

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1787 HB	<b>Title:</b> Transport and delivery	<b>Agency:</b> 103-Department of Commerce
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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	0.1	0.0	0.1	0.0	0.0
<b>Account</b>					
General Fund-State      001-1	20,033	0	20,033	0	0
<b>Total \$</b>	20,033	0	20,033	0	0

### Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Elizabeth Allison	Phone: 360-786-7129	Date: 02/14/2023
Agency Preparation: Buck Lucas	Phone: 360-725-3180	Date: 02/17/2023
Agency Approval: Joyce Miller	Phone: 360-725-2710	Date: 02/17/2023
OFM Review: Gwen Stamey	Phone: (360) 790-1166	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.*

Section 3 requires Washington Department of Transportation (WSDOT), with funding provided in the omnibus transportation appropriation act, to provide direct assistance to counties and cities for the preparation of comprehensive plan amendments, development regulations, and expedited permitting programs, and related work, to assist in development of truck parking facilities.

Section 6 adds a new section to RCW 36.70, the Planning Enabling Act, that requires counties must allow commercial truck parking near ports, warehouses, and national highway system in these frequently used areas, and counties may not prohibit establishment of commercial truck parking in areas where there are commercial or industrial development. Additional provisions details where counties must encourage commercial truck parking facilities and amenities that must be included.

Section 7 amends RCW 36.70A.020 of the Growth Management Act (GMA), adding a “truck parking” designation to the mandatory land use element requirements of comprehensive plans. The section also adds a new provision to the GMA transportation element requirements, for local governments to provide sufficient parking, location of the parking, and related details for commercial truck transportation and parking.

Section 8 adds a new section to RCW 36.70A, the GMA, requiring multifamily residential buildings within urban growth areas (UGAs) to have locations for light duty, package delivery and moving trucks. The section requires local governments plan for and maintain streets designed and sized and constructed to be used by heavy commercial trucks. Counties or cities with a population greater than 75,000 must each plan for and permit locations where large commercial vehicles can receive maintenance, repairs, and services.

### 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.*

Assumptions:

- The department assumes a professional planner staff will participate and consult with the Department of Transportation (WSDOT) in FY24, and direct assistance program, to create the plan to facilitate the establishment and operation of commercial truck parking as required by the legislation, particularly with expertise with local comprehensive plan amendments, development regulations, and permitting programs and related GMA technical assistance. (Section 3)
- The department assumes rulemaking will be necessary to revise GMA guidance related to mandatory land use and transportation elements of the comprehensive plan (Section 7-8). Further, the department assumes it will provide initial technical assistance to counties and cities related to amending comprehensive plans and development regulations for the proposed rulemaking to implement the legislation.

Sections 3, 6-8:

0.1 FTE Commerce Specialist 3 (209 hours) in FY24, for coordination of guidance updates and technical assistance for the requirements, including support for counties and cities and WSDOT direct assistance consultation work, as needed, and

initial outreach for planning assistance to counties and cities, including local guidance updates through rulemaking.

Salaries and Benefits:

FY24: \$11,106

Goods and Services:

FY24: 1,718

Travel:

The department assume travel for outreach and technical assistance in FY24 regarding the local data collection and reporting requirements, consisting of 10 days of outreach and engagement to the relevant local jurisdictions, with half of them requiring lodging.

FY24: \$3,555

Intra-agency Reimbursements:

FY24: \$3,654

Note: Standard goods and services costs include supplies and materials, employee development and training, Attorney General costs, central services charges and agency administration. Agency administration costs (e.g., payroll, HR, IT) are funded under a federally approved cost allocation plan.

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Total Costs

FY24: \$20,033

**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	20,033	0	20,033	0	0
<b>Total \$</b>			20,033	0	20,033	0	0

**III. B - Expenditures by Object Or Purpose**

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.1		0.1		
A-Salaries and Wages	8,206		8,206		
B-Employee Benefits	2,900		2,900		
C-Professional Service Contracts					
E-Goods and Other Services	1,718		1,718		
G-Travel	3,555		3,555		
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements	3,654		3,654		
9-					
<b>Total \$</b>	20,033	0	20,033	0	0

**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
Administrative Services - Indirect	111,168	0.0		0.0		
Commerce Specialist 3	82,056	0.1		0.1		
<b>Total FTEs</b>		0.1		0.1		0.0

**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.*

Sections 7-8: The department will complete new guidance updates for local governments (Ch. 365-196 WAC), including these proposed legislative amendments.

