

Multiple Agency Fiscal Note Summary

Bill Number: 2153 E S HB AMS TRAN S5484.1	Title: Catalytic converter theft
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Estimated Cash Receipts

Agency Name	2023-25			2025-27			2027-29		
	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total
Department of Licensing	0	0	24,000	0	0	222,000	0	0	222,000
Total \$	0	0	24,000	0	0	222,000	0	0	222,000

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

Estimated Operating Expenditures

Agency Name	2023-25				2025-27				2027-29			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Administrative Office of the Courts	.0	0	0	0	.0	0	0	0	.0	0	0	0
Office of Public Defense	Fiscal note not available											
Office of Attorney General	.0	0	0	0	.0	0	0	0	.0	0	0	0
Caseload Forecast Council	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Revenue	.0	0	0	9,000	.0	0	0	0	.0	0	0	0
Office of Insurance Commissioner	.0	0	0	0	.0	0	0	0	.0	0	0	0
Washington State Patrol	.1	0	0	45,700	.5	0	0	279,400	.5	0	0	279,400
Criminal Justice Training Commission	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Licensing	1.7	0	0	105,000	2.1	0	0	604,000	2.1	0	0	604,000
Department of Children, Youth, and Families	Non-zero but indeterminate cost and/or savings. Please see discussion.											
Department of Corrections	.0	7,000	7,000	7,000	.0	0	0	0	.0	0	0	0
Washington State University	.0	0	0	0	.0	0	0	0	.0	0	0	0
Total \$	1.8	7,000	7,000	166,700	2.6	0	0	883,400	2.6	0	0	883,400

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts	No fiscal impact								
Loc School dist-SPI									
Local Gov. Other			528,221						
Local Gov. Other	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.								
Local Gov. Total			528,221						

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Administrative Office of the Courts	.0	0	0	.0	0	0	.0	0	0
Office of Public Defense	Fiscal note not available								
Office of Attorney General	.0	0	0	.0	0	0	.0	0	0
Caseload Forecast Council	.0	0	0	.0	0	0	.0	0	0
Department of Revenue	.0	0	0	.0	0	0	.0	0	0
Office of Insurance Commissioner	.0	0	0	.0	0	0	.0	0	0
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
Criminal Justice Training Commission	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Department of Children, Youth, and Families	.0	0	0	.0	0	0	.0	0	0
Department of Corrections	.0	0	0	.0	0	0	.0	0	0
Washington State University	.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	No fiscal impact								
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

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Prepared by: Tiffany West, OFM	Phone: (360) 890-2653	Date Published: Preliminary 3/ 5/2024
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Judicial Impact Fiscal Note

Bill Number: 2153 E S HB AM; TRAN S5484.1	Title: Catalytic converter theft	Agency: 055-Administrative Office of the Courts
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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 revenue and expenditure estimates on this page represent the most likely fiscal impact. Responsibility for expenditures may be subject to the provisions of RCW 43.135.060.

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 for 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.

Contact	Phone:	Date: 02/27/2024
Agency Preparation: Angie Wirkkala	Phone: 360-704-5528	Date: 03/05/2024
Agency Approval: Chris Stanley	Phone: 360-357-2406	Date: 03/05/2024
OFM Review: Gaius Horton	Phone: (360) 819-3112	Date: 03/05/2024

195,723.00

Request # 251-1

Part II: Narrative Explanation

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

The striking amendment to engrossed substitute bill would have the same fiscal impact as previous versions of the bill.

It would expand the duties of dealers and others with respect to possession, disassembly, sale, or transfer of catalytic converters and vehicles containing them. It also would create multiple crimes relating to the possession or sale of unlabeled or improperly labeled catalytic converters and unlawful trafficking in them and would require the court or jury to make special findings/verdicts when the defendant is convicted of trafficking converters.

II. B - Cash Receipts Impact

None

II. C - Expenditures

ADMINISTRATIVE OFFICE OF THE COURTS

This would have minimal fiscal impact to the Administrative Office of the Courts requiring law table updates and minor court education

SUPERIOR, DISTRICT AND MUNICIPAL COURTS

This bill may increase caseloads in superior, district, and municipal courts because the bill would create new crimes. However, the court impact is indeterminate. It is unknown how many cases would result from the new crimes.

