

Multiple Agency Fiscal Note Summary

Bill Number: 1554 E S HB	Title: Lead impacts
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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						
Loc School dist-SPI						
Local Gov. Other	No fiscal impact					
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
Department of Health	.2	67,000	67,000	67,000	.0	0	0	0	.0	0	0	0
Department of Transportation	1.0	0	0	324,000	1.0	0	0	306,000	.5	0	0	151,000
Department of Ecology	.0	0	0	0	.0	0	0	0	.0	0	0	0
Environmental and Land Use Hearings Office	.0	0	0	0	.0	0	0	0	.0	0	0	0
Total \$	1.2	67,000	67,000	391,000	1.0	0	0	306,000	0.5	0	0	151,000

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 Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Health	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
Department of Ecology	.0	0	0	.0	0	0	.0	0	0
Environmental and Land Use Hearings Office	.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

Prepared by: Lisa Borkowski, OFM	Phone: (360) 742-2239	Date Published: Final 3/13/2023
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Individual State Agency Fiscal Note

Bill Number: 1554 E S HB	Title: Lead impacts	Agency: 303-Department of Health
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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	0.3	0.0	0.2	0.0	0.0
Account					
General Fund-State 001-1	67,000	0	67,000	0	0
Total \$	67,000	0	67,000	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: Michael Hirsch	Phone: 360-786-7195	Date: 03/06/2023
Agency Preparation: Katie Osete	Phone: 3602363000	Date: 03/08/2023
Agency Approval: Kristin Bettridge	Phone: 3607911657	Date: 03/08/2023
OFM Review: Breann Boggs	Phone: (360) 485-5716	Date: 03/10/2023

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 fiscal impacts of this bill change with this version. ESHB1554 removes tasks for DOH that were in the old Sections 3 and 5 and keeps the direction for DOH to update our blood lead testing guidance and provide outreach to health care providers on the guidance. This work was in section 6 in SHB1554 and is now in section 3 in ESHB1554. The fiscal impact is reduced as a result of these changes.

The previous development of Best Management Practices (BMP) and technical assistance to airports has been removed. WSDOT is now doing education and outreach and a report on possible financial incentives, with no role for DOH. In an earlier version the ban on leaded aviation fuel was removed.

The former section 6 in SHB1554 on updating DOH guidance for blood lead testing is now section 3 in ESHB1554. As in SHB1554, DOH is directed to update our blood lead testing guidance related to children living or attending school or daycare within 1 km of these airports. The outreach and education to health care providers on updated guidance is explicitly included.

Sec 3. DOH is directed to update our guidance on blood lead testing to include children living or attending school/daycare within 1 km of these general aviation airports. DOH is also directed to provide outreach and education to health care providers about the guidance. No deadline is given in the bill, but DOH assumes this activity will occur in FY24.

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.

Sec 3.

DOH is required to update our blood lead testing guidance for health care providers to include children living or attending school/daycare within 1 km of a general aviation airport as high-risk populations broadly recommended for blood lead testing. DOH is also required to provide education and outreach to health care providers about the guidance. No deadline is given in the bill, but this activity will occur in FY24.

DOH assumes the need for 0.25 FTE HSC3 in FY24 who would:

- modify testing guidance document.
- support promotional material development.
- Update website
- perform educational outreach (Newsletters, Articles, Social media posts)
- train providers
- manage PEHSU contract.

DOH also assumes the need for

- \$24,000 for a contract with Pediatric Environmental Health Specialty Unit (PEHSU) to develop and promote a 1-hour Continuing Nursing Education (CNE) / Continuing Medical Education (CME) training focused changes to testing guidance

- \$3,000 for printing of materials

DOH also estimates that about 100 hours of a TOX3 will be required to review studies on lead exposure to children living or attending school/daycare near general aviation airports and make recommendations on updating the guidance, such as an appropriate distance, but we are not requesting additional resources for this work.

