

Multiple Agency Fiscal Note Summary

Bill Number: 5909 SB	Title: Electric vehicle impoundment
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Estimated Cash Receipts

NONE

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 Commerce	1.2	359,247	359,247	359,247	.0	0	0	0	.0	0	0	0
Department of Revenue	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Licensing	.5	0	0	259,000	1.0	0	0	292,000	1.0	0	0	292,000
Total \$	1.7	359,247	359,247	618,247	1.0	0	0	292,000	1.0	0	0	292,000

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Commerce	.0	0	0	2.4	708,494	708,494	.0	0	0
Department of Commerce	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.								
Department of Revenue	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	2.4	708,494	708,494	0.0	0	0

Estimated Capital Budget Breakout

Agency Name	2023-25		2025-27		2027-29	
	Total		Total		Total	
Department of Commerce						
Staff	0		708,494		0	
	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.					
Total \$	0		708,494		0	

Prepared by: Kyle Sieferring, OFM

Phone:

(360) 995-3825

Date Published:

Final 1/24/2024

Individual State Agency Fiscal Note

Bill Number: 5909 SB	Title: Electric vehicle impoundment	Agency: 103-Department of Commerce
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.0	2.4	1.2	0.0	0.0
Account					
General Fund-State 001-1	0	359,247	359,247	0	0
Total \$	0	359,247	359,247	0	0

Estimated Capital Budget Impact:

	2023-25		2025-27		2027-29	
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Pre-design/Design	0	0	0	0	0	0
Construction	0	0	0	0	0	0
Grants/Loans	0	0	0	0	0	0
Staff	0	0	354,247	354,247	0	0
Other	0	0	0	0	0	0
Total \$	0	0	354,247	354,247	0	0

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

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: Brandon Popovac	Phone: 360-786-7465	Date: 01/16/2024
Agency Preparation: Marla Page	Phone: 360-725-3129	Date: 01/23/2024
Agency Approval: Marla Page	Phone: 360-725-3129	Date: 01/23/2024
OFM Review: Cheri Keller	Phone: (360) 584-2207	Date: 01/24/2024

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 bill requires the Department of Licensing (DOL) to reimburse tow truck operators for costs incurred in transporting electric vehicles and requires the Department of Commerce (department) to provide grants to tow truck operators to retrofit storage facilities for additional facility protections to accommodate electric vehicles.

Section 1 of the bill states findings and intent of the bill.

Section 2 authorizes DOL to reimburse tow truck operators for towing electric vehicles, up to \$10,000 per vehicle. It also authorizes DOL to adopt rules to implement the use of this authority.

Section 3 specifies that funding from the Electric Vehicle Account can be used for DOL's reimbursements.

Section 4 requires the department to establish a grant program to award grants to registered tow truck operators for the purpose of retrofitting storage facilities to provide for additional facility protections to accommodate electric vehicles including, but not limited to, the installation of containment bays constructed of concrete ecology blocks, or other storage facilities approved or recommended by the national highway traffic safety administration. The program expires July 1, 2027.

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.

Section 4 – Grant program to retrofit storage facilities of tow truck operators

Operating Start-up Cost Assumptions:

The department must establish a program to award grants to registered tow truck operators for the purpose of retrofitting storage facilities to provide for additional facility protections to accommodate electric vehicles including, but not limited to, the installation of containment bays constructed of concrete ecology blocks, or other storage facilities approved or recommended by the national highway traffic safety administration.

The department assumes expenditures to implement this legislation are not certain due to lack of information about the program, including funding levels, in the bill.

At this time, the department makes the following assumptions:

- The department will hire a Commerce Specialist 3 (COM 3) to coordinate and lead the program's development and implementation. This is assumed to be 1.0 FTE.
- The COM 3 will be supported by a 0.20 FTE WMS2 (supervisor), 0.20 FTE EMS 2 (electric vehicle policy), 0.50 FTE EMPS 3 (energy emergency management), and 0.10 FTE MA4 (public engagement). This is assumed to be 1.0 FTE collectively as detailed in staffing assumptions below.
- The program will require six months to design.