Part III: Expenditure Detail

III. A - Expenditure By Object or Purpose (State)

NONE

III. B - Expenditure By Object or Purpose (County)

NONE

III. C - Expenditure By Object or Purpose (City)

NONE

III. D - FTE Detail

NONE

III. E - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B1 - Expenditures by Object Or Purpose (State)

NONE

IV. B2 - Expenditures by Object Or Purpose (County)

NONE

IV. B3 - Expenditures by Object Or Purpose (City)

NONE

195,723.00

Form FN (Rev 1/00)

IV. C - Capital Budget Breakout

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

NONE

None

Individual State Agency Fiscal Note

Bill Number: 2153 E S HB AM; TRAN S5484.1	Title: Catalytic converter theft	Agency: 100-Office of Attorney General
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

NONE

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 02/27/2024
Agency Preparation: Dave Merchant	Phone: 360-753-1620	Date: 03/01/2024
Agency Approval: Dianna Wilks	Phone: 360-709-6463	Date: 03/01/2024
OFM Review: Val Terre	Phone: (360) 280-3073	Date: 03/04/2024

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.

1. The Attorney General's Office (AGO) Criminal Justice Division (CRJ) has reviewed this bill and determined it will not significantly increase or decrease the division's workload in representing the Washington State Patrol (WSP). Section 21 would require the WSP to conduct periodic inspections at least once a year of purchasers licensed under Chapters 46.79 or 46.80 RCW, of catalytic converters that have been removed from vehicles, develop a standardized inspection form, train local law enforcement agencies on inspection procedures, and authorize inspections to be conducted by civilian employees or limited authority law enforcement agencies if necessary. The bill will also require WSP to create a process for exempting certain vehicle dealers from the requirement to mark all catalytic converters prior to sale of a vehicle. There may be some small amount of hours to provide advice regarding implementation, but new legal services are nominal and costs are not included in this request.

2. The AGO Government Compliance & Enforcement Division (GCE) has reviewed this bill and determined it will not increase or decrease the division's workload in representing WSP and Criminal Justice Training Center (CJTC). This bill will require WSP to conduct periodic inspections at least once a year of purchasers, licensed under Chapters 46.79 or 46.80 RCW, of catalytic converters that have been removed from vehicles, develop a standardized inspection form, train local law enforcement agencies on inspection procedures, and authorize inspections to be conducted by civilian employees or limited authority law enforcement agencies if necessary. WSP does not handle enforcement actions against these license types. Therefore, this bill would not result in any administrative litigation for either WSP or the CJTC, so it would not implicate any of GCE's client programs. Therefore, no costs are included in this request.

3. The AGO Licensing & Administrative Law Division (LAL) has reviewed this bill and determined it will not significantly increase or decrease the division's workload in representing the Department of Licensing (DOL). The enactment of this bill will not impact the provision of legal services to the DOL because the amendments require customers applying for vehicle titles to obtain a certificate of vehicle inspection that shows history of vehicle to ensure that vehicle and all major parts were obtained legally. This bill also requires any person presenting a vehicle for inspection to provide original invoices for new and used parts. The burden of compliance will fall largely on the consumer. Inspections will be conducted primarily by WSP. There may be an increase of enforcement actions or legal advice requests, and some rulemaking may be needed. New legal services are nominal and costs are not included in this request.

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: 2153 E S HB AM; TRAN S5484.1	Title: Catalytic converter theft	Agency: 101-Caseload Forecast Council
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

NONE

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 02/27/2024
Agency Preparation: Clela Steelhammer	Phone: 360-664-9381	Date: 02/29/2024
Agency Approval: Clela Steelhammer	Phone: 360-664-9381	Date: 02/29/2024
OFM Review: Danya Clevenger	Phone: (360) 688-6413	Date: 02/29/2024

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.

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.

See attached.

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.

ESHB 2153 S-5484.1

DETECTING CATALYTIC CONVERTER THEFT

101 – Caseload Forecast Council

February 27, 2024

SUMMARY

A brief description of what the measure does that has fiscal impact.

Section 1 States legislative intent of the bill.

Section 2 Adds a new section to chapter 19.290 RCW stating nothing in the chapter shall be construed to authorize licensed scrap metal businesses to purchase or sell junk vehicles or major component parts.

Section 3 Amends RCW 19.290.010 by removing the definition for “Private Metal Property” and where it was used as a term within other definitions.

