to make updates to the Revised Code of Washington (RCW) detail table in Offender Management Network Information (OMNI).

Impact to DOC IT:

The one-time estimated IT staff hours, and costs, to complete these updates are identified in the below table:

IT Application Development | \$120 per hour x 20 hours = \$2,400

IT Quality Assurance | \$120 per hour x 10 hours = \$1,200

IT Business Analyst | \$120 per hour x 10 hours = \$1,200

Total One-Time IT Staff Costs in FY2023 = \$5,000 (rounded)

Impact on prison and jail beds

This bill establishes and ranks the Class B and Class C felony offenses of Trafficking in Catalytic Converters in the First

Degree and Second Degree. The Caseload Forecast Council (CFC) has no information concerning how many incidents of the newly established felony offenses may occur or the sentences that might actually be imposed for the new offenses. As such, the CFC cannot reliably predict bed impacts resulting from the bill.

However, as a Class B felony ranked at Seriousness Level 4 on the Adult Felony Sentencing Grid, Trafficking in Catalytic Converters in the First Degree would be punishable by a standard range term of confinement of between 3-9 months in jail and 63-84 months in prison, depending on the individual’s criminal history. The Class C felony offense ranked at Seriousness Level 3 on the Adult Felony Sentencing Grid, Catalytic Converters in the First Degree would be punishable by a standard range term of confinement of between 1-3 months in jail and 51-68 months in prison (limited to 60 months by the statutory maximum sentence for Class C felony), depending on the individual’s prior history. As such, any impact should manifest itself as an increased need for jail beds and an increased need for prison beds.

The DOC assumes this bill would likely result in an Average Daily Population (ADP) increase, although the impact cannot be reliably estimated. Therefore, the fiscal impact is indeterminate, assumed to be greater than \$50,000 per FY.

Assumptions:

1. The estimated ADP impact to DOC prison facilities/institutions and/or community supervision/violator caseloads is based on projections from CFC.
2. We assume Direct Variable Cost (DVC) of \$6,980 per incarcerated individual per FY to facilitate cost discussions during legislative session for bills. This cost estimate includes prison and health services DVC. It does not include staffing or dollars necessary for staffing needed at the facility outside of the living/housing units. The DVC is calculated by DOC and reviewed and approved with Office of Financial Management, Senate, and House staff each legislative session.
3. We assume additional impacts will result when ADP caseload changes in either prison or community, and resources will be necessary. The DOC will “true up” our fiscal impact in subsequent budget submittals should the legislation be enacted into session law.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
001-1	General Fund	State	5,000	0	5,000	0	0
Total \$			5,000	0	5,000	0	0

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					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts					
E-Goods and Other Services	5,000		5,000		
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 \$	5,000	0	5,000	0	0

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

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)

Program	FY 2024	FY 2025	2023-25	2025-27	2027-29
Administration and Support Services (100)	5,000		5,000		
Total \$	5,000		5,000		

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

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.

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 5740 SB

Title: Catalytic converter theft

Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

Cities: Approximately \$221,430 for law enforcement training on new criminal offenses, modified transfer requirements; indeterminate expenditure impact from required local law enforcement inspection training from Washington State Patrol; indeterminate increased law enforcement costs as a result of processing incidents of new class B and C felony offenses; indeterminate expenditure increase as a result of increased demand for jail beds

Counties: Approximately \$67,200 to provide training to law enforcement officers on new criminal offenses, modified transfer requirements; indeterminate expenditure impact from required local law enforcement inspection training from Washington State Patrol; indeterminate expenditure impact on law enforcement, prosecutors, and public defenders as a result of processing incidents of new class B and C felony offenses; indeterminate expenditure increase as a result of increased demand for jail, juvenile detention beds

Special Districts:

Specific jurisdictions only:

Variance occurs due to:

Part II: Estimates

No fiscal impacts.