- This will require interviews with (1) the National Traffic Safety Board to better understand current guidance and best practices on electric vehicle towing and storage safety, (2) tow truck operators and storage facility owners and managers, and (3) battery safety experts.
- This will also require coordination with the Departments of Ecology and Licensing, to align with Section 2 of this bill and ongoing analysis related to lithium ion battery recycling and disposal, and the State Fire Marshall's Office on developing state level guidance on fire safety.
- The program will open between Jan. 2025 and June 2025 as a first-come, first-serve capital facilities program. Eligible facilities will be able to submit a simple application with corresponding documentation to be considered eligible for awards. Applications will be accepted until program funding is exhausted.
- Expenditures will be dependent on field visits that demonstrate project completion in accordance with program requirements.
- The program expires on June 30, 2027, and there are no program costs in FY28 and FY29.

To complete this work the department estimates (FY25):

0.20 FTE WMS 2 Grants Manager (416 hours) in FY25 to hire and supervise the COM 3, oversee the program's development and implementation, coordinate with budget staff, and report to agency leadership on progress and decisions.

0.20 FTE EMS 2 Senior Energy Policy Specialist (416 hours) in FY25 to provide electric vehicle policy guidance to program staff, coordinate with agencies involved in the Interagency Electric Vehicle Coordinating Council, speak with electric vehicle battery experts, and participate in program design development and decision-making.

1.0 FTE COM 3 Commerce Specialist (2088 hours) in FY25 to coordinate and lead the program's development and implementation, including participation in industry interviews, coordinating with other agencies, drafting and publishing the grant program application, reviewing applications, making awards and drafting contracts, conducting field visits, monitoring project completion, and issuing expenditures.

0.10 FTE MA 4 Policy Engagement Specialist (208 hours) in FY25 to meet with tow truck operators, facilities managers, and near-storage facility communities during program development and implementation, and ensure program decisions are informed by community suggestions.

0.50 FTE EMPS 3 Emergency Management Program Specialist (1044 hours) in FY25 to lead coordination with the National Traffic Safety Board and State Fire Marshall's Office on battery-related fire risks, analyze federal guidance, and provide advice to the program team on program development and implementation.

Salaries and Benefits:

FY25: \$254,210

Goods and Services and travel:

FY25: \$16,402

Equipment

The department assumes the purchase of one standard workstation for the new staff in FY25.

FY25: \$5,000

Intra-agency Reimbursement:

FY25: \$83,635

Total Costs

FY25: \$359,247

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	0	359,247	359,247	0	0
Total \$			0	359,247	359,247	0	0

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years		2.4	1.2		
A-Salaries and Wages		188,406	188,406		
B-Employee Benefits		65,804	65,804		
C-Professional Service Contracts					
E-Goods and Other Services		14,182	14,182		
G-Travel		2,220	2,220		
J-Capital Outlays		5,000	5,000		
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements		83,635	83,635		
9-					
Total \$	0	359,247	359,247	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
Agency Administrative - Indirect	111,168		0.4	0.2		
Commerce Specialist 3	84,518		1.0	0.5		
Emergency Management Program Specialist 3	88,794		0.5	0.3		
EMS2	126,529		0.2	0.1		
Management Analyst 4	88,794		0.1	0.1		
WMS2	126,529		0.2	0.1		
Total FTEs			2.4	1.2		0.0

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
057-1	State Building Construction Account	State	0	0	0	708,494	0
Total \$			0	0	0	708,494	0

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

IV. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years				2.4	
A-Salaries and Wages				376,812	
B-Employee Benefits				131,608	
C-Professional Service Contracts					
E-Goods and Other Services				28,364	
G-Travel				4,440	
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements				167,270	
9-					
Total \$	0	0	0	708,494	0

