

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 5751 SB	<b>Title:</b> Nonhighway vehicles
-----------------------------	-----------------------------------

## 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 Licensing	Non-zero but indeterminate cost and/or savings. Please see discussion.								
<b>Total \$</b>	0	0	0	0	0	0	0	0	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 Licensing	.0	0	0	0	.0	0	0	0	.0	0	0	0
State Parks and Recreation Commission	Fiscal note not available											
Department of Fish and Wildlife	Fiscal note not available											
Department of Natural Resources	Fiscal note not available											
<b>Total \$</b>	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0

## Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
State Parks and Recreation Commission	Fiscal note not available								
Department of Fish and Wildlife	Fiscal note not available								
Department of Natural Resources	Fiscal note not available								
<b>Total \$</b>	0.0	0	0	0.0	0	0	0.0	0	0

## Estimated Capital Budget Breakout

NONE

<b>Prepared by:</b> Kyle Siefering, OFM	<b>Phone:</b> (360) 995-3825	<b>Date Published:</b> Preliminary 2/23/2023
---	---------------------------------	---

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5751 SB	<b>Title:</b> Nonhighway vehicles	<b>Agency:</b> 240-Department of Licensing
-----------------------------	-----------------------------------	--

## Part I: Estimates

☐

No Fiscal Impact

### Estimated Cash Receipts to:

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

### Estimated Operating Expenditures from:

NONE

### Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

☐

If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.

☒

If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).

☐

Capital budget impact, complete Part IV.

☐

Requires new rule making, complete Part V.

<b>Legislative Contact:</b> Brandon Popovac	<b>Phone:</b> 360-786-7465	<b>Date:</b> 02/20/2023
<b>Agency Preparation:</b> Aaron Harris	<b>Phone:</b> (360) 902-3795	<b>Date:</b> 02/22/2023
<b>Agency Approval:</b> Gerrit Eades	<b>Phone:</b> (360)902-3863	<b>Date:</b> 02/22/2023
<b>OFM Review:</b> Kyle Siefering	<b>Phone:</b> (360) 995-3825	<b>Date:</b> 02/23/2023

Part II: Narrative Explanation

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

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

See attached fiscal note

II. B - Cash receipts Impact

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

See attached fiscal note

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: 5751 SB

Bill Title: Definition of Nonhighway Vehicles

*Indeterminate impact to Cash Receipts and no fiscal impact to Expenditure.*

## Part 1: Estimates

☐ No Fiscal Impact

### Estimated Cash Receipts:

Indeterminate.

### Estimated Expenditures:

No fiscal impact.

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

Check applicable boxes and follow corresponding instructions.

- ☒ If the fiscal impact is **less than \$50,000** per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- ☐ If fiscal impact is **greater than \$50,000** per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.
- ☐ Capital budget impact, complete Part IV.
- ☐ Requires new rule making, complete Part V.

Legislative Contact:	Phone: (360)	Date:
Agency Preparation: Aaron Harris	Phone: (360) 902-3795	Date: 2/23/23
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date: 2/23/23

Request #	1
Bill #	5751 SB

## **Part 2 – Explanation**

This bill amends the definition of a “wheeled all-terrain vehicle” (WATV). For WATVs with handlebars, the width allowance is increased to 55 inches, the height seat requirement is removed, and tire requirements are amended. For utility-type WATVs, tire requirements are amended, the weight threshold is increased to 3,500 pounds, and other criteria are removed.

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

Section 1: Amends RCW 46.09.310 (“Definitions”)

- Changes definition for “wheeled all-terrain vehicle.”
  - For WATVs with handlebars:
    - Increases width allowance from 50 to 55 inches.
    - Removes seat height requirement; and
    - Specifies that tires must be “nonhighway tires” and removes limits on tire size.
  - For utility-type WATVs:
    - Specifies that vehicle may be designed for use on trails.
    - Removes references to tire pressure in requirements, specifies that tires must be “nonhighway,”.
    - Increases weight threshold from 2,000 to 3,500 pounds.
    - Removes wheelbase requirement.
    - Removes the three option qualification criteria.

### **2.B - Cash receipts Impact**

This bill would have an indeterminate positive impact to revenues collected by the Department of Licensing. This bill would change the definition of "wheeled all-terrain vehicle" under RCW 46.09.310 increasing maximum handle width, removing minimum seat height, removing the tire diameter maximum, and specifying tire be nonhighway tires. The bill would modify the utility type WATV definition, specifying nonhighway tires, removing the tire PSI limitation, increasing the maximum weight, and removing the wheelbase maximum, and the wheelbase, width, and weight minimum requirements. These changes would increase the number of vehicles which may qualify under the definition of "wheeled all-terrain vehicle" and is expected to result in an indeterminate increase in revenue associated with WATV registration fees.

### **2.C – Expenditures**

This bill has no impact to expenditure for the Department of Licensing.

#### **Information Services:**

##### ***Assumptions:***

No changes to DRIVES aside from updating our Help articles with the new requirements increasing the WATV width allowance to 55 inches, removing the height seat requirement, tire types and the 3500-pound weight for Utility type.

### **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.