

Multiple Agency Fiscal Note Summary

Bill Number: 1853 S HB	Title: Transportation resources
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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	0	0	1,078,000	0	0	1,259,000	0	0	1,288,000
Total \$	0	0	1,078,000	0	0	1,259,000	0	0	1,288,000

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
Office of State Treasurer	.0	0	0	0	.0	0	0	0	.0	0	0	0
Traffic Safety Commission	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Licensing	.0	0	0	29,000	.0	0	0	0	.0	0	0	0
Department of Transportation	.0	0	0	0	.0	0	0	0	.0	0	0	0
Total \$	0.0	0	0	29,000	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	No fiscal impact								
Local Gov. Total									

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Office of State Treasurer	.0	0	0	.0	0	0	.0	0	0
Traffic Safety Commission	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.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	No fiscal impact								
Local Gov. Total									

Estimated Capital Budget Breakout

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Prepared by: Maria Thomas, OFM	Phone: (360) 229-4717	Date Published: Final 4/10/2023
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Individual State Agency Fiscal Note

Bill Number: 1853 S HB	Title: Transportation resources	Agency: 090-Office of State Treasurer
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

NONE

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 04/06/2023
Agency Preparation: Dan Mason	Phone: (360) 902-8990	Date: 04/10/2023
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 04/10/2023
OFM Review: Amy Hatfield	Phone: (360) 280-7584	Date: 04/10/2023

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.

SHB 1853 amends RCW 43.84.092, updating the title of the transportation future funding program account to read the JUDY transportation future funding program account to correspond with the name change under chapter 182, laws of 2022, section 435 (ESSB 5974) which amended RCW 46.68.396.

There is no fiscal impact.

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: 1853 S HB	Title: Transportation resources	Agency: 228-Traffic Safety Commission
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

NONE

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 04/06/2023
Agency Preparation: Mark McKechnie	Phone: 3607259889	Date: 04/07/2023
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 04/07/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 04/07/2023

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.

WTSC anticipates no additional fiscal impact from the biennial report required in Section 8.

AN ACT Relating to making certain corrective changes resulting from the enactment of chapter 182, Laws of 2022 (transportation resources); amending RCW 46.17.015, 46.17.025, 81.104.170, 81.104.175, 47.04.380, 47.04.390, 46.68.480, 43.84.092, 43.84.092, 47.66.140, and 43.392.040; reenacting and amending RCW 47.04.010; adding a new section to chapter 47.04 RCW; creating new sections; recodifying RCW 47.24.060; providing effective dates; and providing an expiration date.

Sec. 1 Explanation that the bill contains non-substantive changes to correct errors in original legislation, ESSB 5974 (chapter 182, Laws of 2022).

Sec. 8 RCW 46.68.480 and 2022 c 182 s 430 are each amended to include a report by December 1, 2024 and every two years thereafter, by the WTSC regarding expenditures from the Cooper Jones active transportation safety account for bicycle, pedestrian, and nonmotorist safety improvement.

Sec. 11. Adds definitions for active transportation, complete streets, safe system approach, and shared-use path.

Sec. 15. The requirement for the WSDOT to incorporate complete streets principles into certain projects is recodified from chapter 47.24 RCW to chapter 47.04 RCW

II. B - Cash receipts Impact

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

None.

II. C - Expenditures

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

No fiscal impact

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

No impact.

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: 1853 S HB	Title: Transportation resources	Agency: 240-Department of Licensing
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

ACCOUNT	FY 2024	FY 2025	2023-25	2025-27	2027-29
Move Ahead WA Account-State 26P-1	462,000	616,000	1,078,000	1,259,000	1,288,000
Total \$	462,000	616,000	1,078,000	1,259,000	1,288,000

Estimated Operating Expenditures from:

Account	FY 2024	FY 2025	2023-25	2025-27	2027-29
Highway Safety Account-State 106 -1	29,000	0	29,000	0	0
Total \$	29,000	0	29,000	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:	Phone:	Date: 04/06/2023
Agency Preparation: Aaron Harris	Phone: (360) 902-3795	Date: 04/06/2023
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 04/06/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 04/07/2023

Part II: Narrative Explanation

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

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

Please see attached fiscal note.