Expenditures represent one-time costs: Approximately \$288,630 to provide training to local law enforcement officers on new criminal offenses, modified transfer requirements; indeterminate one-time costs from required local law enforcement inspection training from Washington State Patrol

Legislation provides local option:

Key variables cannot be estimated with certainty at this time: Number of incidents of new class B and C felony offenses that may occur; amount of time required for local law enforcement inspection training from Washington State Patrol

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

Jurisdiction	FY 2024	FY 2025	2023-25	2025-27	2027-29
City	221,430		221,430		
County	67,200		67,200		
TOTAL \$	288,630		288,630		
GRAND TOTAL \$					288,630

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

Part III: Preparation and Approval

Fiscal Note Analyst: James Vogl	Phone: 360-480-9429	Date: 02/20/2023
Leg. Committee Contact:	Phone:	Date: 02/11/2023
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 02/20/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 02/20/2023

Part IV: Analysis

A. SUMMARY OF BILL

Description of the bill with an emphasis on how it impacts local government.

The proposed legislation concerns the transfer of catalytic converters that have been removed from vehicles.

Section 2 would amend RCW 19.290.010, adding a definition for purchaser.

Section 3 would amend RCW 19.290.020, requiring that “every person involved in the purchase or solicitation of the purchase of a catalytic converter that has been removed from a vehicle...possess a valid scrap metal license pursuant to RCW19.290.100 or vehicle wrecker license pursuant to RCW 46.80.020, conspicuously display the license at any location where a purchase is intended to take place and be available for inspection on request.”

Such purchasers would also be required to complete a record of the transaction containing “a copy of the title or registration of the originating vehicle, or a declaration stating that the catalytic converter in the seller's possession was removed from a vehicle registered in the seller's name, and the vehicle identification number of the originating vehicle.”

Section 4 would amend RCW 19.290.030, modifying language to be consistent with the amendments of section 3 and specifying that “any person conducting a purchase of a catalytic converter that has been removed from a vehicle is subject to the requirements of this section.”

Section 5 would amend RCW 19.290.050, including individual persons, scrap metal businesses, scrap metal recyclers and other purchasers under the existing requirements of this section.

Section 6 would amend RCW 19.290.080, specifying that each violation of the requirements of chapter 19.290 RCW that does not qualify as metal property deception shall be punishable by a fine of not more than \$1,000 and each catalytic converter possessed or trafficked in violation of this chapter is a separate violation.

Section 7 would add a new section to chapter 19.290 RCW, creating requirements for entities that are engaged “in the business of disassembling or de-canning a catalytic converter for removal or processing of the internal core to extract platinum, palladium, rhodium, or other metals.”

Section 8 would add a new section to chapter 43.43 RCW, requiring that the Washington State Patrol, subject to the availability of amounts appropriated for this purpose, shall “develop a standardized inspection form and train local law enforcement agencies, civilian employees, and limited authority law enforcement personnel on inspection procedures of licensed purchasers” of catalytic converters.

Section 9 would add a new section to chapter 9A.82 RCW, creating the new class C felony offense of trafficking in catalytic converters in the second degree, which would be defined as occurring when a person “knowingly traffics catalytic converters that have been removed from a motor vehicle and the person purchases four or fewer catalytic converters, and they do not fulfill the requirements of chapter 19.290 RCW for a lawful transfer.”

Section 10 would add a new section to chapter 9A.82 RCW, creating the new class B felony offense of trafficking in catalytic converters in the first degree, which would be defined as occurring when a person “knowingly traffics catalytic converters that have been removed from a motor vehicle and the person purchases five or more catalytic converters, and they do not fulfill the requirements of chapter 19.290 RCW for a lawful transfer, or the person acts as a purchaser and is not licensed as required under chapter 19.290 RCW.”

Section 11 would amend RCW 9.94A.515, ranking trafficking in catalytic converters in the first degree at seriousness level IV on the adult felony sentencing grid, and ranking trafficking in catalytic converters in the second degree at seriousness level III on the adult felony sentencing grid.

