

Multiple Agency Fiscal Note Summary

Bill Number: 5583 E S SB AMH DON. H1916.4	Title: Young driver safety
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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	Fiscal note not available					
Local Gov. Other						
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 the Governor	.0	0	0	0	.0	0	0	0	.0	0	0	0
Office of State Treasurer	.0	0	0	0	.0	0	0	0	.0	0	0	0
Office of Minority and Women's Business Enterprises	.0	0	0	150,000	.0	0	0	0	.0	0	0	0
Office of Minority and Women's Business Enterprises	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Department of Licensing	.7	0	0	924,000	.0	0	0	0	.0	0	0	0
Superintendent of Public Instruction	Fiscal note not available											
Total \$	0.7	0	0	1,074,000	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	Fiscal note not available								
Local Gov. Other									
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 the Governor	.0	0	0	.0	0	0	.0	0	0
Office of State Treasurer	.0	0	0	.0	0	0	.0	0	0
Office of Minority and Women's Business Enterprises	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Superintendent of Public Instruction	Fiscal note not available								
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	Fiscal note not available								
Local Gov. Other									
Local Gov. Total									

Estimated Capital Budget Breakout

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Prepared by: Kyle Siefering, OFM	Phone: (360) 995-3825	Date Published: Preliminary 4/17/2023
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Individual State Agency Fiscal Note

Bill Number: 5583 E S SB AMI DONA H1916.4	Title: Young driver safety	Agency: 075-Office of the Governor
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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: 04/12/2023
Agency Preparation: Tracy Sayre	Phone: 360-890-5279	Date: 04/17/2023
Agency Approval: Kathy Cody	Phone: (360) 480-7237	Date: 04/17/2023
OFM Review: Cheri Keller	Phone: (360) 584-2207	Date: 04/17/2023

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.

Sec 1. Requires the Department of Licensing to consult with the Office of Equity to evaluate access to driver training education courses and opportunities to improve access to driver training education for young drivers.

The assessment must address potential obstacles such as:

- costs related to driver training education that may pose a hardship,
- accessibility for young drivers who live in rural areas, and
- difficulties for those whose primary language is not English.

The assessment must include strategies that can be used to mitigate these potential obstacles, including possible exceptions to, or substitutions for, a driver training education requirement in cases where access related obstacles cannot be overcome. Such as when a behind-the-wheel driver training program may not be available within a reasonable distance of a person's residence.

The Office of Equity assumes this consultation can be done using existing resources.

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: 5583 E S SB AMI DONA H1916.4	Title: Young driver safety	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: Michael Hirsch	Phone: 360-786-7195	Date: 04/12/2023
Agency Preparation: Dan Mason	Phone: (360) 902-8990	Date: 04/13/2023
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 04/13/2023
OFM Review: Amy Hatfield	Phone: (360) 280-7584	Date: 04/13/2023

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.

ESSB 5583 AMH DONA H1916.4 removes the creation of the driver's education safety improvement account which was included in previous versions of the bill.

Therefore, 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: 5583 E S SB AMI DONA H1916.4	Title: Young driver safety	Agency: 147-Office of Minority and Women's Business Enterprises
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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
Account					
Multimodal Transportation Account-State 218-1	150,000	0	150,000	0	0
Total \$	150,000	0	150,000	0	0

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

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: 04/12/2023
Agency Preparation: Paul Bitar	Phone: 360-407-8129	Date: 04/17/2023
Agency Approval: Paul Bitar	Phone: 360-407-8129	Date: 04/17/2023
OFM Review: Amy Hatfield	Phone: (360) 280-7584	Date: 04/17/2023

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 note is indeterminate because the bill requires OMWBE to perform duties that the agency has not been responsible for in the past. OMWBE certifies small, disadvantaged business enterprises and provides technical support to allow these businesses to contract with the state. Here, OMWBE is charged with fostering the development of women, minority, and veteran-owned licensed driver training schools. New Section 6 of this bill expands duties for OMWBE by adding a new section to 39.19 RCW. The latest striker amendment requires OMWBE to provide a program update on implementation and administration by October 1, 2024. As OMWBE has not been responsible for driver training schools in the past and does not have authority to govern veteran-owned businesses, it appears impossible to know the financial cost of implementing this program. Therefore, OMWBE requests \$150,000 to hire a consultant to determine how much a program like this will cost. This type of program may cost millions of dollars, however, OMWBE would like to hire an expert consultant to assist in determining the financial amount for this program. It is noted that without adequate funding this will be an unfunded mandate. This program may need support from the Department of Veteran Affairs, Department of Licensing, Department of Transportation, and perhaps Washington Traffic Safety Commission. For the stated reasons, the fiscal note for this bill is indeterminate.

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.

This fiscal note is indeterminate; OMWBE will need \$150,000 to hire a consultant to determine how much the driving program will cost.