Total Cost for FN:

Fiscal Year 2024: \$67,000 and .30 FTE

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	67,000	0	67,000	0	0
Total \$			67,000	0	67,000	0	0

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.3		0.2		
A-Salaries and Wages	20,000		20,000		
B-Employee Benefits	7,000		7,000		
C-Professional Service Contracts	24,000		24,000		
E-Goods and Other Services	13,000		13,000		
J-Capital Outlays	1,000		1,000		
T-Intra-Agency Reimbursements	2,000		2,000		
9-					
Total \$	67,000	0	67,000	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
HEALTH SERVICES CONSULTAN 3	75,120	0.3		0.2		
Total FTEs		0.3		0.2		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

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: 1554 E S HB	Title: Lead impacts	Agency: 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
FTE Staff Years	1.0	1.0	1.0	1.0	0.5
Account					
Aeronautics Account-State -1	039 165,000	159,000	324,000	306,000	151,000
Total \$	165,000	159,000	324,000	306,000	151,000

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: Michael Hirsch	Phone: 360-786-7195	Date: 03/06/2023
Agency Preparation: Terri Palumbo	Phone: 360-709-8096	Date: 03/09/2023
Agency Approval: Eric Johnson	Phone: 360-848-7115	Date: 03/09/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 03/10/2023

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
039-1	Aeronautics Account	State	165,000	159,000	324,000	306,000	151,000
Total \$			165,000	159,000	324,000	306,000	151,000

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	1.0	1.0	1.0	1.0	0.5
A-Salaries and Wages	103,000	103,000	206,000	206,000	103,000
B-Employee Benefits	36,000	36,000	72,000	72,000	36,000
C-Professional Service Contracts					
E-Goods and Other Services	14,000	11,000	25,000	14,000	4,000
G-Travel	6,000	5,000	11,000	6,000	2,000
J-Capital Outlays	6,000	4,000	10,000	8,000	6,000
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	165,000	159,000	324,000	306,000	151,000

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
Transportation Planning Specialist 4	100,000	1.0	1.0	1.0	1.0	0.5
Total FTEs		1.0	1.0	1.0	1.0	0.5

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: ESHB 1554	Title: Lead impacts	Agency: 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
Expenditures						
039-1-AERONAUTICS	\$165	\$159	\$154	\$152	\$151	\$0
Total Expenditures	\$165	\$159	\$154	\$152	\$151	\$0
Biennial Totals	\$324		\$306		\$151	
FTEs						
Salary						
Transportation Planning Specialist 4	\$100,000					
	1.0	1.0	1.0	1.0	1.0	
Annual Average	1.0		1.0		0.5	
Objects of Expenditure						
A - SALARIES AND WAGES	\$103	\$103	\$103	\$103	\$103	\$0
B - EMPLOYEE BENEFITS	\$36	\$36	\$36	\$36	\$36	\$0
E - GOODS AND SERVICES	\$14	\$11	\$7	\$7	\$4	\$0
G - TRAVEL	\$6	\$5	\$4	\$2	\$2	\$0
J - CAPITAL OUTLAYS	\$6	\$4	\$4	\$4	\$6	\$0
Expenditures by Program						
PROGRAM F-OP	\$165	\$159	\$154	\$152	\$151	\$0

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

N/A

Agency Contacts:

Preparer: Terri Palumbo	Phone: 360-791-3416	Date: 3/7/2023
Approval: Eric Johnson	Phone: 360-708-8970	Date: 3/7/2023
Budget Manager: Stephanie Hardin	Phone: 360-705-7545	Date: 3/7/2023

Individual State Agency Fiscal Note

Part II: Narrative Explanation

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

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

The engrossed substitute bill, like the substitute bill, has an emergency clause and would take effect immediately after signage. The fiscal note assumes the legislation would be signed at the end of the session (April 2023) and would take effect immediately, although new resources to implement the bill would not be needed until July 1, 2023.

Differences between SHB 1554 and ESHB 1554:

In the proposed SHB 1554, WSDOT was to develop and publish initial guidance to airport operators, consult with the Department of Ecology (ECY), and may consult with the Department of Health (DOH) and local air authorities on reducing the exposure to leaded fuel. The revisions in the ESHB 1554, added more responsibilities to WSDOT for carrying out an education and outreach campaign targeted to airport operators and pilots of piston-engine aircraft on the topic of lead emissions and the disposal of fuel samples from sumping aircraft fuel tanks. Also, in the proposed ESHB 1554, WSDOT, must coordinate with the Federal Aviation Administration and an association representing managers of airports in Washington to develop a bulletin to send to airport operators.

