

Multiple Agency Fiscal Note Summary

Bill Number: 1531 S HB	Title: Aerospace industry dev.
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Estimated Cash Receipts

NONE

Agency Name	2023-25		2025-27		2027-29	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts						
Loc School dist-SPI						
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.					
Local Gov. Total						

Estimated Operating Expenditures

Agency Name	2023-25				2025-27				2027-29			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Department of Commerce	Fiscal note not available											
Military Department	Non-zero but indeterminate cost and/or savings. Please see discussion.											
Workforce Training and Education Coordinating Board	.1	18,000	18,000	18,000	.1	36,000	36,000	36,000	.1	36,000	36,000	36,000
Department of Transportation	.0	0	0	0	.0	0	0	0	.0	0	0	0
Community and Technical College System	.0	0	0	0	.0	0	0	0	.0	0	0	0
Total \$	0.1	18,000	18,000	18,000	0.1	36,000	36,000	36,000	0.1	36,000	36,000	36,000

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Commerce	Fiscal note not available								
Military Department	.0	0	0	.0	0	0	.0	0	0
Workforce Training and Education Coordinating Board	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
Community and Technical College System	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

Estimated Capital Budget Breakout

NONE

Prepared by: Cheri Keller, OFM	Phone: (360) 584-2207	Date Published: Preliminary 2/ 1/2024
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Individual State Agency Fiscal Note

Bill Number: 1531 S HB	Title: Aerospace industry dev.	Agency: 245-Military Department
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

Non-zero but indeterminate cost 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: Jessica Van Horne	Phone: 360-786-7288	Date: 01/22/2024
Agency Preparation: Regan Hesse	Phone: 253-512-7698	Date: 01/23/2024
Agency Approval: Regan Hesse	Phone: 253-512-7698	Date: 01/23/2024
OFM Review: Val Terre	Phone: (360) 280-3973	Date: 01/23/2024

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.

Section 1 adds a new section to chapter 43.330 (Department of Commerce) that requires the Director of the Department of Commerce to appoint and maintain an Aviation and Aerospace Advisory Committee to generally advise the director and the secretary of the Department of Transportation on matters related to aviation and aerospace in Washington State. Section 1(3)(h) specifies that the committee must include a representative from the Military Department. Paragraph 8 specifies that committee members serve without compensation but may be reimbursed for their travel expenses as authorized in RCW 43.03.050 and 43.03.060.

This bill is subject to appropriation, therefore all costs are indeterminate.

The only costs the Military Department would incur are travel costs to support committee meetings. If the meetings were conducted virtually, there would be no cost to the agency. If the meetings were conducted in person, the cost would depend on the frequency, duration, and location of the meetings. Meetings within the Thurston county area would cost less than \$100 per day; travel to the eastern side of the state would be \$200-\$500 per trip depending on mode of transportation and if an overnight stay were required. It is assumed that travel costs would be reimbursed by the Department of Commerce.

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

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

III. B - Expenditures by Object Or Purpose

Non-zero but indeterminate cost 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: 1531 S HB	Title: Aerospace industry dev.	Agency: 354-Workforce Training and Education Coordinating Board
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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	0.1	0.1	0.1	0.1
Account					
General Fund-State 001-1	0	18,000	18,000	36,000	36,000
Total \$	0	18,000	18,000	36,000	36,000

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:

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- 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: Jessica Van Horne	Phone: 360-786-7288	Date: 01/22/2024
Agency Preparation: Drew Cassidy	Phone: 360 709-4600	Date: 01/25/2024
Agency Approval: Nova Gattman	Phone: 360-709-4600	Date: 01/25/2024
OFM Review: Ramona Nabors	Phone: (360) 742-8948	Date: 01/30/2024

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

Adds new sections to RCW 43.330, requires the Department of Commerce (COM) to appoint and maintain an Aviation and Aerospace Advisory Committee to advise the Director of COM and the Washington State Department of Transportation (WSDOT) Secretary on matters related to aviation and aerospace in Washington state.

The Committee must make recommendations on matters including emerging aviation and aerospace technologies; federal regulations; industry needs to remain competitive; policy considerations; funding priorities and capital project needs; methods to reduce greenhouse gases; workforce development needs and opportunities; multimodal requirements; planning for advanced air mobility infrastructure and operations; and other matters pertaining to the aviation and aerospace industries as the Committee deems appropriate.

The bill states that membership in the Committee does not include compensation but may be reimbursed for travel. The Workforce Board is a named member of the Committee.

Designates the Commerce Director and WSDOT Secretary (or their designees) as the administrative co-chairs. The Committee must meet at the call of the administrative co-chairs.

Sec. 2

Provides an emergency clause, effective July 1, 2023.

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.

n/a

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 Workforce Board requests a 0.1 ongoing FTE of the Workforce Service Integration Manager (MA5) to participate in quarterly Advisory Committee and monthly workforce subcommittee meetings and recommendation development efforts.

The Board is assuming that the emergency clause language will be updated to July 1 of the upcoming fiscal year; it currently states July 1, 2023.

Commerce has shared that the committee will meet three to four times a year (quarterly) as a full group and any sub-committees formed would meet monthly or bi-monthly. The Board is assuming that travel costs for state agency participants will be borne by their agency, rather than through Commerce. The Workforce Board may participate in workforce subcommittee meetings.

This work will additionally provide input from and liaison with other workforce policy endeavors and innovations, the members of the Workforce Board and public information and engagement activities, and other workforce system stakeholders about the activities of this group.

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	18,000	18,000	36,000	36,000
Total \$			0	18,000	18,000	36,000	36,000

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years		0.1	0.1	0.1	0.1
A-Salaries and Wages		10,000	10,000	20,000	20,000
B-Employee Benefits		3,000	3,000	6,000	6,000
C-Professional Service Contracts					
E-Goods and Other Services		2,000	2,000	4,000	4,000
G-Travel		2,000	2,000	4,000	4,000
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements		1,000	1,000	2,000	2,000
9-					
Total \$	0	18,000	18,000	36,000	36,000

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
MA 5	98,991		0.1	0.1	0.1	0.1
Total FTEs			0.1	0.1	0.1	0.1

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: 1531 S HB	Title: Aerospace industry dev.	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: Jessica Van Horne	Phone: 360-786-7288	Date: 01/22/2024
Agency Preparation: Terri Palumbo	Phone: 360-709-8096	Date: 01/24/2024
Agency Approval: Ann Richart	Phone: 360-529-6550	Date: 01/24/2024
OFM Review: Tiffany West	Phone: (360) 890-2653	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.

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.

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: 1531 SHB **Title:** Aerospace Industry Dev. **Agency:** 405-Department of Transportation

Part I: Estimates

- No Fiscal Impact (Explain required in section II. A)
- Indeterminate Cash Receipts Impact (Explain in section II. B)
- Partially Indeterminate Cash Receipts Impact (Explain in section II. B)
- Indeterminate Expenditure Impact (Explain in section II. C)
- Partially 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

Agency Assumptions

N/A

Agency Contacts:

Preparer: Terri Palumbo	Phone: 360-791-3416	Date: 1/22/2024
Approval: Ann Richart	Phone: 360-529-6550	Date: 1/22/2024
Budget Manager: My-Trang Le	Phone: 360-705-7517	Date: 1/23/2024

Part II: Narrative Explanation

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

Section 1 of the bill is added to chapter 43.330 RCW (Dept of Commerce is created) to require the Department of Commerce (COM) to appoint and maintain an Aviation and Aerospace Advisory Committee to generally advise the Director of the COM and the Secretary of the Washington State Department of Transportation (WSDOT) on matters related to aviation and aerospace in Washington State.

This also includes developing recommendations regarding capital budget requests related to aviation and aerospace needs; employment of emerging aviation and aerospace technologies to include autonomous, and alternative propulsion systems; new, changed, or proposed federal regulations; industry needs to remain nationally and internationally competitive; policy considerations; funding priorities and capital project needs; methods to reduce greenhouse gas emissions; workforce development needs and opportunities; multimodal requirements; planning, funding, and community integration for advanced air mobility infrastructure and operations; and other matters pertaining to the aviation and aerospace industries as the Committee deems appropriate.

Individual State Agency Fiscal Note

Section 1(2) states that the Aviation and Aerospace Advisory Committee shall not advise on or make recommendations relating to the siting of or exploration for a location for a new primary commercial aviation facility.

Section 1(3) invites the WSDOT Aviation Division director or designee as a committee member.

Section 1(4) states the COM director and WSDOT Secretary, or their designees, will serve as the administrative cochairs.

Section 2 adds the effective date of July 1, 2023, which could mean 2024?

There is no fiscal impact to the department. The work required in the bill is substantially similar to what WSDOT is currently required to perform by a budget proviso that created an Aviation and Aerospace Advisory Committee in the enacted 2021-23 operating budget for the Department of Commerce (Chapter 334, Laws of 2021, p.v. section 129(99)). This bill would place the Committee in statute. Any additional workload will be prioritized by WSDOT Aviation. If needed, some aviation work may be postponed to meet any requirements from WSDOT as a member of the Committee.

II. B – Cash Receipts Impact

N/A

II. C - Expenditures

N/A

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

N/A

Individual State Agency Fiscal Note

Bill Number: 1531 S HB	Title: Aerospace industry dev.	Agency: 699-Community and Technica College System
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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: Jessica Van Horne	Phone: 360-786-7288	Date: 01/22/2024
Agency Preparation: Brian Myhre	Phone: 360-704-4413	Date: 01/26/2024
Agency Approval: Stephanie Winner	Phone: 360-704-1023	Date: 01/26/2024
OFM Review: Ramona Nabors	Phone: (360) 742-8948	Date: 01/30/2024

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.

This bill would authorize the Department of Commerce to create an Aviation and Aerospace Advisory Committee to offer advice on matters related to aviation and aerospace in Washington state. The Advisory Committee is to include a representative from the State Board for Community and Technical Colleges.

The Aviation and Aerospace Advisory Committee must meet at the call of the administrative cochair of the Committee or as requested by the Director, Secretary of the Department of Transportation, or their designees as the administrative cochair.

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.

No cash receipts impact.

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 expenditure impact.

There will be negligible additional workload to participate in the Advisory Committee and can be accomplished within regularly assigned duties.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

NONE

III. B - Expenditures by Object Or Purpose

NONE

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

NONE

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

Part V: New Rule Making Required

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

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 1531 S HB

Title: Aerospace industry dev.

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

Legislation Impacts:

- Cities:
- Counties: indeterminate costs or reimbursements related to participating on the aviation committee
- 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: which county commissioners would be appointed to the aviation advisory committee, how many meetings would occur, reimbursement amounts

Estimated revenue impacts to:

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

Estimated expenditure impacts to:

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

Part III: Preparation and Approval

Fiscal Note Analyst: Tammi Alexander	Phone: 360-725-5038	Date: 01/25/2024
Leg. Committee Contact: Jessica Van Horne	Phone: 360-786-7288	Date: 01/22/2024
Agency Approval: Allan Johnson	Phone: 360-725-5033	Date: 01/25/2024
OFM Review: Cheri Keller	Phone: (360) 584-2207	Date: 01/25/2024

Part IV: Analysis

A. SUMMARY OF BILL

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

This bill would require the Department of Commerce (Commerce) to appoint and maintain an aviation and aerospace advisory committee to advise the Director of Commerce and the Secretary of the Washington State Department of Transportation (WSDOT) on matters related to aviation and aerospace in Washington State.

The membership of the committee is outlined in the bill and requires the appointment of two county commissioners, one from the east and one from the west of the Cascade mountains.

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 bill would require the participation of two county commissioners appointed to the committee it creates. Commerce assumes that the committee would meet three to four times a year and any sub-committees formed would meet monthly or bi-monthly.

It is unknown what level of participation would be required for these two commissioners or if they would be appointed to any sub-committee. There would be time and travel costs for meetings requiring in person attendance. Since it is unknown which county commissioners would be appointed, where meetings would occur, how many meetings each would need to attend, the costs to the two counties participating cannot be estimated.

According to the bill, each member of the aviation and aerospace advisory committee serves without compensation but may be reimbursed for travel expenses. Since travel costs can be reimbursed, the impact to the two counties participating would be minimal.

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.

In general, this bill would not impact local government revenues.

However, the two counties participating on the committee can seek reimbursement for travel expenses. Since it is unknown which counties would be participating, where meetings would be held, and how many meetings would occur, these reimbursements amounts cannot be estimated.

SOURCES:

Department of Commerce fiscal note, HB 1531 (2023)