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	150,000	0	150,000	0	0
Total \$			150,000	0	150,000	0	0

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

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	150,000		150,000		
E-Goods and Other Services					
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 \$	150,000	0	150,000	0	0

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

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: 5583 E S SB AMI DONA H1916.4	Title: Young driver safety	Agency: 240-Department of Licensing
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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	0.3	0.7	0.0	0.0
Account					
Highway Safety Account-State -1	815,000	109,000	924,000	0	0
Total \$	815,000	109,000	924,000	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: 04/12/2023
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 04/17/2023
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 04/17/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 04/17/2023

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.

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	815,000	109,000	924,000	0	0
Total \$			815,000	109,000	924,000	0	0

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	1.0	0.3	0.7		
A-Salaries and Wages	83,000	25,000	108,000		
B-Employee Benefits	29,000	9,000	38,000		
C-Professional Service Contracts					
E-Goods and Other Services	696,000	75,000	771,000		
G-Travel					
J-Capital Outlays	7,000		7,000		
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	815,000	109,000	924,000	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
Program Specialist 5	82,896	1.0	0.3	0.7		
Total FTEs		1.0	0.3	0.7		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.

Please see attached fiscal note.

Individual State Agency Fiscal Note

Agency 240 – Department of Licensing

Bill Number: 5583 ESSB AMH Bill Title: Young driver safety
DONA H1916.4

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

NONE

Estimated Expenditures:

	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
FTE Staff Years	1.0	0.3	0.7	-	-

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Highway Safety	106	815,000	109,000	924,000	-	-
Account Totals		815,000	109,000	924,000	-	-

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: Michael Hirsch	Phone: (360) 786-7195	Date: 4/12/2023
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 4/17/2023
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date:

Request #	1
Bill #	5583 ESSB AMH DONA H1916.4

Part 2 – Explanation

This bill version modifies provisions related to driver training education requirements. The bill requires the Department of Licensing (DOL) to develop a comprehensive plan for expansion of the current driver training education requirement. This version also requires DOL to create an interactive map of driver training education and testing locations on the DOL website. This version of the bill:

- Requires DOL to develop a comprehensive implementation plan for the expansion of driver training education for persons 18 to 24-years-old, including:
 - type of courses, an assessment of public and private resources necessary to support this expansion,
 - consultation with the Office of Equity on the evaluation of access to driver education and how to improve access,
 - a plan for broad and accessible public outreach and education, collaboration with educational service districts to determine how to use school districts to increase access to driver training schools,
 - how to best address financial need for access to driver training education, work with OSPI on how to best address financial need through public driver training schools,
 - an evaluation of other states who require driver’s education over 18 and the efficacy of these programs.
- Amends RCW 46.20.075(3)(b) to allow intermediate license holders to operate a motor vehicle between 1am and 5am if it is “for school, religious, or employment activities for the holder or a member of the holder's immediate family as defined in this section”. The definition of immediate family is added in a new subsection to RCW 46.20.075, subsection (9).
- Amends RCW 46.82.280(3) “classroom instruction” to include in the definition virtual classroom-based instruction with a live instructor and self-paced, online components as approved by DOL.
- Amends RCW 46.82.330, adding a new subsection, (3), authorizing the DOL to create alternative pathways to licensure for driver training instructors through rulemaking.
- Requires DOL to create an interactive map by January 1, 2025.
- Removes the voucher program, fee increases, and the public outreach and education components.

5583 ESSB AMH DONA H1916.4 compared to 5583 ESSB AMH TR H1841.3: 5583 ESSB AMH DONA H1916.4 is a thorough revision of previous versions. Changes to this version of the bill result in a minor cost reduction for information technology systems modifications and include ongoing requirements for certain staffing due to the increased reporting requirements. The fiscal note for this version also includes an outreach and education campaign.

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

Section 1 is a new section that requires DOL to develop a comprehensive implementation plan for the expansion of the current driver training education requirement. The plan is due to the legislative transportation committees by October 1, 2024. Components include:

- Type of courses, an assessment of public and private resources necessary to support this expansion,
- consultation with the Office of Equity on the evaluation of access to driver education and how to improve access,
- a plan for broad and accessible public outreach and education, collaboration with educational service districts to determine how to use school districts to increase access to driver training schools,

- how to best address financial need for access to driver training education, work with OSPI on how to best address financial need through public driver training schools,
- and an evaluation of other states who require driver’s education over 18 and the efficacy of these programs.

Section 2 amends RCW 46.20.075 to state that the holder of an intermediate license may not operate a motor vehicle between the hours of 1am and 5am except (a) when the holder is accompanied by (a parent, guardian, or) a licensed driver who is at least 25 years of age, or (b) for school, religious, or employment activities for the holder or a member of the holders’ immediate family as defined in RCW 42.17A.005. This section also clarifies the definition of “Immediate family.”

Section 3 amends RCW 46.82.280 to provide an expanded definition of classroom instruction.