II. B - Cash receipts Impact

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

Please 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.

Please see attached fiscal note.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
106-1	Highway Safety Account	State	29,000	0	29,000	0	0
Total \$			29,000	0	29,000	0	0

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts					
E-Goods and Other Services	29,000		29,000		
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	29,000	0	29,000	0	0

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: SHB 1853

Bill Title: Transportation Resources

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

Revenue	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Move Ahead WA Account	26P	462,000	616,000	1,078,000	1,259,000	1,288,000
Account Totals		462,000	616,000	1,078,000	1,259,000	1,288,000

Estimated Expenditures:

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Highway Safety	106	29,000	-	29,000	-	-
Account Totals		29,000	-	29,000	-	-

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: 4/07/23
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date: 4/07/23

Request #	1
Bill #	SHB 1853

Part 2 – Explanation

This bill makes certain corrective changes resulting from the enactment of chapter 182, Laws of 2022 (transportation resources).

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

Section 2 amends RCW 46.17.015 to apply the 25-cent license plate technology fee to all trucks registered under RCW 46.17.355, unless specifically exempt. The revenue from this fee must be deposited in the Move Ahead Washington Account created in RCW 46.68.510.

Section 3 amends RCW 46.17.025 to apply the 50-cent license service fee to all trucks registered under RCW 46.17.355, unless specifically exempt. The revenue from this fee must be deposited in the Move Ahead Washington Account created in RCW 46.68.510.

Both sections become effective on October 1, 2023.

2.B - Cash receipts Impact

Revenue	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Move Ahead WA Account	26P	462,000	616,000	1,078,000	1,259,000	1,288,000
Account Totals		462,000	616,000	1,078,000	1,259,000	1,288,000

This bill modifies the existing language regarding which trucks will pay the Department of Licensing's services and license plate technology fees when registering their vehicle. Under current law, only trucks greater than 6000 pounds empty scale weight must pay this fee. This change would result in a revenue increase of \$1,078,000 in the 23-25 biennium and \$1,259,000 in the 25-27 biennium (the first full biennium of collections).

2.C – Expenditures

What IS Will Implement:

Modify logic to charge Department of Licensing (DOL) service fee and technology fee for specific trucks, including distribution of the fee to the account.

Project Duration: 2 months

Information Services:

The agency will use appropriated funds to hire contract programmers to accomplish this work or to support current staff implementing this legislation within the required timeline. Appropriated funds may also be used to hire agency temporary staff to support permanent staff assigned to this legislative effort.

Any change requires a process to ensure changes are correctly applied to the system. This involves Project Managers that manage the team that completes the update, business analyst that documents and reviews the system changes, architect services that analyzes how the update could have an effect on other systems or DOL processes, developers who create the change, and testers and quality assurance teams that ensure the update is working correctly.

Cost Category	Description	Rate	2024	2025	2026	2027	2028	2029	Total Cost
TESTER	Test to verify individual components meet requirements; ensure that other business transactions have not been impacted.	\$ 22,620	6,800	-	-	-	-	-	6,800
BUSINESS ANALYST	Determine business requirements; translate requirements into what changes are needed to various systems including account codes, inventory codes, testing considerations, etc.	\$ 16,530	1,700	-	-	-	-	-	1,700
PROJECT MANAGER	Manage schedule and contracts	\$ 28,710	2,900	-	-	-	-	-	2,900
SECURITY AND ARCHITECT SERVICES	Create the conceptual model that defines the structure, behavior and framework of a computerized system including a breakdown of the system into components, the component interactions and interfaces (including with the environment, especially the user), and the technologies and resources to be used in the design.	\$ 16,530	1,700	-	-	-	-	-	1,700
CONTRACTED FAST DEVELOPER / TESTER	Updates to the DRIVES system will require additional vendor hours outside of the contracted maintenance to make system updates to implement this bill.	\$ 37,236	11,200	-	-	-	-	-	11,200
Trainer	Trains business partners and employees in new system processes and capabilities.	\$ 22,620	2,300	-	-	-	-	-	2,300
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ 25,474	2,700	-	-	-	-	-	2,700
Totals			29,300	-	-	-	-	-	29,300

Part 3 – Expenditure Detail

3.A – Operating Budget Expenditures

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Highway Safety	106	29,000	-	29,000	-	-
Account Totals		29,000	-	29,000	-	-

3.B – Expenditures by Object or Purpose

Object of Expenditure	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Goods and Services	29,000	-	29,000	-	-
Total By Object Type	29,000	-	29,000	-	-

3.C – FTE Detail

Staffing	Salary	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Total FTE		0.0	0.0	0.0	0.0	0.0

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

None.