Section 1 (3): It is the intent of the legislature to take steps to mitigate public health and environmental concerns caused by the use of leaded gasoline at airports in Washington (general aviation airports used by piston-engine, noncommercial aircraft), and to encourage the Federal Aviation Administration (FAA) to expedite the transition to the use of unleaded aviation gasoline.

Section 2 (1): WSDOT must carry out an education and outreach campaign targeted to airport operators and pilots of piston-engine aircraft on the topic of lead emissions from piston-engine aircraft and the disposal of fuel samples from sumping aircraft fuel tanks.

Section 2 (2): WSDOT, in coordination with the FAA and an association representing managers of airports in Washington, must develop a bulletin to send to airport operators. This bulletin must have special emphasis on communities overburdened by air pollution and others (as listed in the bill).

Section 2 (3): WSDOT may rely upon primers, guides, tools, and resources developed for airports or aircraft operators under the eliminate aviation gasoline lead emission initiative.

Section 2 (4): WSDOT must develop and communicate to the FAA a written recommendation to amend their advisory circular on airport master plans to include evaluation of aircraft runup area locations to limit exposure to the public from piston-engine aircraft, with consideration of the 2021 consensus study report from the National Academies of Sciences, Engineering, and Medicine entitled “*Options for Removing Lead Emissions from Piston-Engine Aircraft.*”

Section 2 (5)(a): WSDOT must submit a formal request to the FAA for the prioritization of efforts to accelerate the work of the initiative to eliminate aviation gasoline lead emissions as part of the FAA’s request in the Congressional Reauthorization Act process pertaining to the FAA.

- (b): WSDOT must cooperate with and participate in aviation trade associations for the purpose of advocating for the acceleration of the initiative to eliminate aviation gasoline lead emissions.

Section 2 (6): WSDOT, in consultation with representatives of airport operators, fixed-base operators, and at least one national association representing general aviation pilots, one national association representing business aviation, and the Washington Aviation and Aerospace Advisory Committee must submit recommendations to the appropriate committees of the Legislature by December 8, 2023, on

- (a) financial incentives
- (b) management strategies for airport operators and fixed-base operators, limited fixed-base operators, and businesses operating piston-engine aircraft.

Individual State Agency Fiscal Note

Section 3: Directs Department of Health to update its blood lead testing guidance for health care providers related to children living near airports at which aviation gasoline is used. This section does not include any directive for WSDOT.

Section 5: The bill contains an emergency clause and takes effect immediately after enactment.

II. B – Cash Receipts Impact

N/A

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.

WSDOT Aviation assumes there is a need for a temporary full-time FTE (TPS4) beginning fiscal year 2024 for four to five years to successfully implement the requirements listed in this legislation. The work would include attending meetings with the departments, associations, and others listed as well as subject matter experts in this field; travel to meet with airport operators/pilots and others; and provide education and outreach at multiple venues. This is not a workload that can be accommodated by other aviation staff, there are many other aviation initiatives occurring at this time.

It is assumed that an education and outreach program to meet the desired emphasis on reducing and eliminating lead emissions will require more funding in supplies and travel than a normal FTE would.

Note: WSDOT assumes the education and outreach program will be temporary and through June 2028 because the FAA plans to eliminate the use of leaded aviation fuel by 2030.

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

The 2023-25 biennium total estimated cost is \$324,000, then 2025-27 is \$306,000 and FY 2028 is \$151,000.

- Temporary full-time FTE (TPS 4) cost estimate for all five years total is \$695,000:
 - (Object A) Salary of approx. \$103,000/year and \$36,000 in (Object B) benefits.
 - FTE cost estimates for salaries and benefits are based on the department's estimates from OFM salary schedules.
 - (Object E and J) Computer, goods & services total \$67,000 for five years.
 - FY2024 is \$20,000; FY2025 is \$15,000; FY2026 is \$11,000; FY2027 is \$11,000; and FY2028 is \$10,000.
 - Computer expenditures are standard WSDOT costs for hiring an FTE.
 - The program assumes goods & services (including paper, printing, and signs) will cost more in the 2023-25 biennium because of meeting more frequently with the other agencies and airport operators/pilots.
 - (Object G) Travel total is \$19,000 for five years.
 - FY2024 is \$6,000; FY2025 is \$5,000; FY2026 is \$4,000; FY2027 is \$2,000; and FY2028 is \$2,000.
 - The program assumes the FTE will travel more in the 2023-25 biennium, participating in aviation trade associations and visiting airports statewide, than in the following biennia.

Part IV: Capital Budget Impact

N/A

Individual State Agency Fiscal Note

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

Bill Number: 1554 E S HB	Title: Lead impacts	Agency: 461-Department of Ecology
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

NONE

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Michael Hirsch	Phone: 360-786-7195	Date: 03/06/2023
Agency Preparation: Pete Siefer	Phone: 360-485-7648	Date: 03/09/2023
Agency Approval: Erik Fairchild	Phone: 360-407-7005	Date: 03/09/2023
OFM Review: Lisa Borkowski	Phone: (360) 742-2239	Date: 03/09/2023

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.

Compared to SHB 1554, ESHB 1554 removes requirements to Ecology and local clean air agencies.

There are no requirements of Ecology under this bill, therefore, there is no fiscal impact to Ecology.

II. B - Cash receipts Impact

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

II. C - Expenditures

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

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

NONE

III. B - Expenditures by Object Or Purpose

NONE

III. C - Operating FTE Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part I and Part IIIA.*

NONE

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

IV. D - Capital FTE Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*

NONE

Part V: New Rule Making Required

Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.

Individual State Agency Fiscal Note

Bill Number: 1554 E S HB	Title: Lead impacts	Agency: 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: Michael Hirsch	Phone: 360-786-7195	Date: 03/06/2023
Agency Preparation: Dominga Soliz	Phone: 3606649173	Date: 03/07/2023
Agency Approval: Dominga Soliz	Phone: 3606649173	Date: 03/07/2023
OFM Review: Lisa Borkowski	Phone: (360) 742-2239	Date: 03/09/2023

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.

NO IMPACTS WITH THIS VERSION

ESHB 1554 removes the enforcement and appeals elements of the act. Therefore, no impacts are anticipated to the Pollution Control Hearings Board (PCHB).

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.

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 1554 E S HB

Title: Lead impacts

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

Legislation Impacts:

- Cities: Cities that operate municipal airports
- Counties: Counties that operate municipal airports
- Special Districts: Municipal Airports
- 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:

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

Part III: Preparation and Approval

Fiscal Note Analyst: Chelsea Mickel	Phone: 518-727-3478	Date: 03/13/2023
Leg. Committee Contact: Michael Hirsch	Phone: 360-786-7195	Date: 03/06/2023
Agency Approval: Allan Johnson	Phone: 360-725-5033	Date: 03/13/2023
OFM Review: Lisa Borkowski	Phone: (360) 742-2239	Date: 03/13/2023

Part IV: Analysis

A. SUMMARY OF BILL

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

CHANGES BETWEEN THIS VERSION AND PREVIOUS BILL VERSION:

The bill requires the Department of Transportation (WSDOT) to implement an education and outreach campaign targeted to airport operators and pilots of piston-engine aircraft regarding lead emissions;

--Develop a bulletin, in consultation with the Federal Aviation Administration (FAA) to offer best practices to airport operators to build awareness regarding the risks of lead emissions;

--Develop and communicate to the FAA a written recommendation to the FAA to update their circular on airport master plans to include evaluation of aircraft runup locations to limit lead exposures;

--Submit a formal request to FAA and work with airport associations to prioritize eliminating leaded aviation gasoline emissions as part of FAA congressional reauthorization act processes; and

--Submit recommendations to the appropriate committees of the Legislature by December, 2023 regarding financial incentives to be provided by the state for leaded aviation fuel reduction, and management strategies for airports and airport users to reduce lead emissions from piston-engine aircraft and reduce public health impacts from lead exposures.

--Removes the requirement of airport operators to develop and implement lead exposure reduction plans based on the WSDOT's guidance;

--Removes the provision for civil penalties to airport operators for non-compliance with implementation guidelines to reduce lead emissions required in previous versions of the bill.