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1787 HB	<b>Title:</b> Transport and delivery	<b>Agency:</b> 405-Department of Transportation
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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
<b>Account</b>					
Multimodal Transportation Account-State 218-1	455,000	853,000	1,308,000	306,000	308,000
<b>Total \$</b>	455,000	853,000	1,308,000	306,000	308,000

### 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: Elizabeth Allison	Phone: 360-786-7129	Date: 02/14/2023
Agency Preparation: Anna Ragaza-Bourassa	Phone: 509-324-6201	Date: 02/24/2023
Agency Approval: Kerri Woehler	Phone: 360-705-7958	Date: 02/24/2023
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 02/24/2023

## Part II: Narrative Explanation

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

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

See attached WSDOT fiscal note.

### II. B - Cash receipts Impact

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

### II. C - Expenditures

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

## Part III: Expenditure Detail

### III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
218-1	Multimodal Transportation Account	State	455,000	853,000	1,308,000	306,000	308,000
<b>Total \$</b>			455,000	853,000	1,308,000	306,000	308,000

### III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages	106,000	106,000	212,000	212,000	212,000
B-Employee Benefits	38,000	38,000	76,000	76,000	76,000
C-Professional Service Contracts	300,000	700,000	1,000,000		
E-Goods and Other Services	4,000	4,000	8,000	8,000	8,000
G-Travel	1,000	1,000	2,000	2,000	2,000
J-Capital Outlays	6,000	4,000	10,000	8,000	10,000
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
<b>Total \$</b>	455,000	853,000	1,308,000	306,000	308,000

**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

<b>Bill Number:</b> HB 1787	<b>Title:</b> Transport and delivery	<b>Agency:</b> 405-Department of Transportation
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## Part I: Estimates

Check applicable boxes and follow corresponding instructions, use the fiscal template table provided to show fiscal impact by account, object, and program (if necessary), **add rows if needed**. If no fiscal impact, check the box below, skip fiscal template table, and go to Part II to explain briefly, why the program believes there will be no fiscal impact to the department.

- No Fiscal Impact (Explain in section II. A)  
*If a fiscal note is assigned to our agency, someone believes there might be, and we need to address that, showing why there is no impact to the department.*
- Indeterminate Cash Receipts Impact (Explain in section II. B)
- Indeterminate Expenditure Impact (Explain in section II. C)

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

### Dollars in Thousands

	2023-25 Biennium		2025-27 Biennium		2027-29 Biennium	
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
<b>Expenditures</b>						
218-1 MULTIMODAL TRANSPORTATION ACCOUNT	\$455	\$853	\$153	\$153	\$155	\$153
<b>Total Expenditures</b>	<b>\$455</b>	<b>\$853</b>	<b>\$153</b>	<b>\$153</b>	<b>\$155</b>	<b>\$153</b>
<b>Biennial Totals</b>	<b>\$1,308</b>		<b>\$306</b>		<b>\$308</b>	
<b>FTEs</b>	<b>Salary</b>					
Transportation Planning Specialist 5 (TPS5)	\$144	1.0	1.0	1.0	1.0	1.0
<b>Annual Average</b>	<b>1.0</b>		<b>1.0</b>		<b>1.0</b>	
<b>Objects of Expenditure</b>						
A - SALARIES AND WAGES	\$106	\$106	\$106	\$106	\$106	\$106
B - EMPLOYEE BENEFITS	\$38	\$38	\$38	\$38	\$38	\$38
C - PROFESSIONAL SERVICE CONTRACTS	\$300	\$700				
E - GOODS AND SERVICES	\$4	\$4	\$4	\$4	\$4	\$4
G - TRAVEL	\$1	\$1	\$1	\$1	\$1	\$1
J - CAPITAL OUTLAYS	\$6	\$4	\$4	\$4	\$6	\$4
<b>Expenditures by Program</b>						
▼	\$455	\$853	\$153	\$153	\$155	\$153

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

This would be new work for the agency that is well documented in the 2021 truck parking action plan whose recommendations make the basis for this bill. Plan document may be found at:  
[https://leg.wa.gov/JTC/Documents/Studies/Truck%20Parking/Final\\_TruckParkingActionPlan\\_2021.pdf](https://leg.wa.gov/JTC/Documents/Studies/Truck%20Parking/Final_TruckParkingActionPlan_2021.pdf)

In Section 3, assumed a program of direct assistance (assumed to be technical assistance) to assist cities and counties for the preparation of comprehensive plan amendments, development regulations, and expedited permitting programs, land purchases, building incentives, and construction funding to assist in the development of truck parking facilities is direct, technical assistance.



# Individual State Agency Fiscal Note

## Agency Contacts:

Preparer: Anna Ragaza-Bourassa	Phone: 509-324-6201	Date: 2/22/2023
Approval: Kerri Woehler	Phone: 360.480.1962	Date: 2/22/2023
Budget Manager: Stacey Halverstadt	Phone: 360.705.7544	Date: 2/23/2023

## Part II: Narrative Explanation

### II. A - Brief description of what the measure does that has fiscal impact

*Briefly describe by section number (sections that will change WSDOT costs or revenue), the significant provisions of the bill, and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency. 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.*

Section Sec 2 (1) directs the department must establish a plan for the department and other state agencies to facilitate the establishment and operation of commercial truck parking located near interstate, highways, ports, and other areas that generate significant amounts of commercial truck trips. This plan should include proposals for public investment in truck parking as well as recommending or providing incentives for nonpublic investment in such parking.

Sec 2 (2) directs the department to annually report, during the years 2023 to 2030, to the Governor and transportation committees of the legislature on the known increases to commercial truck parking areas near interstates 2, 5, 90 and any of the ports. The department must reach out to local governments, ports, and a state association representing commercial trucking companies when preparing the report.

Sec 3 directs the department, with funding provided in the omnibus transportation appropriations act, to consult with port authorities, trucking industries, counties, and cities, to develop and implement a program of direct assistance (assumed to be technical assistance) to counties and cities for the preparation of comprehensive plan amendments, development regulations, and expedited permitting programs, land purchases, building incentives, and construction funding to assist in the development of truck parking facilities, including collocations with restaurants and showering facilities available for commercial truck drivers.

### 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.*

This legislation has no anticipated impact on cash receipts.

### 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.*

**Section 2 (1), (2) and Section 3:** \$106,000 for salary (Object A) and \$38,000 for benefits (Object B) annually is estimated for 1.0 FTE Transportation Planning Specialist 5 (TPS5). The FTE is assumed to start in July 2023 to initiate work on scope and consultant procurement. The FTE will:

- Oversee consultant effort to establish a plan for the department and other state agencies to facilitate the establishment and operation of commercial truck parking located near interstate, highways, ports and other areas that generate significant amounts of commercial truck trips.
- Collect necessary data and annually report, during the calendar years 2023 to 2030, to the governor and transportation committees of the legislature on the known increases to commercial truck parking areas near interstates 2, 5, 90 and any of the ports.

# Individual State Agency Fiscal Note

- Develop and implement a program of direct assistance to counties and cities for the preparation of comprehensive plan amendments, development regulations, and expedited permitting programs, land purchases, building incentives, and construction funding to assist in the development of truck parking facilities.
- Oversee the consultant effort under section 3, market it to local agencies, and provide ongoing technical assistance after the initial guidance is developed.

In addition, standard costs for the FTE include \$2,000/year for supplies and materials (Object E), \$1,000/year for telephone & postage (Object E), \$1,000/year for professional development (Object E), \$2,000 in the 1<sup>st</sup> and 5<sup>th</sup> year for computer purchase and \$4,000/year IT costs (Object J), and \$1,000/year for travel (Object G).

All salary, benefits, and standard costs are assumed to be ongoing.

Section 2 (1): \$500,000 is estimated for consultant support (Object C) for the development of a plan for the department and other state agencies to facilitate the establishment and operation of commercial truck parking located near interstate, highways, ports and other areas that generate significant amounts of commercial truck trips. The consultant would also lead the community engagement for this planning effort. This consultant is assumed to begin work mid fiscal year 2024 and is expected to finish by the end of fiscal year 2025.

Section 3: \$500,000 is estimated for a consultant (Object C) to develop guidance and model framework (ordinances, comprehensive plan amendments, development regulations etc.) to assist counties and cities in their development of truck parking facilities. The consultant is assumed to begin work mid fiscal year 2024 and is expected to finish by the end of fiscal year 2025.

Current law transportation budget does not have appropriations for the activities described under section 3 of this bill.

## Part III: Expenditure Detail

### III. A - Expenditures by Object or Purpose

See information above in section II.C as well as object splits on table above.

## 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

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1787 HB	<b>Title:</b> Transport and delivery	<b>Agency:</b> 468-Environmental and Land Use Hearings Office
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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: Elizabeth Allison	Phone: 360-786-7129	Date: 02/14/2023
Agency Preparation: Dominga Soliz	Phone: 3606649173	Date: 02/16/2023
Agency Approval: Dominga Soliz	Phone: 3606649173	Date: 02/16/2023
OFM Review: Lisa Borkowski	Phone: (360) 742-2239	Date: 02/16/2023

## Part II: Narrative Explanation

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

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

This bill is intended to promote action by the Department of Transportation and local governments to increase infrastructure for trucking and truck parking to facilitate the flow of goods by the trucking industry.

Section 6. A new section is added to the Growth Management Act requiring Counties to allow commercial truck parking near ports, warehouses, and the national highway system in areas frequently used by commercial trucks. Counties may not prohibit the establishment of commercial truck parking in areas where there are commercial or industrial developments, and are encouraged to facilitate the development of areas where commercial truck drivers may abide for periods of rest. Commercial truck parking facilities with specific amenities are encouraged.

Section 7. RCW 36.70A.070 is amended; (1) Truck Parking is added as a mandatory requirement of the land use element of comprehensive plans. The transportation element in (6)(a)(viii) “requiring truck loading and unloading areas in urban areas, the creation of commercial truck parking sufficient for the amount of deliveries into the community, and planned highway corridors for heavy commercial trucks to traverse.”

Section 8. A new section is added to the Growth Management Act to add guidance and requirements for the transportation plans to provide sufficient parking locations to accommodate delivery of goods,

Assume increased appeals: ELUHO estimates the Growth Management Hearings Board (GMHB) will receive 2 appeals per year as a result of the bill.

Assume appeals beginning in Fiscal Year 2025 (FY25)

Assume cost absorption: ELUHO assumes appeals resulting from the bill can be absorbed by the GMHB.

### 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.*

None

## 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

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

<b>Bill Number:</b> 1787 HB	<b>Title:</b> Transport and delivery
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**Part I: Jurisdiction**-Location, type or status of political subdivision defines range of fiscal impacts.

**Legislation Impacts:**

- Cities: All cities would be required to adopt ordinances that authorize commercial truck parking.
- Counties: All counties.
- Special Districts:
- Specific jurisdictions only: Cities and counties fully planning under the Growth Management Act would be required to amend the land use and transportation elements of their comprehensive plans.
- Variance occurs due to:

**Part II: Estimates**

- No fiscal impacts.
- Expenditures represent one-time costs: Ordinance adoption and analysis costs.
- Legislation provides local option:
- Key variables cannot be estimated with certainty at this time: Total funds to be appropriated, timing of commercial truck parking ordinance adoption, timing of updated comprehensive plan element amendments by fully planning jurisdiction.

**Estimated revenue impacts to:**

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

**Estimated expenditure impacts to:**

Jurisdiction	FY 2024	FY 2025	2023-25	2025-27	2027-29
City	1,497,909	3,137,897	4,635,806	3,277,269	
County	828,113	1,485,731	2,313,844	1,583,157	
<b>TOTAL \$</b>	2,326,022	4,623,628	6,949,650	4,860,426	
<b>GRAND TOTAL \$</b>					<b>11,810,076</b>

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: Kristine Williams	Phone: (564) 669-3002	Date: 02/21/2023
Leg. Committee Contact: Elizabeth Allison	Phone: 360-786-7129	Date: 02/14/2023
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 02/21/2023
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 02/21/2023

## **Part IV: Analysis**

### **A. SUMMARY OF BILL**

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

Sec.1 adds a new section stating the legislature's intent.

Sec.2 adds a new section to chapter 47.04 RCW which will require the Department of Transportation to develop a state plan which will facilitate the development of commercial truck parking. The plan should include proposals for public investment along with recommendations or incentives for nonpublic investment in truck parking facilities. Sec.2 also requires the department to submit an annual report to the Governor and legislative committees for the years 2023 to 2030.

Sec. 3 adds a new section which directs the Department of Transportation to provide direct assistance to counties and cities using funding provided in the Omnibus Transportation Appropriations Act.

Sec.4 adds a new section to chapter 35.21 RCW which requires cities to allow commercial truck parking in areas frequently used by commercial trucks. Cities are encouraged to develop rest facilities for truck drivers near retail locations that can accommodate commercial trucks with trailers.

Sec.5 adds a new section to chapter 35.63 RCW which requires cities to plan for commercial truck parking in areas frequently used by commercial trucks and are encouraged to facilitate the development of rest areas for truck drivers.