Individual State Agency Fiscal Note

Bill Number: 1853 S HB	Title: Transportation resources	Agency: 405-Department of Transportation
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

NONE

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 04/06/2023
Agency Preparation: Cheryl Steben	Phone: 360-705-7919	Date: 04/10/2023
Agency Approval: Brian Lagerberg	Phone: 360-705-7878	Date: 04/10/2023
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 04/10/2023

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

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: 1853 SHB	Title: Transportation Resources	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

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: Cherryl Steben, Business Analyst	Phone: 360-705-7919	Date: 4/7/2023
Approval: Brian Lagerberg, Director	Phone: 360-705-7878	Date: 4/7/2023
Budget Manager: Chad Johnson	Phone: 360-259-3886	Date:

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 proposed legislation corrects certain errors and omissions to clarify legislative intent in ESSB 5974. The corrections noted below do not pose any fiscal impact the Washington State Department of Transportation.

Sec. 4 revises RCW 81.104.170 to allow regional transit authorities that exceed certain tax authorities to receive regional mobility grant program funds in alignment with the language authorized in the Move Ahead Washington bill. To be eligible to receive regional mobility grant program funds, the regional transit authority must have adopted a zero-fare policy for passengers 18 and under on all modes of transportation provided by it.

Sec. 5 also revises RCW 81.104.175 to allow regional transit authorities to receive regional mobility grant program funds in alignment with the language authorized in the Move Ahead Washington bill. To be eligible to receive regional mobility grant program funds, the regional transit authority must have adopted a zero-fare policy for passengers 18 and under on all modes of transportation provided by it by October 1, 2022.

Section 7(3) clarifies that the education curriculum, materials, equipment for the Jr High and High School Bicycle Education Program includes bicycles, helmets, locks, and lights, guidance, and consultation. This was implied in the legislation as adopted in 2022 and this corrective change makes it clear.

Sec. 11 revises RCW 47.04.010 to include definitions of "active transportation", "complete streets", "population center", "safe system approach", and "shared use/multiuse path."

Sec 12 revises RCW 47.66140 to include language that transit agencies who receive transit support grants will align the implementation of youth zero-fare policies with the equity and environmental justice principles consistent with recommendations from the environmental justice council to the extent practicable.

Sec. 13 revises RCW 43.392.040 to define the identification of non-grant related funding including revenues generated by and electric utility from credits under the clean fuels program for transportation electrification programs or projects pursuant to RCW 70A.535.080(2) to be a responsibility of the interagency electric vehicle coordinating council.

Sec. 14 makes Sections 4 and 5 on the bill retroactive to July 1, 2022.

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.

N/A

Individual State Agency Fiscal Note

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

N/A

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

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 1853 S HB

Title: Transportation resources

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

Fiscal Note Analyst: Kristine Williams	Phone: (564) 669-3002	Date: 04/10/2023
Leg. Committee Contact:	Phone:	Date: 04/06/2023
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 04/10/2023
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 04/10/2023

Part IV: Analysis

A. SUMMARY OF BILL

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

This note is on 1853 SHB and compares it to 1853 HB.

CHANGES BETWEEN THIS VERSION AND THE PREVIOUS BILL VERSION

This version of the bill modifies the types of vehicles that are subject to license plate technology and license service fees.

These changes include:

Sec.2 amends RCW 46.17.015 to apply the license plate technology fee to all vehicles registered under RCW 46.17.355, unless specifically exempt.

Sec.3 amends RCW 46.17.025 to apply the license service fee to all vehicles registered under RCW 46.17.355, unless specifically exempt.