Section 12 states that the proposed legislation would take effect on May 1, 2023.

B. SUMMARY OF EXPENDITURE IMPACTS

Expenditure impacts of the legislation on local governments with the expenditure provisions identified by section number and when appropriate, the detail of expenditures. Delineated between city, county and special district impacts.

According to the Washington Association of Sheriffs and Police Chiefs (WASPC), all local law enforcement officers would need to go through training regarding the modifications this bill would make to existing criminal offenses and the new offense this bill would create. WASPC estimates that approximately 30 minutes of training would be required per law enforcement officer. This training would require a one-time cost of \$221,430 for cities and \$67,200 for counties, for a total one-time cost to local governments of \$288,630.

The 2021 Crime in Washington Report conducted by WASPC states that there are 6,710 commissioned officers in police departments and 2,240 commissioned officers in sheriff's departments, for a total of 8,950 commissioned law enforcement employees that would require training. The 2023 Local Government Fiscal Note Program Criminal Justice Cost Model estimates the average hourly salary (including benefits and overhead) for an officer employed by a city to be \$66, and the same figure for an officer employed by a county to be \$60. If every officer in Washington had to complete approximately 30 minutes of training, the cost to local governments would be:

Cities:

6,710 officers X 0.5 hours X \$66 = \$221,430

Counties:

2,240 officers X 0.5 hours X \$60 = \$67,200

Total:

\$221,430 + \$67,200 = \$288,630

Training materials and time required may differ among different departments, however.

In addition to the above determinate training, per section 8, local law enforcement agencies would also receive training from the Washington State Patrol on the procedures for inspections of licensed purchasers of catalytic converters, although it is unknown how much time this training may require, so the resulting local government expenditure impact is indeterminate.

According to the Washington State Caseload Forecast Council's (CFC) fiscal note on this bill, creating a new class B and C felony offense could impact demand for jail beds. As a class B felony ranked at seriousness level IV, trafficking in catalytic converters in the first degree would be punishable by a confinement term of between 3-9 months in jail and 63-84 months in prison, depending on a person's prior criminal history. As a class C felony ranked at seriousness level III, trafficking in catalytic converters in the second degree would be punishable by a confinement term of between 1-3 months in jail and 51-68 months in prison, depending on a person's prior criminal history.

However, since it is unknown how many incidents of the new class B and C felony offenses may occur, CFC cannot predict the jail bed impacts resulting from this bill, so the associated expenditure impact on local governments is indeterminate. The 2023 Local Government Fiscal Note Program Criminal Justice Cost Model estimates that the average daily cost of occupying a jail bed is \$145.

According to the CFC fiscal note for this bill, the creation of a new class B and C felony offense could also increase demand for county juvenile detention beds. As a class B felony offense ranked at category B on the juvenile sentencing grid, trafficking in catalytic converters in the first degree would be punishable by a standard range term of between 0-30 days in local juvenile detention and 52-65 weeks in juvenile rehabilitation. As a class C felony offense ranked at category C on the juvenile sentencing grid, trafficking in catalytic converters in the second degree would be punishable by a standard range term of between 0-30 days in local juvenile detention and 15-36 weeks in juvenile rehabilitation. The Local

Government Fiscal Note Program does not have detailed information on the costs of juvenile detention, however the average daily rate for juvenile detention beds is generally higher than the same figure for a jail bed. Additionally, it is unknown how many juvenile incidents of the new class B and C felony offenses of trafficking in catalytic converters in the first and second degree may occur as a result of this bill's provisions, so the magnitude of any resulting increase in county juvenile detention expenditures is indeterminate.

In addition to bed impacts, the creation of a new class B and C felony offense could increase law enforcement, prosecution and public defense expenditures as a result of processing incidents of the new offenses. According to the 2023 Local Government Fiscal Note Program Criminal Justice Cost Model, the combined law enforcement, prosecution and public defense costs to process an incident of a class B or C felony stolen property offense are approximately \$5,531.

