

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 5342 SB

Title: Transit interlocal agree.

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

Legislation Impacts:

- Cities:
- Counties:
- Special Districts:
- Specific jurisdictions only:
- Variance occurs due to:

Part II: Estimates

- No fiscal impacts.
- Expenditures represent one-time costs:
- Legislation provides local option:
- Key variables cannot be estimated with certainty at this time:

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

None

Part III: Preparation and Approval

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Leg. Committee Contact: Mark Matteson	Phone: 360-786-7145	Date: 02/27/2023
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 03/07/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 03/08/2023

Part IV: Analysis

A. SUMMARY OF BILL

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

This legislation would streamline the process for transit agencies to enter into certain interlocal purchasing agreements for rolling stock and related equipment.

Sec.1 (8) amends 39.34.080 RCW would exempt transit agencies from the interlocal agreement requirements listed in this section when purchasing rolling stock and equipment from state procurement schedules.

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 has no impact on local government expenditures. This legislation may provide administrative efficiencies for transit agencies along with clarification on procurement procedures for the state auditor's office.

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 has no impact on local government revenues.

SOURCES

Washington State Transit Association (WSTA)