--Removes the requirements for local air authorities to review lead exposure reduction plans

SUMMARY OF CURRENT BILL:

--Directs the Department of Transportation (WSDOT) to carry out certain activities related to reducing lead emissions and exposures associated with leaded aviation fuel use at airports.

--Directs the Department of Health to update its blood lead testing guidance for health care providers related to children leaving near airports at which aviation gasoline is used.

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.

CHANGES IN EXPENDITURE IMPACTS BETWEEN THIS VERSION AND PREVIOUS BILL VERSION:

In comparison to the previous version of the bill, this version would decrease expenditure impacts on local governments.

The engrossed substitute bill removes lead emissions reductions requirements for airport operators and civil penalty provisions for noncompliance with these requirements. Civil penalty provisions in the previous version of the bill could have incurred up to \$800,000 per day in costs to non-compliant airports, per Ecology's assumption that 50% of 160 airports would not have complied with lead reduction requirements. Each of the estimated 80 non-complaint airport operators would have incurred a penalty of up to \$10,000 per day. Ecology assumed that agencies would have spent eight to sixteen hours per non-compliant airport consulting with them on reporting. If professional staff at a city or county government that operated a municipal airport consulted with agencies to comply with reporting requirements, this would have cost approximately \$66 per hour, with benefits and overhead included. For each employee, this consultation would have cost between \$528 and \$1,056 depending on the number of hours required for consultation, as assumed by Ecology. Per Ecology's estimates, if 80 airports had been required to consult with them and other agencies, this would have resulted in costs ranging from \$42,240 to \$84,480. Since these cost estimates were speculative, the cost savings for local governments in comparison to the previous version of the bill is indeterminate.

Municipal airports that use leaded aviation fuel are no longer required to phase out leaded gasoline or submit and implement a plan to minimize lead exposures, as required in previous version of the bill. Airport operators are also no longer required to develop a plan and budget to finance aircraft fueling infrastructure improvements to allow for the supply

of unleaded aviation gasoline on the same timeline as the phase-out of leaded gasoline. The removal of these requirements would decrease expenditure impacts in terms of staff time to draft and review plans, and coordinate with state agencies to gain approval. Since it is unknown how much staff time would have been needed for drafting and reviewing these documents, costs savings resulting from the removal of these requirements is indeterminate.

This version of the bill no longer requires local air authorities to review and approve lead reduction plans for airport operators under their jurisdiction, which would save costs in terms of staff time that would have been required to review the documents and offer technical assistance. Since it is unknown how much staff time would have been needed for reviewing and approving lead reduction plans, costs savings resulting from the removal of these requirements is indeterminate.

Local governments that operate municipal airports would also no longer incur costs for attending stakeholder meetings hosted by Ecology, under the provisions of the current bill. Previous estimates from the Local Government Fiscal Note Travel Calculator state that a representative from Seattle would have incurred \$667 if they attended two stakeholder meetings in Olympia. However, since it is unknown how many municipal airport representatives would have attended these meetings, or if remote (online) participation would have been an option, the costs savings for no longer attending these meetings would be indeterminate.

EXPENDITURE IMPACTS OF CURRENT BILL:

This version of the bill does not create expenditure impacts on local governments.

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.

CHANGES IN REVENUE IMPACTS BETWEEN THIS VERSION AND PREVIOUS BILL VERSION:

In comparison to the previous version of the bill, this version would not create additional revenue impacts for local governments.

REVENUE IMPACTS OF CURRENT BILL:

This bill would not have revenue impacts on local governments.

SOURCES

Department of Commerce, Energy Division

Department of Ecology

Department of Transportation (WSDOT)

Federal Aviation Administration

House Bill Report, ESHB 1554, Environment & Energy Committee, (2023)

House Bill Report, SHB 1554, Environment & Energy Committee, (2023)

House Bill Analysis, HB 1554, Environment & Energy Committee, (2023)

Local Government Fiscal Note, SHB 1554, (2023)

Local Government Fiscal Note, HB 1554, (2023)

Local Government Fiscal Note Program Travel Calculator, (2023)

Local Government Fiscal Note Program Unit Cost Model, (2023)

Revised Code of Washington: RCW 43.21B.110; RCW 43.21B.300; 43.70 RCW; 70A RCW; 70A.15 RCW

Port of Seattle

Washington Public Ports Association