Section 4 amends RCW 46.82.330 to provide DOL with rulemaking authority to establish alternative pathways to licensure to substitute for subsection (3) of this section provided the alternative pathways enable the department to assess the applicant’s fitness, knowledge, skill, and ability to teach the classroom and behind-the-wheel instruction portions of a driver training education program and behind-the-wheel instructor certification include behind-the-wheel teaching methods and supervised practice behind-the-wheel teaching of driving techniques.

Section 5 is a new section added to Chapter 46.82 RCW that requires DOL to publish on its website an interactive map of driver training education providers and traffic safety education providers, including driver, motorcyclist, and CDL training and testing providers certified by the department. The interactive map must provide training and testing provider names, locations, contact information, course and program pricing, and services offered by language. Each driving training education course and traffic safety education program provider must report course and program pricing to the department on an annual basis.

2.B - Cash receipts Impact

5583 ESSB AMH DONA H1916.4 removes fee changes included in previous versions of the bill. There are no cash receipts impacts associated with this version of the bill.

2.C – Expenditures

This bill will require resources to develop the implementation plan. The department will use a contracted vendor and additional staff support.

- One Management Analyst 5 to provide vendor oversight during development of the in-depth implementation plan and development of plan for broad and accessible public outreach and education. This position will ensure collaboration with the Washington Traffic Safety Commission, the Office of Superintendent of Public Instruction, the Office of Equity, education service districts, and private and public driver training schools.
- Contracted vendor support to work with DOL and partner agencies to address the requirements established in section 1 of the bill. Work will include research, outreach, reaching consensus on recommendations, and reviewing findings, reports, and plans from other jurisdictions.

Section 6 requires DOL to publish on dol.wa.gov an interactive map of all driver training education providers and providers of a traffic safety education program. Expenditure estimates for this component are found below under Information Services.

Operations impacts 2025-27 and ongoing

Expenditure estimates in this fiscal note represent the costs of developing the implementation plan and the required mapping. Operational implementation in the 2025-27 biennium will require additional legislative action to amend statutes, information technology systems modifications, and operational resources manage processes specific to young drivers. As part of initial planning, DOL will develop a matrix of needed changes and expected resource requirements in the 2025-27 biennium and subsequent biennia. The department will address these requirements in a future budget cycle.

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.

DRIVES modifications:

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	45,200	-	-	-	-	-	45,200
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	9,900	-	-	-	-	-	9,900
PROJECT MANAGER	Manage schedule and contracts	\$ 28,710	14,400	-	-	-	-	-	14,400
QUALITY ASSURANCE	Plan and carry out activities to assure project deliverables; e.g. preventative defect activities, align quality measures and business objectives.	\$ 37,410	44,900	-	-	-	-	-	44,900
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	5,000	-	-	-	-	-	5,000
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	41,000	-	-	-	-	-	41,000
Trainer	Trains business partners and employees in new system processes and capabilities.	\$ 22,620	13,600	-	-	-	-	-	13,600
Organizational Change Management	Prepares stakeholders for the change and develops strategies to ensure the changes are fully adopted.	\$ 37,410	44,900	-	-	-	-	-	44,900
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ 25,474	21,900	-	-	-	-	-	21,900
Totals			240,800	-	-	-	-	-	240,800

In addition to DRIVES modifications, this bill will also require modifications to the POLARIS system. The expenditure estimate for the POLARIS component is \$35,950.

What DOL will implement:

DRIVES IS Implementation

Interfaces:

1. Modify interface/webservice that includes:
 - a. Receive new data elements for classroom and virtual training types.
 - b. Receive new data elements for driver school locations, course and program pricing and services offered by language.

Modify existing web service/new web request:

- Modify existing interactive map to include driver training education and traffic safety education program providers and new data elements, filter by office type, services, languages provided.
- New web request for interactive map.

Polaris IS implementation

- Add ability to collect data for training and testing services, pricing, and services offered by language(s) for each Driver Training School, CDL Training Provider, and Motorcycle Training School location.
- Update existing system interface to send new data collected in POLARIS to the DRIVES system.

Support Services

Agency Administrative Overhead is included at a rate of 23.4 percent of the direct program costs. This funding received covers agency-wide functions such as vendor payments, contract administration, financial management, mail processing, equipment management, help desk support, and technical assistance to DOL employees.

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	815,000	109,000	924,000	-	-
Account Totals		815,000	109,000	924,000	-	-

3.B – Expenditures by Object or Purpose

Object of Expenditure	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total	
FTE Staff Years	1.0	0.3	0.7	0.0	0.0	
Salaries and Wages	83,000	25,000	108,000	-	-	
Employee Benefits	29,000	9,000	38,000	-	-	
Goods and Services	696,000	75,000	771,000	-	-	
Equipment	7,000	-	7,000	-	-	
Total By Object Type		815,000	109,000	924,000	-	-

3.C – FTE Detail

Staffing	Salary	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Program Specialist 5	82,896	1.0	0.3	0.7	0.0	0.0
Total FTE		1.0	0.3	0.7	0.0	0.0

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

The department will use existing resources to develop the initial rulemaking framework.