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

IV. C - Capital Budget Breakout

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

Construction Estimate	FY 2024	FY 2025	2023-25	2025-27	2027-29
Pre-design/Design					
Construction					
Grants/Loans					
Staff				708,494	
Other					
Total \$				708,494	

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

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

Job Classification	Salary	FY 2024	FY 2025	2023-25	2025-27	2027-29
Agency Administrative - Indirect	111,168				0.4	
Commerce Specialist 3	84,518				1.0	
Emergency Management Program Specialist 3	88,794				0.5	
EMS2	126,529				0.2	
Management Analyst 4	88,794				0.1	
WMS2	126,529				0.2	
Total FTEs					2.4	0.0

Funding for grants is assumed as indeterminate because funding amounts are not specified in the legislation. Capital funding will be needed for the program.

Section 4 – Grant program to retrofit storage facilities of tow truck operators

Capital Assumptions:

The department must establish a program to award grants to registered tow truck operators for the purpose of retrofitting storage facilities to provide for additional facility protections to accommodate electric vehicles including, but not limited to, the installation of containment bays constructed of concrete ecology blocks, or other storage facilities approved or recommended by the national highway traffic safety administration.

The department assumes expenditures to implement this legislation are not certain due to lack of information about the program, including funding levels, in the bill.

At this time, the department makes the following assumptions:

- The department will hire a Commerce Specialist 3 (COM 3) to coordinate and lead the program’s development and implementation. This is assumed to be 1.0 FTE.
- The COM 3 will be supported by a 0.20 FTE WMS2 (supervisor), 0.20 FTE EMS 2 (electric vehicle policy), 0.50 FTE EMPS 3 (energy emergency management), and 0.10 FTE MA4 (public engagement). This is assumed to be 1.0 FTE collectively as detailed in staffing assumptions below.
- The program will require six months to design.
- This will require interviews with (1) the National Traffic Safety Board to better understand current guidance and best practices on electric vehicle towing and storage safety, (2) tow truck operators and storage facility owners and managers, and (3) battery safety experts.
- This will also require coordination with the Departments of Ecology and Licensing, to align with Section 2 of this bill and ongoing analysis related to lithium ion battery recycling and disposal, and the State Fire Marshall’s Office on developing state level guidance on fire safety.
- The program will open between Jan. 2025 and June 2025 as a first-come, first-serve capital facilities program. Eligible facilities will be able to submit a simple application with corresponding documentation to be considered eligible for awards. Applications will be accepted until program funding is exhausted.
- Expenditures will be dependent on field visits that demonstrate project completion in accordance with program requirements.
- The program expires on June 30, 2027, and there are no program costs in FY28 and FY29.

To complete this work the department estimates (FY26-FY27):

0.20 FTE WMS 2 Grants Manager (416 hours) in FY26-27 to supervise the COM 3, oversee the program’s development and implementation, coordinate with budget staff, and report to agency leadership on progress and decisions.

0.20 FTE EMS 2 Senior Energy Policy Specialist (416 hours) in FY26-27 to provide electric vehicle policy guidance to program staff, coordinate with agencies involved in the Interagency Electric Vehicle Coordinating Council, speak with electric vehicle battery experts, and participate in program design development and decision-making.

1.0 FTE COM 3 Commerce Specialist (2088 hours) in FY 26-27 to coordinate and lead the program’s development and implementation, including participation in industry interviews, coordinating with other agencies, drafting and publishing the grant program application, reviewing applications, making awards and drafting contracts, conducting field visits, monitoring project completion, and issuing expenditures.

0.10 FTE MA 4 Policy Engagement Specialist (208 hours) in FY26-27 to meet with tow truck operators, facilities managers, and near-storage facility communities during program development and implementation, and ensure program decisions are informed by community suggestions.

0.50 FTE EMPS 3 Emergency Management Program Specialist (1044 hours) in FY26-27 to lead coordination with the National Traffic Safety Board and State Fire Marshall's Office on battery-related fire risks, analyze federal guidance, and provide advice to the program team on program development and implementation.

Salaries and Benefits:

FY26-FY27: \$254,210 per fiscal year

Goods and Services and travel:

FY26-FY27: \$16,402 per fiscal year

Grants are Indeterminate

The department has assumed staffing estimates in this fiscal note, grants are indeterminate (less administrative costs) for the 2025-2027 biennium.

Intra-agency Reimbursement:

FY26-FY27: \$83,635 per fiscal year

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Total Costs

FY26-FY27: \$354,247 per fiscal year

Part V: New Rule Making Required

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

DOL is given authority to adopt rules to implement Section 2 of the bill. The department assumes a minimal role in the DOL rulemaking process to ensure alignment with the program in Section 4.

Department of Revenue Fiscal Note

Bill Number: 5909 SB	Title: Electric vehicle impoundment	Agency: 140-Department of Revenue
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated 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: Brandon Popovac	Phone: 60-786-7465	Date: 01/16/2024
Agency Preparation: Alex Merk-Dyes	Phone: 60-534-1601	Date: 01/19/2024
Agency Approval: Marianne McIntosh	Phone: 60-534-1505	Date: 01/19/2024
OFM Review: Amy Hatfield	Phone: (360) 280-7584	Date: 01/22/2024

Request # 5909-1-1

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.

CURRENT LAW:

The law does not provide cost reimbursement to tow truck operators for towing, transport, and storage of electric vehicles (EV).

PROPOSAL:

This bill proposes that tow truck operators may apply to the Department of Licensing for cost reimbursement for the towing, transport, and storage of EVs.

The Department of Licensing may:

- Only use funds from the EV account.
- Authorize reimbursements of \$10,000 or less per EV.

An EV is any passenger car, light-duty truck, or medium-duty passenger vehicle that is either:

- Powered only by natural gas, propane, hydrogen, or electricity.
- Capable of traveling at least 30 miles using only battery power and using at least one method of propulsion that can be reenergized by an external energy source.

EFFECTIVE DATE:

The bill takes effect 90 days after the final adjournment of the session.

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.

This legislation results in no revenue impact on taxes administered by the Department of Revenue (department).

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.

The department will not incur any costs with the implementation of this legislation.

Part III: Expenditure Detail

III. A - Expenditures by Object Or Purpose

NONE

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

NONE

III. C - 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

Part V: New Rule Making Required

Individual State Agency Fiscal Note

Bill Number: 5909 SB	Title: Electric vehicle impoundment	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	0.0	1.0	0.5	1.0	1.0
Account					
Electric Vehicle Account-State 20J-1	0	259,000	259,000	292,000	292,000
Total \$	0	259,000	259,000	292,000	292,000

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: Brandon Popovac	Phone: 360-786-7465	Date: 01/16/2024
Agency Preparation: Gina Rogers	Phone: 360-634-5036	Date: 01/19/2024
Agency Approval: Collin Ashley	Phone: (564) 669-9190	Date: 01/19/2024
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 01/22/2024

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 – Creates a new chapter and new section for Title 46 RCW MOTOR VEHICLES

State legislative intent is the risk of vehicle fires for tow truck operators. This legislation intends to support RTTOs to sufficiently prepare for the influx of EV tows.

Sec. 2 – Creates a new chapter and new section for Title 46 RCW MOTOR VEHICLES

(1) An RTTO may apply to DOL for reimbursement for towing, transport, and storage of electric vehicles from public or private property.

(2) DOL will use funds from the Electric Vehicle Account. Reimbursements cap at \$10,000 per vehicle.

(3) DOL may adopt rules for the application form and contents, and cost reimbursement.

(4) Clarifies EV means any passenger car, light duty truck, or medium duty passenger vehicle that:

a. Exclusively powered by clean alternative fuel

b. Uses at least one method of propulsion that is capable of being reenergized by an external source of electricity and is capable of travelling at least 30 miles only on battery power.

Sec. 3 – Amends RCW 82.44.200 MOTOR VEHICLE EXCISE TAX Electric vehicle account.

Amends the EV account use to allow for this bill

Sec. 4 – Creates a new section to

Requires Department of Commerce to establish a grants program for RTTOs to request a grant to retrofit facilities with containment bays, concrete blocks, etc.

This section expires July 1, 2027.

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
20J-1	Electric Vehicle Account	State	0	259,000	259,000	292,000	292,000
Total \$			0	259,000	259,000	292,000	292,000

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years		1.0	0.5	1.0	1.0
A-Salaries and Wages		77,000	77,000	154,000	154,000
B-Employee Benefits		27,000	27,000	54,000	54,000
C-Professional Service Contracts					
E-Goods and Other Services		155,000	155,000	84,000	84,000
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 \$	0	259,000	259,000	292,000	292,000

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
Management Analyst 3	74,376		1.0	0.5	1.0	1.0
Total FTEs			1.0	0.5	1.0	1.0

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.

Individual State Agency Fiscal Note

Agency 240 – Department of Licensing

Bill Number: SB 5909

Bill Title: Electric vehicle impoundment

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

No Revenue Impact.

This bill would create a program in the Department of Licensing (DOL) for reimbursing costs of towing electric vehicles, and Department of Commerce managed grant program for towing equipment. This bill would not change or add fees collected by DOL and would have no revenue impact.

Estimated Expenditures:

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Electric Vehicle	20J	-	259,000	259,000	292,000	292,000
Account Totals		-	259,000	259,000	292,000	292,000

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: Brandon Popovac	Phone: (360) 786-7465	Date:
Agency Preparation: Gina Rogers	Phone: (360) 634-5036	Date: 1-18-24
Agency Approval: Collin Ashley	Phone: (360) 634-5384	Date:

Request #	1
Bill #	5909

Part 2 – Explanation

Requires DOL to reimburse registered tow truck operators (RTTOs) for EV towing. Requires Commerce to setup a grants program to retrofit facilities.

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

Sec. 1 – Creates a new chapter and new section for Title 46 RCW **MOTOR VEHICLES**

State legislative intent is the risk of vehicle fires for tow truck operators. This legislation intends to support RTTOs to sufficiently prepare for the influx of EV tows.

Sec. 2 – Creates a new chapter and new section for Title 46 RCW **MOTOR VEHICLES**

- (1) An RTTO may apply to DOL for reimbursement for towing, transport, and storage of electric vehicles from public or private property.
- (2) DOL will use funds from the Electric Vehicle Account. Reimbursements cap at \$10,000 per vehicle.
- (3) DOL may adopt rules for the application form and contents, and cost reimbursement.
- (4) Clarifies EV means any passenger car, light duty truck, or medium duty passenger vehicle that:
 - a. Exclusively powered by clean alternative fuel
 - b. Uses at least one method of propulsion that is capable of being reenergized by an external source of electricity and is capable of travelling at least 30 miles only on battery power.

Sec. 3 – Amends RCW 82.44.200 **MOTOR VEHICLE EXCISE TAX** Electric vehicle account.

Amends the EV account use to allow for this bill

Sec. 4 – Creates a new section to

Requires Department of Commerce to establish a grants program for RTTOs to request a grant to retrofit facilities with containment bays, concrete blocks, etc.

This section expires July 1, 2027.

2.B - Cash receipts Impact

None. This bill would not change or add fees collected by DOL and would have no revenue impact.

2.C – Expenditures

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Electric Vehicle	20J	-	259,000	259,000	292,000	292,000
Account Totals		-	259,000	259,000	292,000	292,000

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.

What IS Will Implement:

1. Online service to allow for registered tow truck operators to apply online for reimbursements of towing, transport, and storage fees of electric vehicles from public or private property.
 - a. Must be licensed in Washington and have an account in DRIVES,
 - b. Will create work item for processing the request.
 - c. Will use Secure Access Washington and require online account.
 - d. Allows for upload of paper forms or electronic entry of application by the Registered Tow Truck Operator.
 - e. Allows for the upload of supporting documentation.
 - f. Logic that verifies Vehicle Identification Number entered is for an electric vehicle as described in the bill.
 - g. Logic that verifies the Registered Tow Truck Operator hasn't been reimbursed for expenses on the same vehicle using the Vehicle Identification Number by the Abandoned RV Reimbursement Program and add the same logic to the Abandoned RV Reimbursement Program.
2. Case to process the application for reimbursement.
 - a. Case will be approved or denied or pending more information.
 - b. Forms can be uploaded and entered by back office for mail-in applications.
3. Refund credit activity.
 - a. Add refund requestor field for Registered Tow Truck Operator that uses logic to limit any request that totals more than \$10,000 per vehicle for which cost reimbursements are requested.
 - b. Approved payments disburse from Electronic Vehicle Account.
4. 4 letters will be created for response to application process.
 - a. Request for More Information
 - b. Denial
 - c. Reimbursement Approved
 - d. Reimbursement Approved, Pending Funds
5. Report
 - a. Ad hoc cube for program
 - b. Expenditure report

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.	\$ 27,144	-	29,900	-	-	-	-	29,900
BUSINESS ANALYST	Determine business requirements; translate requirements into what changes are needed to various systems including account codes, inventory codes, testing considerations, etc.	\$ 19,836	-	6,000	-	-	-	-	6,000
PROJECT MANAGER	Manage schedule and contracts	\$ 34,452	-	10,300	-	-	-	-	10,300
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.	\$ 19,836	-	4,000	-	-	-	-	4,000
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	-	44,700	-	-	-	-	44,700
Trainer	Trains business partners and employees in new system processes and capabilities.	\$ 27,144	-	8,100	-	-	-	-	8,100
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ 29,824	-	10,300	-	-	-	-	10,300
Totals			-	113,300	-	-	-	-	113,300

These figures are calculated and rounded to 100th value

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. These indirect costs are shown under object E.

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
Electric Vehicle	20J	-	259,000	259,000	292,000	292,000
Account Totals		-	259,000	259,000	292,000	292,000

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	0.0	1.0	0.5	1.0	1.0
Salaries and Wages	-	77,000	77,000	154,000	154,000
Employee Benefits	-	27,000	27,000	54,000	54,000
Goods and Services	-	155,000	155,000	84,000	84,000
Total By Object Type	-	259,000	259,000	292,000	292,000

Object E - Description	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
EA - General Office Supplies	-	230	230	460	460
EB - Phone/Install/Usage	-	830	830	1,660	1,660
EC - Utilities	-	430	430	860	860
ED - Facility/Lease Costs	-	5,440	5,440	10,880	10,880
EE - Repairs, Alterations & Maintenance	-	1,210	1,210	2,420	2,420
EG - Training	-	160	160	320	320
EH - Manage Print Services	-	830	830	1,660	1,660
EK - Facilities and Services	-	1,260	1,260	2,520	2,520
ER - Contracted Costs	-	470	470	940	940
ER - Application Programmers	-	113,300	113,300	-	-
EY - Software Maintenance	-	3,440	3,440	6,880	6,880
EZ - Other Goods & Svcs	-	27,600	27,600	55,200	55,200
Total Goods & Services	-	155,000	155,000	84,000	84,000

Application Programmers \$113,300 (One-time)
 Implement items listed in section 2.B.

3.C – FTE Detail

With this being a new scope of work and a new program, Programs and Services Division estimates 1 Management Analyst 3 (MA3) to manage the workload, review applications and documents, and approve and process reimbursement.

1	Management Analyst 3	Under general direction provides journey level analyses to management, staff and customers. Conducts multi-dimensional research and analysis, formulating recommendations, and coordinating implementation and ongoing evaluation of programs and strategic and long-range planning activities. Incumbents provide consultation to management, to resolve a variety of management issues.	On-going
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Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

None.