However, given that it is unknown how many incidents of the new offenses may occur, the magnitude of the expenditure impacts on local governments from processing incidents of these offenses is indeterminate.

C. SUMMARY OF REVENUE IMPACTS

Revenue impacts of the legislation on local governments, with the revenue provisions identified by section number, and when appropriate, the detail of revenue sources. Delineated between city, county and special district impacts.

The proposed legislation would have no impact on local government revenues.

SOURCES:

Crime in Washington Report, 2021

Local Government Fiscal Note Program Criminal Justice Cost Model, 2023

Washington Association of Sheriffs and Police Chiefs

Washington State Caseload Forecast Council



Multiple Agency Ten-Year Analysis Summary

Bill Number 5740 SB	Title Catalytic converter theft
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This ten-year analysis is limited to the estimated cash receipts associated with the proposed tax or fee increases.

Estimated Cash Receipts

Administrative Office of the Courts	0	0	0	0	0	0	0	0	0	0	0	0
Caseload Forecast Council	0	0	0	0	0	0	0	0	0	0	0	0
Washington State Patrol	0	0	0	0	0	0	0	0	0	0	0	0
Department of Licensing	0	0	0	0	0	0	0	0	0	0	0	0
Department of Children, Youth, and Families	0	0	0	0	0	0	0	0	0	0	0	0
Department of Corrections	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0



Ten-Year Analysis

Bill Number 5740 SB	Title Catalytic converter theft	Agency 055 Administrative Office of the Courts
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This ten-year analysis is 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	Acct Code												
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Agency Preparation: Angie Wirkkala	Phone: 360-704-5528	Date: 2/14/2023 3:10:25 pm
Agency Approval: Chris Stanley	Phone: 360-357-2406	Date: 2/14/2023 3:10:25 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 2/20/2023 1:03:37 pm



Ten-Year Analysis

Bill Number 5740 SB	Title Catalytic converter theft	Agency 101 Caseload Forecast Council
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This ten-year analysis is 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	Acct Code											

Agency Preparation: Clela Steelhammer	Phone: 360-664-9381	Date: 2/13/2023 3:21:07 pm
Agency Approval: Clela Steelhammer	Phone: 360-664-9381	Date: 2/13/2023 3:21:07 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 2/20/2023 1:03:37 pm



Ten-Year Analysis

Bill Number 5740 SB	Title Catalytic converter theft	Agency 225 Washington State Patrol
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This ten-year analysis is 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	Acct Code												
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Agency Preparation: Kendra Sanford	Phone: 360-596-4080	Date: 2/17/2023 12:24:14 pm
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 2/17/2023 12:24:14 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 2/20/2023 1:03:37 pm



Ten-Year Analysis

Bill Number 5740 SB	Title Catalytic converter theft	Agency 240 Department of Licensing
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This ten-year analysis is 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	Acct Code												

Agency Preparation: Gina Rogers	Phone: 360-634-5036	Date: 2/15/2023 2:17:33 pm
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 2/15/2023 2:17:33 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 2/20/2023 1:03:37 pm



Ten-Year Analysis

Bill Number 5740 SB	Title Catalytic converter theft	Agency 307 Department of Children, Youth, and Families
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This ten-year analysis is 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	Acct Code												
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Agency Preparation: Chris Conn	Phone: 360 725-4441	Date: 2/17/2023 4:45:40 pm
Agency Approval: Crystal Lester	Phone: 360-628-3960	Date: 2/17/2023 4:45:40 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 2/20/2023 1:03:37 pm



Ten-Year Analysis

Bill Number 5740 SB	Title Catalytic converter theft	Agency 310 Department of Corrections
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This ten-year analysis is 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	Acct Code												
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Agency Preparation: James Killough	Phone: (360) 725-8428	Date: 2/19/2023 1:45:34 pm
Agency Approval: Ronell Witt	Phone: (360) 725-8428	Date: 2/19/2023 1:45:34 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 2/20/2023 1:03:37 pm