Sec.6 adds a new section to chapter 36.70 RCW which requires counties to allow commercial truck parking in areas frequently used by commercial trucks. Counties are encouraged to develop rest facilities for truck drivers near retail locations that can accommodate commercial trucks with trailers.

Sec.7 reenacts and amends 36.70A.070 RCW to add truck parking in the list of land use elements included in comprehensive plans of counties and cities that conduct planning activities under the Growth Management Act (GMA). Subsection (C) (viii) is added to require a discussion of how additional funding will be raised, if needed, to meet level of service standards for the accommodation of truck loading/unloading facilities in urban areas, the creation of truck parking, and highway corridors for heavy commercial trucks.

Sec.8 adds a new section to chapter 36.70A RCW to require counties and cities to address certain commercial truck parking needs in the transportation elements of growth management plans. This section places certain requirements on multifamily residential buildings within the urban growth area to provide parking areas for light duty, package delivery, or moving trucks that do not obstruct vehicular, bicycle or pedestrian traffic. Also, for counties or cities with a population greater than 75,000, each jurisdiction must plan for and permit locations for large commercial vehicle maintenance and repair.

The bill takes effect 90 days after adjournment of the session in which the bill is passed.

### **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.*

This legislation would have determinate and indeterminate costs for all cities and counties, as well as jurisdictions that fully plan under the Growth Management Act. The bill states that costs are to be offset by the Department of Transportation with funding provided in the Omnibus Transportation Appropriations Act, which is subject to appropriation.

All cities would be required to amend local code to incorporate Sec. 3 and Sec. 4 and counties would be required to amend local code for Sec. 5. The expenses to incorporate these provisions into local code would likely exceed \$2.1 million (see calculation below) however, the timing of when jurisdictions would adopt the new commercial truck parking provisions is not currently known.

**PLANNING COSTS ASSUMPTIONS:**

Due to the funding deadline for amended comprehensive plan elements stipulated by RCW 36.70A.070(9), the funding window has closed for jurisdictions with comprehensive plans due December 31, 2024. The amendments in this bill would not be a requirement for jurisdictions with comprehensive plans due in 2024 until funding is provided by the legislature for the specific purposes of this act. If the legislature appropriates funding before the next periodic comprehensive update in 2034, the requirements of this act would be due two years after such funding is appropriated for jurisdictions with comprehensive plans due on December 31, 2024.

If the legislature appropriates funding for the purposes of this act, the jurisdictions with comprehensive plans due on June 30, 2025, would be the first cohort of planning jurisdictions that receive funding. Based on assessments by AWC, WSAC, and the Department of Commerce, work on GMA comprehensive plans usually begins two years prior to the periodic comprehensive plan submission deadline. For example, jurisdictions with comprehensive plans due June 30, 2025, may start on July 1, 2023. The figures below assume all jurisdictions begin two years in advance of the comprehensive plan submission deadline and encompass two years' worth of expenditures per planning jurisdiction.

These mandatory comprehensive plan element costs use estimates for complex and minor element updates from E2S HB 1099 (2022) and HB 1181 (2023). These element amendments may have per city costs ranging from \$32,475 to \$108,250 for complex element updates, and \$16,238 to \$32,475 for minor element updates. For counties the complex element amendments are approximately \$64,950 to \$108,250 for counties, and minor element amendments are \$64,950 to \$86,600 per county. These costs are stratified by population size. Large cities are cities with greater than 100,000 in population, while medium size cities have populations between 10,000 and 100,000 in population, and small cities have less than 10,000 in population. Large counties are counties with greater than 100,000 in population while small and medium counties are those with less than 100,000 in population.

Small sized cities:  $99 \times \$48,713 = \$ 4,822,538$

Medium sized cities:  $34 \times \$78,481 = \$2,668,363$

Large sized cities:  $3 \times \$140,725 = \$422,175$

Cities: \$7,913,075

Small and medium sized counties:  $16 \times \$146,138 = \$2,338,208$

Large sized counties:  $8 \times \$194,850 = \$1,558,800$

Counties: \$3,897,008

Total:  $\$7,913,075 + \$3,897,008 = \$11,810,083$

**STATE FISCAL YEAR PLANNING COST ESTIMATES:**

These estimates assume work on comprehensive plans start two years before the jurisdiction's periodic comprehensive plan update is due to the Department of Commerce. These figures also assume that 50 percent of the planning costs are incurred from July 1 of the year a periodic comprehensive plan update begins, to June 30 of the following year, and 50 percent of costs are July 1 until the June 30 submission deadline the following year.