Sec.18 is amended to extend the effective date for sections 2 and 3 one month to October 1, 2023.

These changes do not impact the fiscal impacts discussed below.

SUMMARY OF CURRENT BILL VERSION

This bill makes corrective changes in chapter 182, Laws of 2022 (transportation resources) in order to align certain provisions with the legislature's original intent.

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 expenditure impact 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.

This legislation has no revenue impact on local governments. The Association of Washington Cities (AWC) notes that Secs. 4 and 5 require regional transit authorities (RTAs), including a few cities that act as RTAs, to adopt a zero-fare policy for passengers 18 years of age and under in order to receive Regional Mobility Act funding. However, given the October 1, 2022 effective date, the AWC believes that these authorities are already aware of this requirement.

SOURCES

Association of Washington Cities (AWC)

Washington State Transit Association (WSTA)



Multiple Agency Ten-Year Analysis Summary

Bill Number 1853 S HB	Title Transportation resources
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This ten-year analysis is limited to the estimated cash receipts associated with the proposed tax or fee increases.

Estimated Cash Receipts

	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	Fiscal Year 2031	Fiscal Year 2032	Fiscal Year 2033	2024-33 TOTAL
Office of State Treasurer	0	0	0	0	0	0	0	0	0	0	0
Traffic Safety Commission	0	0	0	0	0	0	0	0	0	0	0
Department of Licensing	461,500	615,500	625,300	633,600	640,600	647,100	653,100	658,800	664,900	670,800	6,271,200
Department of Transportation	0	0	0	0	0	0	0	0	0	0	0
Total	461,500	615,500	625,300	633,600	640,600	647,100	653,100	658,800	664,900	670,800	6,271,200



Ten-Year Analysis

Bill Number 1853 S HB	Title Transportation resources	Agency 090 Office of State Treasurer
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts

 Partially Indeterminate Cash Receipts

 Indeterminate Cash Receipts

Name of Tax or Fee	Acct Code												
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Agency Preparation: Dan Mason	Phone: (360) 902-8990	Date: 4/10/2023 10:08:46 an
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 4/10/2023 10:08:46 an
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 1853 S HB	Title Transportation resources	Agency 228 Traffic Safety Commission
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts **Partially Indeterminate Cash Receipts** **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code												
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Agency Preparation: Mark McKechnie	Phone: 3607259889	Date: 4/7/2023 8:49:07 am
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 4/7/2023 8:49:07 am
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 1853 S HB	Title Transportation resources	Agency 240 Department of Licensing
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts

 Partially Indeterminate Cash Receipts

 Indeterminate Cash Receipts

Estimated Cash Receipts

Name of Tax or Fee	Acct Code	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	Fiscal Year 2031	Fiscal Year 2032	Fiscal Year 2033	2024-33 TOTAL
DOL Services	26P	307,700	410,300	416,900	422,400	427,100	431,400	435,400	439,200	443,300	447,200	4,180,900
License Plate Technology	26P	153,800	205,200	208,400	211,200	213,500	215,700	217,700	219,600	221,600	223,600	2,090,300
Total		461,500	615,500	625,300	633,600	640,600	647,100	653,100	658,800	664,900	670,800	6,271,200
Biennial Totals		1,077,000	1,258,900	1,287,700	1,311,900	1,335,700	6,271,200					

Narrative Explanation (Required for Indeterminate Cash Receipts)

This bill modifies existing language regarding which trucks will pay DOL services and license plate technology fees when registering. Under current law only trucks greater than 6000 pounds empty scale weight must pay this fee.

Agency Preparation: Aaron Harris	Phone: (360) 902-3795	Date: 4/6/2023 4:46:29 pm
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 4/6/2023 4:46:29 pm
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 1853 S HB	Title Transportation resources	Agency 405 Department of Transportation
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts **Partially Indeterminate Cash Receipts** **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code												
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Agency Preparation: Cheryl Steben	Phone: 360-705-7919	Date: 4/10/2023 9:53:43 am
Agency Approval: Brian Lagerberg	Phone: 360-705-7878	Date: 4/10/2023 9:53:43 am
OFM Review:	Phone:	Date: