

Multiple Agency Fiscal Note Summary

Bill Number: 6114 S SB	Title: Sustainable aviation fuel
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Estimated Cash Receipts

NONE

Agency Name	2023-25		2025-27		2027-29	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts						
Loc School dist-SPI						
Local Gov. Other	No fiscal impact					
Local Gov. Total						

Estimated Operating Expenditures

Agency Name	2023-25				2025-27				2027-29			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Office of the Governor	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Transportation	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Ecology	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Agriculture	.0	5,560	5,560	5,560	.0	0	0	0	.0	0	0	0
Total \$	0.0	5,560	5,560	5,560	0.0	0	0	0	0.0	0	0	0

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	No fiscal impact								
Local Gov. Total									

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Office of the Governor	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
Department of Ecology	.0	0	0	.0	0	0	.0	0	0
Department of Agriculture	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	No fiscal impact								
Local Gov. Total									

Estimated Capital Budget Breakout

Prepared by: Tiffany West, OFM	Phone: (360) 890-2653	Date Published: Final 2/16/2024
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Individual State Agency Fiscal Note

Bill Number: 6114 S SB	Title: Sustainable aviation fuel	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: Jenna Forty	Phone: 360-786-7755	Date: 02/06/2024
Agency Preparation: Kathy Cody	Phone: (360) 480-7237	Date: 02/07/2024
Agency Approval: Jamie Langford	Phone: (360) 870-7766	Date: 02/07/2024
OFM Review: Val Terre	Phone: (360) 280-3973	Date: 02/07/2024

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.

Substitute Senate Bill 6114 requires certain private jets to use sustainable aviation fuel in order to reduce emissions in the aviation sector.

Per Section 2(3) (3) The governor, by executive order, may suspend all or portions of the minimum sustainable aviation fuel content requirements as described in the bill based on a determination that such requirements are temporarily, technically, or economically infeasible, or pose a significant risk to public safety.

The Governor's Office believes this work can be done within existing resources and therefore there is no fiscal impact.

II. B - Cash receipts Impact

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

II. C - Expenditures

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

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

NONE

III. B - Expenditures by Object Or Purpose

NONE

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

NONE

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

Part V: New Rule Making Required

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

Individual State Agency Fiscal Note

Bill Number: 6114 S SB	Title: Sustainable aviation fuel	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: Jenna Forty	Phone: 360-786-7755	Date: 02/06/2024
Agency Preparation: Terri Palumbo	Phone: 360-709-8096	Date: 02/12/2024
Agency Approval: Ann Richart	Phone: 360-529-6550	Date: 02/12/2024
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/12/2024

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: 6114 SSB

Title: Sustainable Aviation Fuel

Agency: 405-Department of Transportation

Part I: Estimates

- No Fiscal Impact (Explain 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)

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- 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

The department assumes that sustainable aviation fuel (SAF) is currently available and is American Society for Testing and Materials (ASTM) certified, however, is in very short supply. Currently, SAF costs more per gallon than JetA. Airports that sell fuel, fixed-base operators (FBO)s, and fuel purchasers will see an increase in cost of fuel. Other assumptions include:

- The Governor may suspend all or portions of this requirement based on a determination that such requirements are temporarily, technically, or economically infeasible, or pose a significant risk to public safety.
- Section 3, it is assumed the “department” is the Department of Agriculture (WSDA) as mentioned in Chapter 19.94 RCW. WSDA must complete a feasibility study for enforcing and carrying out the purposes of Section 2 of this act by November 1, 2027, and submit findings and recommendations to the Governor and Transportation Committees of the Legislature. Within 12 months of completion of the feasibility study, the WSDA is authorized to adopt rules for enforcing and carrying out the purposes of Section 2 of this act.
- The Department of Ecology (ECY) will need to verify cumulative production capacity of alternative jet fuel of at least 20,000,000 gallons annually as outlined in RCW 82.04.436 for utilization.
- The Department of Transportation may provide technical assistance to airport operators as necessary for implementation of this section.

Agency Contacts:

Preparer: Terri Palumbo	Phone: 360-791-3416	Date: 2/7/2024
Approval: Ann Richart	Phone: 360-529-6550	Date: 2/9/2024
Budget Manager: My-Trang Le	Phone: 360-705-7517	Date: 2/9/2024

Individual State Agency Fiscal Note

Part II: Narrative Explanation

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

The proposed legislation Substitute Senate Bill 6114 requires airport operators providing jet fuel to private aircraft operating under federal aviation regulation Part 91 to provide fuel blends with a minimum of 10% sustainable aviation fuel within 24 months of the Department of Ecology verifying cumulative production capacity of alternative jet fuel of at least 20,000,000 gallons annually as outlined in RCW 82.04.436.

The bill also states that the Department of Transportation may provide technical assistance to airport operators as necessary for implementation of this section. It is assumed that the time spent for those activities can be managed within existing resources, there is no fiscal impact to the department.

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: 6114 S SB	Title: Sustainable aviation fuel	Agency: 461-Department of Ecology
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

NONE

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Jenna Forty	Phone: 360-786-7755	Date: 02/06/2024
Agency Preparation: Cristina Steward	Phone: 564-669-1723	Date: 02/09/2024
Agency Approval: Erik Fairchild	Phone: 360-407-7005	Date: 02/09/2024
OFM Review: Lisa Borkowski	Phone: (360) 742-2239	Date: 02/12/2024

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 2 of this bill would add a new section to chapter 14.08 RCW to require airport operators and fixed based operators to provide fuel blends of a minimum of 10 percent sustainable aviation fuel for private aircraft within 24 months following certification by the Department of Ecology that there is 20 million gallons of alternative jet fuel production capacity in Washington.

This bill would have no fiscal impact to Ecology. Section 2 would require use of Ecology's verification requirements under RCW 82.04.436. Ecology already performs this work under current law.

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: 6114 S SB	Title: Sustainable aviation fuel	Agency: 495-Department of Agriculture
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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	0.0	0.0	0.0	0.0
Account					
General Fund-State 001-1	0	5,560	5,560	0	0
Total \$	0	5,560	5,560	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: Jenna Forty	Phone: 360-786-7755	Date: 02/06/2024
Agency Preparation: Alison Halpern	Phone: (360) 902-1800	Date: 02/15/2024
Agency Approval: Lori Peterson	Phone: 360-974-9767	Date: 02/15/2024
OFM Review: Matthew Hunter	Phone: (360) 529-7078	Date: 02/16/2024

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.

Compared to SB 6114, SSB 6114 would require a feasibility study on Washington State Department of Agriculture's (WSDA's) implementation of the provisions of section 2, and WSDA would be authorized to adopt rules for implementation within a year of submitting the study.

These amendments would change the fiscal impacts WSDA estimated for the previous version of the proposed legislation.

Under current law (Chapter 19.94 Revised Code of Washington (RCW)), WSDA's Weights and Measures program regulates the use and accuracy of all commercial weighing, measuring, and counting devices, including gas pumps, grocery store scale systems, price scanners, vehicle tank meters, and liquid petroleum gas measuring devices. Under Chapter 19.112 RCW, WSDA's Weights and Measures program regulates motor fuel quality, including biofuels quality, by analyzing fuel samples for octane, oxygenate, and other product quality factors. The proposed legislation would require that airport operations that provide jet fuel for private aircraft would have to provide fuel blends with a minimum of at least ten percent sustainable aviation fuels.

Section 2 would require airport operations that provide jet fuel for private aircraft to provide fuel blends with a minimum of at least ten percent sustainable aviation fuels, or alternative jet fuels as defined in RCW 70A.535.010. The Washington Department of Transportation would be responsible for providing technical assistance as needed to airport operations to implement this new requirement. The Governor would have the authority to suspend the requirements of the section through executive order, if requirements were found to be temporarily, technically, or economically unfeasible or to pose a significant risk to public safety.

Section 3 would require WSDA to complete a feasibility study by November 1, 2027, for enforcing and carrying out the requirements of section 2 and submit the study recommendations to the Governor and Transportation Committees of the Legislature. Within one year of completing the study, WSDA would be authorized to adopt rules for implementing and enforcing the purposes of section 2.

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.

The expenditure impact to WSDA is estimated to be less than \$50,000 in fiscal year (FY) 2025.

WSDA's Weights and Measures program currently regulates motor fuel quality, including biofuels, under Chapter 19.119 RCW, and the provisions for implementing and enforcing these requirements are established in Washington Administrative Code (WAC) Chapter 16-662. WSDA assumes the criteria for implementing and enforcing the requirements of section 3 would be modeled on the procedures used for motor fuel and biofuel quality. WSDA's enforcement of motor fuel standards is funded by appropriation authority in the Motor Vehicle Account. For purposes of this fiscal note, costs for the feasibility study are estimated in the state general fund.

The study required in Section 3 is a necessary first step to determine technical and economic feasibility of carrying out and enforcing the new blended sustainable aviation fuel requirement, as WSDA does not currently test aviation fuel composition.

There is some uncertainty of the specific testing procedures and protocols, and whether there is any potential liability when WSDA staff would be inspecting jet fuel containing sustainable aviation fuel (SAF).

The following staff time would be needed in the Plant Protection Division's Weights & Measures Program to complete the feasibility study:

- 37 hours for the Weights and Measures Program Manager (WMS Band 2)
- 37 hours for a Program Specialist 3
- 5 hours for an Environmental Planner 5

Staff would take the following steps in developing the report:

- Review the current motor fuel quality program and the services it provides and use it as a model for the jet fuel testing.
- Identify information gaps about procedures and protocols for testing jet fuel and testing and sustainable aviation fuel blends.
- Gather information to fill information gaps.
- Outline feasibility issues.
- Identify approaches to address any identified feasibility issues.
- Work with the Office of the Attorney General (ATGO) to identify and mitigate potential liability issues; and
- Write and submit final report with conclusions and recommendations.

Based on WSDA's current experience with motor fuel quality and limited knowledge of the logistical considerations for implementing standards for aviation fuel, WSDA assumes Assistant Attorney General time may be needed for consultation while developing the feasibility study. The estimated time needed is roughly 20 hours, which equates to \$3,000. Because this is a rough estimate and low number, this is being treated as indeterminate and not included in the tables.

Although the report completion deadline is November 1, 2027, WSDA assumes the feasibility study would be prepared in FY 2025 to allow time to address any feasibility issues identified.

Indeterminate Costs:

Following submittal of the feasibility study, WSDA would have the authorization to adopt new rules under Chapter 16.662 Washington Administrative Code (WAC) for enforcing and carrying out the sustainable aviation fuel requirement at airport operations for private planes using jet fuel. Because the rulemaking would be dependent on the results of the study, rulemaking costs are indeterminate at this time. Preliminary estimates are described below but are not included in the expenditure tables. Assuming rules would be adopted within twelve months of the study submittal per section 3, and the study would be submitted by the end of FY 2025, WSDA assumes rulemaking would occur in FY 2026.

The following staff time would be needed in the Plant Protection Division's Weights & Measures Program to research and prepare draft rule language, conduct outreach and community engagement, respond to comments, and prepare final proposed rule language for adoption.

- 30 hours for an Environmental Specialist 5
- 40 hours for the Weights and Measures Program Manager (WMS Band 2)
- 15 hours for a Program Specialist 3

The following staff in the Administrative Regulations program would be needed to coordinate the rulemaking process and timeline, provide technical support to the rule writers, and prepare an economic and regulatory analysis of the rule, environmental justice assessment, and small business impact statement.

- 20 hours for a Regulatory Analyst 3
- 30 hours total for a Management Analyst 5

Estimated costs for rulemaking would be \$10,120 and 0.06 FTE in FY 2026.

Because the specific criteria for implementing and enforcing the requirements of section 2 would be determined through the feasibility study and during rulemaking, the staffing and costs necessary to monitor and enforce compliance would be indeterminate at this time.

During rulemaking, WSDA would determine the procedures and requirements to test the percentage of sustainable aviation fuel in aviation fuel blends. When the procedures have been determined, WSDA would submit a budget proposal for staffing, equipment, and other costs necessary to implement and enforce the requirements in section 2.

Ongoing staff resources would be needed to coordinate compliance enforcement and perform testing of samples, the workload for which would be based on the criteria established during rulemaking.

In addition to WSDA staff, monitoring would require laboratory testing costs and sampling costs. WSDA currently contracts with service agents for aviation fuel dispenser meter testing because fuel cannot be returned to the tank after sampling, and aviation pump flow pressure and volume is high. Costs to sample aviation fuels to measure sustainable fuel content would require service agent fees. Laboratory tests for motor fuels under current law range from \$800 to \$1,000 per test. Costs for staff, service agent costs, and laboratory tests to implement monitoring and enforcement of compliance are indeterminate and not included in the cost tables.

The total estimated fiscal impact of the feasibility study in section 3 is as follows:
 FY 2025: \$5,560 and 0.04 FTE

Summary of cost assumptions by object:

Salary estimates are current biennium actual rates at Step L.

Benefits are calculated based on current standard statewide benefit rates.

Goods and Services are the agency average of \$8,600 per direct program FTE. Goods and Services also include building lease costs, estimated at \$3,800 per FTE per year, professional development costs estimated at \$500 per FTE per year, and personnel services charges, estimated to be 0.347% of salaries.

Agency Administrative Overhead is calculated based on a rate of 24.6% of direct program salaries and benefits.

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	5,560	5,560	0	0
Total \$			0	5,560	5,560	0	0

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years		0.0	0.0		
A-Salaries and Wages		3,440	3,440		
B-Employee Benefits		620	620		
C-Professional Service Contracts					
E-Goods and Other Services		500	500		
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					
9-9 Agency Administrative Overhead		1,000	1,000		
Total \$	0	5,560	5,560	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
ENVIRONMENTAL PLANNER 5	105,616					
PROGRAM SPECIALIST 3	74,729		0.0	0.0		
WMS BAND 2	105,178		0.0	0.0		
Total FTEs			0.0	0.0		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.

Section 3 of the bill would authorize WSDA to adopt new rules in WAC 16-660 within a year of completing the feasibility study required in this section.

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 6114 S SB

Title: Sustainable aviation fuel

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

Legislation Impacts:

- Cities:
- Counties:
- Special Districts:
- Specific jurisdictions only:
- Variance occurs due to:

Part II: Estimates

- No fiscal impacts.
- Expenditures represent one-time costs:
- Legislation provides local option:
- Key variables cannot be estimated with certainty at this time: The market price for sustainable aviation fuel. The cumulative annual production capacity of alternative jet fuel.

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

None

Part III: Preparation and Approval

Fiscal Note Analyst: Kristine Williams	Phone: (564) 669-3002	Date: 02/07/2024
Leg. Committee Contact: Jenna Forty	Phone: 360-786-7755	Date: 02/06/2024
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 02/07/2024
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/08/2024

Part IV: Analysis

A. SUMMARY OF BILL

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

This note is on 6114 S SB and compares it to 6114 SB.

CHANGES BETWEEN THIS VERSION AND THE PREVIOUS VERSION OF THE BILL:

This version of the bill would require airport operators and fixed-based operators to provide sustainable aviation fuel for use by private jets within 24 months of the Department of Ecology verifying that the cumulative production capacity of alternative jet fuel has reached at least 20,000,000 gallons annually.

These changes do not affect the fiscal impacts discussed below.

SUMMARY OF CURRENT BILL:

This legislation would require airport operators and fixed-based operators to provide sustainable aviation fuel for use by private jets when the supply of alternative jet fuel reaches 20,000,000 gallons annually, as verified by the Department of Ecology.

This legislation would take effect 90 days after adjournment of the session in which the bill is passed.

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.

The legislation would not impact local government expenditures.

This bill does not require airport operators to segregate sustainable aviation fuel (SAF) so there would be no capital costs for local governments.

The majority of municipal airports in Washington state contract with a private fixed based operator (FBO) to provide aviation services. These services typically include purchasing aviation fuel and refueling airplanes. The port of Chelan, which serves as the FBO for the Wenatchee airport, reports that the cost of SAF can range between anywhere from 40% to 50% higher than standard aviation fuel. This legislation would result in higher operating expenses for airport operators and fixed base operators, depending on the market price for SAF. These costs increases are typically passed on to the consumer by FBOs.

C. SUMMARY OF REVENUE IMPACTS

Revenue impacts of the legislation on local governments, with the revenue provisions identified by section number, and when appropriate, the detail of revenue sources. Delineated between city, county and special district impacts.

This legislation would not impact local government revenues.

SOURCES

Ferry County

City of Spokane/Spokane County - Spokane International Airport

Port of Chelan County