Combined

FY2024: \$2,326,022

FY2025: \$4,623,628

FY2026: \$3,579,016

FY2027: \$1,281,409

FY2028: \$0



FY2029: \$0  
Total: \$11,810,075

City  
FY2024: \$1,497,909  
FY2025: \$3,137,897  
FY2026: \$2,458,628  
FY2027: \$818,641  
FY2028: \$0  
FY2029: \$0  
Total: \$7,913,075

County  
FY2024: \$828,113  
FY2025: \$1,485,731  
FY2026: \$1,120,388  
FY2027: \$462,769  
FY2028: \$0  
FY2029: \$0  
Total: \$3,897,000

#### MAIN DETERMINATES OF PLANNING COSTS:

The local government expenditure impact for this bill is primarily determined by:

- 1) The number of jurisdictions required to amend or adopt mandatory elements or sub-elements,
- 2) The planning complexity of each new or amended mandatory element or sub-element, which each planning jurisdiction administers at varying degrees of internal capacity.

The leading cost factors of individual planning activities include: the length of time to complete the planning activity, the types of technical tasks required, the number of consultant contracts issued, the number meetings to gather input from the public, the number of stakeholder workgroups, and the types and frequency of public engagement used. The costs for city and county staff time are typically the largest cost component of any long-range planning work. These costs on average represent more than 50% of total costs for all planning activities. Local governments tend to rely on consultants more heavily for complex planning efforts, which include complex comprehensive plan updates.

The costs for local governments to implement the provisions of this act into these plans and development regulations would vary widely based on a jurisdiction's: staff capacity, geography, political boundaries, infrastructure and transportation needs, the local political ambition to accomplish planning goals, population and population growth, and other factors.

#### COMMERCIAL TRUCK PARKING SITING ORDINANCES:

Indeterminate – The Municipal Research and Services Center indicates that there are 176 code cities and cities, which would be impacted by Sec. 3 and Sec. 4, and 39 counties that would be impacted by Sec. 5. These local governments would incur approximately \$2.1 million in costs associated with incorporating these development regulations for commercial truck parking into local code. However, the timing of these expenses is not known as some jurisdictions would implement them after the effective date of the bill, others would adopt them as required by GMA planning statute along the comprehensive plan update schedule specified by RCW 36.70.130(5).

Jurisdictions will need to create an expedited permit structure for new parking facilities, conduct analysis on the number of

commercial or industrial zones that would be affected, and potentially reconfigure zoning maps and documents, conduct a planning commission meeting, public hearing, and local legislative action. If the jurisdiction allowed this development in zones where it wasn't available before, there would be higher costs to also amend prior zoning codes, which adds to the complexity.

The Local Government Fiscal Note Program Unit Cost Model estimates that the cost the typical cost per jurisdiction to adopt an ordinance with a hearing of the same complexity from \$2,958 for a simple ordinance to \$9,492 for a complex ordinance. These estimates include costs for draft ordinances, an advisory commission meeting and recommendation, finalized ordinance, publication of ordinance, and general public information. The Washington State Association of Counties, in their estimates for zoning and development regulation code amendments found in HB 1402 (2023) that the average cost for counties to implement new development and zoning regulations was approximately \$20,000 to \$30,000 per county. Assuming these ordinances range between simple and complex, the following ordinance adoption costs can be estimated:

Cities –  $176 \times (\$2,958 + \$9,500) / 2 = \$1,095,600$   
Counties –  $39 \times (\$20,000 + \$30,000) / 2 = \$975,000$   
Total:  $\$1,095,600 + \$975,000 = \$2,070,600$

### 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.*

This legislation would have an indeterminate impact on local government revenues. The amount of funding the legislature may appropriate related to Sec. 3 is not currently known, nor are the amounts that cities or counties may receive from such an appropriation.

The bill states that costs are to be offset by the Department of Transportation with funding provided in the Omnibus Transportation Appropriations Act, which is subject to appropriation. If an appropriation is made by the legislature for the specific purposes of this act, this funding would assist with the preparation of comprehensive plan amendments, development regulations, expedited permit program costs, land purchases, building incentives, and construction assistance for truck parking facilities.

#### SOURCES

Local Government Fiscal Note Program, Unit Cost Model (2023)  
Local Government Fiscal Note E2S HB 1099 (2022)  
Local Government Fiscal Note 1181 HB (2023)  
Local Government Fiscal Note 1402 HB (2023)  
Municipal Research and Services Center, Cities and Town Classifications  
Association of Washington Cities (AWC)