Section 17 Amends RCW 46.80.010 by including catalytic converters to the definition of “Major Component Parts.”

Section 18 Amends RCW 46.80.080 by expanding the gross misdemeanor offense of failing to comply with requirements of RCW 46.80.080 by including requirements associated with record keeping involving purchase of catalytic converters.

Section 23 Adds a new section to chapter 9A.82 RCW, (Subsection 3(a)) establishing a new gross misdemeanor for anyone who intentionally removes, alters, or obliterates from a detached catalytic converter the last eight digits, as required under subsection (1) of this section.

Section 23 Adds a new section to chapter 9A.82 RCW, (Subsection 3(b)) establishing a new Class C felony for anyone who intentionally removes, alters, or obliterates from a detached catalytic converter the last eight digits, as required under subsection (1) of this section and has previously been convicted under this subsection.

Section 23 Additionally establishes a new gross misdemeanor (Subsection 4) for anyone who isn’t a licensed scrape processor or licensed vehicle wrecker to knowingly possess, sell, or offer for sale six or fewer detached catalytic converters that do not comply with the marking requirements required under subsection (1) of this section.

Section 23 Additionally establishes a new Class C felony (Subsection 5) for anyone who isn’t a licensed scrape processor or licensed vehicle wrecker to knowingly possess, sell, or offer for sale seven or more detached catalytic converters that do not comply with the marking requirements required under subsection (1) of this section (ranked at Seriousness Level II on the Adult Felony Sentencing Grid in Section 27 of the bill).

Section 24 Adds a new section to chapter 9A.82 RCW, establishing the new Class C felony offense of Trafficking in Catalytic Converters in the First Degree (ranked at Seriousness Level IV on the Adult Felony Sentencing Grid in Section 27 of the bill).

Section 25 Adds a new section to chapter 9.94A RCW that requires the court to make a finding of fact of the special allegation, or if a jury trial, the jury shall make a finding if the defendant has been convicted of Trafficking in Catalytic Converts in the First Degree

and there has been a special allegation pleaded and proven that the defendant knowingly:

- Trafficked seven or more catalytic converters that were illegally removed from a motor vehicle; or
- Purchased a catalytic converter that has been illegally removed

Section 26 Adds a new section to chapter 9A.82 RCW, establishing a new Class C felony offense of Trafficking in Catalytic Converters in the Second Degree, for knowingly trafficking six or fewer catalytic converters that have been removed from a vehicle without fulfilling the requirements (ranked at Seriousness Level III on the Adult Felony Sentencing Grid in Section 27 of the bill).

Section 27 Amends RCW 9A.82.010 by including the offenses of Trafficking in Catalytic Converters to the definition of “Criminal Profiteering”.

Section 28 Amends RCW 9.94A.533 by establishing a 12-month enhancement, at the discretion of the court, for any offense that is also a violation of Section 25.

Section 29 Amends RCW 9.94A.515 by ranking the following felony offenses:

- Trafficking in Catalytic Converters in the First Degree, at SL 4
- Trafficking in Catalytic Converters in the Second Degree at SL 3; and
- Possession, Sale, or Offering for Sale of Seven or More Unmarked Catalytic Converters at SL 2.

Section 30 States act takes effect April 1, 2025.

EXPENDITURES

Assumptions.

None.

Impact on the Caseload Forecast Council.

The provisions of this bill will require modifications to the Caseload Forecast Council’s adult felony sentencing database. This will require work from a contractor of an estimated 10 hours at a rate of \$125 per hour for a total cost to the Caseload Forecast Council of \$1,250.

Impact Summary

This bill:

- Expands the definition of an existing gross misdemeanor offense;
- Establishes a new 12-month enhancement;
- Establishes two new gross misdemeanor offenses; and
- Establishes and ranks three Class C felony offenses.

Impact on prison and jail beds

This bill establishes and ranks the Class C felony offenses of Trafficking in Catalytic Converters in the First Degree and Second Degree; and Possession, Sale, or Offering for Sale of Seven or More Unmarked Catalytic Converters. The Caseload Forecast Council (CFC) has no information concerning how many incidents of the newly established felony offenses may occur or the

sentences that might actually be imposed for the new offenses. As such, the CFC cannot reliably predict bed impacts resulting from the bill.

However, as a Class C felony ranked at Seriousness Level 4 on the Adult Felony Sentencing Grid, Trafficking in Catalytic Converters in the First Degree would be punishable by a standard range term of confinement of between 3-9 months in jail and 60 months in prison (limited to 60 months by the statutory maximum sentence for Class C felony), depending on the individual's criminal history. The Class C felony offense of Trafficking in Catalytic Converters in the Second Degree ranked at Seriousness Level 3 on the Adult Felony Sentencing Grid would be punishable by a standard range term of confinement of between 1-3 months in jail and 51-60 months in prison (limited to 60 months by the statutory maximum sentence for Class C felony), depending on the individual's prior history. The Class C felony offense of Possession, Sale, or Offering for Sale of Seven or More Unmarked Catalytic Converters ranked at Seriousness Level 2 on the Adult Felony Sentencing Grid would be punishable by a standard range term of confinement of between 0-90 days in jail and 43-57 months in prison, depending on the individual's prior history. As such, any impact should manifest itself as an increased need for jail beds and prison beds.

The establishment of the 12-month enhancement would result in an additional need of prison beds.

The bill additionally establishes two new gross misdemeanor offenses and expands the definition of an existing gross misdemeanor offense. The Caseload Forecast Council has no information concerning how many incidents of the newly established or expanded gross misdemeanor offenses may occur, nor any information concerning how such offenses would be sentenced. As such, the Caseload Forecast Council cannot reliably estimate bed impacts resulting from these provisions of the bill. However, as gross misdemeanor offenses, the offenses would be punishable by a term of confinement of 0-364 days in jail for individuals sentenced as adults. Therefore, any impact would be on jail beds only.

Impact on Juvenile Rehabilitation and local beds

The newly established Class C felony offenses of "Trafficking in Catalytic Converters in the First Degree and Second Degree" and "Possession, Sale, or Offering for Sale Seven or More Unmarked Catalytic Converters", are considered as Category C offenses on the Juvenile Sentencing Grid. The offenses would be punishable by a standard range term of between Local Sanctions (0-30 days in local juvenile detention) and 15-36 weeks in Juvenile Rehabilitation (depending on the number of prior adjudications) for juveniles adjudicated of these offenses. Therefore, incidences of these offenses would likely impact both local juvenile detention and Juvenile Rehabilitation beds.

The establishment of the 12-month enhancement does not impact juvenile sentences.

There may also be an additional increased need for Juvenile Rehabilitation (JR) beds. Current statutes require individuals sentenced in adult court for a felony offense committed before the age of 18 to serve to their confinement at a JR facility until age 25, or until release if occurring

prior to age 25. As less than 1% of all sentences in the adult system are committed by those less than age 18, it assumed any impacts to JR would be minimal.

The establishment of two new gross misdemeanor offenses and expansion of an existing gross misdemeanor offense, considered Category D offenses on the Juvenile Sentencing Grid, are punishable by Local Sanctions (0-30 days in local juvenile detention) for juveniles adjudicated for the offenses. Therefore, any incidence of this offense would likely impact only local juvenile detention beds.

Department of Revenue Fiscal Note

Bill Number: 2153 E S HB AM; TRAN S5484.1	Title: Catalytic converter theft	Agency: 140-Department of Revenue
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
Account					
Business License Account-State 03N-1		9,000	9,000		
Total \$		9,000	9,000		

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:	Phone:	Date: 02/27/2024
Agency Preparation: Erikka Ferrara	Phone: (603) 603-534-1517	Date: 02/29/2024
Agency Approval: Valerie Torres	Phone: (603) 603-534-1521	Date: 02/29/2024
OFM Review: Amy Hatfield	Phone: (603) 280-7584	Date: 02/29/2024

Request # 2153-4-2

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.

Note: This fiscal note reflects a revision to the expenditure impact and replaces fiscal note number 2153-3.

Note: This fiscal note reflects Senate amendment AMS TRAN S5484.1 to ESHB 2153, 2024 Legislative Session.

This fiscal note only addresses sections 16, 20, and 30 of the amendment, which impact the Department of Revenue (department).

COMPARISON OF STRIKING AMENDMENT WITH ENGROSSED SUBSTITUTE BILL:

The changes in the amendment do not impact the department.

CURRENT LAW:

A catalytic converter inspection fee does not exist for motor vehicle scrap processors or a wrecker license.

PROPOSAL:

This bill adds a \$500 catalytic converter inspection fee for motor vehicle scrap processors and a \$500 catalytic converter inspection fee for wrecker license. The State Patrol Highway Account receives both fees. The bill also adds new requirements for the sale of catalytic converters removed from vehicles and for any person removing a catalytic converter for a purpose other than maintenance, repair, or demolition or for a person knowingly possessing an unmarked detached catalytic converter.

EFFECTIVE DATE:

The sections impacting the department take effect on April 1, 2025.

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 business license fees administered by the 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.

ASSUMPTIONS:

This bill requires no additional endorsements. Businesses renewing an endorsement will pay the added fee(s). The department will transfer the fees to the State Patrol Highway Account.

FIRST YEAR COST:

The department will not incur any costs in fiscal year 2024.

SECOND YEAR COST:

The department will incur total costs of \$9,000 in fiscal year 2025. These costs include:

Object Costs - \$9,000.

Request # 2153-4-2

- Contract computer system programming.

ONGOING COSTS:

There are no ongoing costs.

Part III: Expenditure Detail

III. A - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
C-Professional Service Contracts		9,000	9,000		
Total \$		\$9,000	\$9,000		

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: 2153 E S HB AM; TRAN S5484.1	Title: Catalytic converter theft	Agency: 160-Office of Insurance Commissioner
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

NONE

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 02/27/2024
Agency Preparation: Andrew Davis	Phone: 360-725-7170	Date: 02/27/2024
Agency Approval: Joyce Brake	Phone: 360-725-7041	Date: 02/27/2024
OFM Review: Jason Brown	Phone: (360) 742-7277	Date: 02/29/2024

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 provides the legislative findings of increased rates of catalytic converter thefts statewide and nationwide due in part to the challenges of accurately identifying stolen catalytic converters and tracking them through the stream of commerce after they have been removed from their originating vehicles and requires all purchasers of catalytic converters to be licensed and subject to regulation and inspection.

This bill concerns the regulation of catalytic converter transactions, not the regulation of insurance. It will not change how the Office of the Insurance Commissioner does business. Therefore, no fiscal impact.

II. B - Cash receipts Impact

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

II. C - Expenditures

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

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

NONE

III. B - Expenditures by Object Or Purpose

NONE

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

NONE

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

Part V: New Rule Making Required

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

Individual State Agency Fiscal Note

Bill Number: 2153 E S HB AM; TRAN S5484.1	Title: Catalytic converter theft	Agency: 225-Washington State Patrol
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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	0.5	0.5
Account					
State Patrol Highway Account-State 081-1	0	45,700	45,700	279,400	279,400
Total \$	0	45,700	45,700	279,400	279,400

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 02/27/2024
Agency Preparation: Julia Moser	Phone: 360-596-4044	Date: 03/01/2024
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 03/01/2024
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 03/05/2024

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 legislation has fiscal impact to the Washington State Patrol (WSP). The amendment to the engrossed substitute version of this bill does not change our conclusion on the fiscal impact to the version before the amendment.

Sections 3 through 11 remove "private metal property" from RCW 19.290, thereby removing authorization of scrap metal businesses to purchase or sell catalytic converters.

In section 12, a vehicle dealer is required to offer the purchaser the option to mark the last eight digits of the originating vehicle's VIN on the vehicle's catalytic converter prior to sale and transfer of the vehicle. Exceptions are if such a mark already exists, the catalytic converter is not in a location where it is clearly visible, or the vehicle is sold wholesale. The dealer may charge a fee for this service. The engrossed substitute bill no longer includes language wherein the WSP may grant exceptions to these requirements due to financial hardship on the vehicle dealer.

In Sections 13 and 17, "catalytic converter" is added to the definition of "major component parts" as used in RCW 46.79 and 46.80, regulating scrap processors and hulk haulers, and vehicle wreckers.

In Section 14, only licensed scrap processors may disassemble or de-can a catalytic converter for removal or processing of the internal core to extract specified metals. There are established record-keeping requirements in doing so. Unless the scrap processor is the registered owner of the originating vehicle, the processor must wait 30 days between purchase and disassembly or de-canning of a catalytic converter.

In Sections 15, 18 and 19, payment to individual sellers of catalytic converters that have been removed from a vehicle may only be made via nontransferable check, mailed by the licensed scrap processor or vehicle wrecker at least three days after the transaction to the street address provided to the processor at the time of the transaction. The seller must also provide photographic identification to the buyer. Specific records must be kept on each transaction for three years from sale and must be made available to law enforcement during normal business hours, or at reasonable times.

In Section 16 and 20, licenses and license renewals from the Department of Licensing for scrap processors and for vehicle wreckers must include a \$500 catalytic converter inspection fee to be deposited into the State Patrol Highway Account to support WSP activities under section 21.

In Section 21, subject to funding, the WSP is required to conduct periodic inspections at least once a year of all licensed purchasers of catalytic converters that have been removed from vehicles that are licensed under RCW 46.79 and 46.80. The WSP is also required to develop a standardized inspection form and train local law enforcement agencies, civilian employees, and limited authority law enforcement personnel on inspection procedures. The WSP is required to specify which specific law enforcement agencies have a duty to inspect the different business types that are licensed to purchase catalytic converters, and to authorize inspections to be conducted by civilian employees or limited authority law enforcement agencies if necessary to increase the availability of potential inspectors, provided that the WSP has oversight of such inspections.

Section 22 was removed in the engrossed substitute bill. This was related to the hardship exemptions in Section 12 that were also removed from the bill in this version.

A new section 22 is added in this version of the bill which amends RCW 46.12.560 to clarify that the WSP is not required to inspect attached catalytic converters as major component parts.

In Section 23, under RCW 9A.82, a person who removes a catalytic converter from a vehicle for a purpose other than

maintenance, repair or demolition, or who knowingly possesses an unmarked detached catalytic converter, must permanently mark the catalytic converter with the last eight digits of the originating vehicle's VIN within 24 hours after removal and before off-site transport of the detached catalytic converter. Unmarked catalytic converters are subject to immediate seizure and forfeiture by law enforcement. Intentionally removing or altering the eight-digit marking on a catalytic converter is a gross misdemeanor, and this becomes as class C felony for subsequent offenses. It is a gross misdemeanor for any person who is not a scrap processor licensed under chapter 46.79 or vehicle wrecker licensed under chapter 46.80 to knowingly possess, sell, or offer for sale six or fewer detached catalytic converters that do not comply with the marking requirements. If it is seven or more units, it is a class C felony.

In Section 24, a person is guilty of trafficking in catalytic converters in the first degree if the person knowingly traffics seven or more catalytic converters that have been removed from a motor vehicle without fulfilling the requirements under chapters 46.79 or 46.80 for lawful transfer, or purchases a catalytic converter that has been removed from a motor vehicle without possessing a valid scrap processor license under chapter 46.79 or vehicle wrecker license under chapter 46.80. This is a class C felony.

Section 25 and 28 establish a 12-month sentencing enhancement for catalytic converter crimes.

In Section 26, a person is guilty of trafficking in catalytic converters in the second degree if the person knowingly traffics six or fewer catalytic converters that have been removed from a motor vehicle without fulfilling the requirements under chapters 46.79 or 46.80 for lawful transfer. This is a class C felony.

In Section 27, "criminal profiteering" is expanded to include any conduct that would be chargeable as first or second degree trafficking in catalytic converters.

Per Section 30, the provisions in this bill take effect April 1st, 2025.

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.

There are no cash receipts to the WSP from this legislation.

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 21 will have an impact to us. Our current workload covers many of the requirements aside from the requirement that we retain oversight of inspections required in this section. We would need the equivalent of 0.5 FTE of a sergeant position to cover that workload beginning in the second half of FY 2025.

We base estimated salary expenditures on current levels for the positions requested per published salary schedules, plus any applicable incentive or assignment pay. We compute estimated benefits expenditures based on federal or state mandated rates plus state provided amounts for health insurance and workers' compensation insurance. We assume that any increases in these rates or amounts will be covered by legislation establishing the increase. We compute estimated support expenditures such as supplies & materials, communications, computer costs (hardware and software), vehicle and vehicle operating costs, among others, using average costs to support agency FTEs. We adjust the estimated support costs to reflect the needs of individual divisions or positions within the agency.

We base our estimate for agency indirect costs on the approved federal indirect cost rate of 33.41 percent. We apply this indirect cost rate percentage to all categories of expenditure with only two exceptions: capital equipment and expenditures after \$25,000 of each projected contract. Indirect costs include, but are not limited to, computer and telecommunications

support, payroll processing, vendor payments, general accounting, procurement administration, inventory control, and human resource management.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
081-1	State Patrol Highway Account	State	0	45,700	45,700	279,400	279,400
Total \$			0	45,700	45,700	279,400	279,400

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years		0.1	0.1	0.5	0.5
A-Salaries and Wages		17,300	17,300	138,400	138,400
B-Employee Benefits		5,500	5,500	44,200	44,200
C-Professional Service Contracts					
E-Goods and Other Services		2,500	2,500	12,200	12,200
G-Travel		200	200	1,200	1,200
J-Capital Outlays		11,600	11,600	17,600	17,600
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-Indirect Costs		8,600	8,600	65,800	65,800
Total \$		0	45,700	279,400	279,400

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
Sergeant	138,429		0.1	0.1	0.5	0.5
Total FTEs			0.1	0.1	0.5	0.5

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: 2153 E S HB AM; TRAN S5484.1	Title: Catalytic converter theft	Agency: 227-Criminal Justice Training Commission
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

NONE

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 02/27/2024
Agency Preparation: Brian Elliott	Phone: 206-835-7337	Date: 02/27/2024
Agency Approval: Brian Elliott	Phone: 206-835-7337	Date: 02/27/2024
OFM Review: Danya Clevenger	Phone: (360) 688-6413	Date: 02/27/2024

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 has no fiscal impact to the Criminal Justice Training Commission.

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 bill has no cash receipt 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.

This bill has no expenditure impact.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

NONE

III. B - Expenditures by Object Or Purpose

NONE

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

NONE

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

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: 2153 E S HB AM; TRAN S5484.1	Title: Catalytic converter theft	Agency: 240-Department of Licensing
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

ACCOUNT	FY 2024	FY 2025	2023-25	2025-27	2027-29
State Patrol Highway Account-State 081-1		24,000	24,000	222,000	222,000
Total \$		24,000	24,000	222,000	222,000

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.0	3.3	1.7	2.1	2.1
Account					
Motor Vehicle Account-State 108 -1	0	105,000	105,000	604,000	604,000
Total \$	0	105,000	105,000	604,000	604,000

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:	Phone:	Date: 02/27/2024
Agency Preparation: Ellie Gochenouer	Phone: 360-901-0114	Date: 02/29/2024
Agency Approval: Collin Ashley	Phone: (564) 669-9190	Date: 02/29/2024
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 02/29/2024

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.

CHANGES FROM ESHB 2153 to ESHB 2153-S.E AMS Tran S5484.1:

Section 9 expands the violations subject to penalty to all violations of the scrap metal statute.

The engrossed substitute makes no substantive changes to the bill which impact Department of Licensing (DOL).

DESCRIPTION:

Allows purchasers the option of having dealers to mark catalytic converters with partial VIN number. Further defines what licensed businesses are allowed to purchase or sell. The bill no longer defines “private metal property”, as catalytic converters. Delays payment for transactions and implements record keeping requirements for buyers. Adds provisions to WA criminal code.

Section 12 requires dealers to offer to clearly and permanently mark the last eight digits of the originating vehicle's VIN on the vehicle's catalytic converter, DOL will need to investigate any complaints from customers.

II. B - Cash receipts Impact

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

Please see attached fiscal note.

II. C - Expenditures

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

Please see attached fiscal note.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
108-1	Motor Vehicle Account	State	0	105,000	105,000	604,000	604,000
Total \$			0	105,000	105,000	604,000	604,000

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years		3.3	1.7	2.1	2.1
A-Salaries and Wages		46,000	46,000	318,000	318,000
B-Employee Benefits		16,000	16,000	112,000	112,000
C-Professional Service Contracts					
E-Goods and Other Services		43,000	43,000	174,000	174,000
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	105,000	105,000	604,000	604,000

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
Investigator 3	80,112		3.0	1.5	1.1	1.1
Professional Licensing Representative 2	67,380		0.3	0.2	1.0	1.0
Total FTEs			3.3	1.7	2.1	2.1

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

Agency 240 – Department of Licensing

Bill Number: ESHB 2153

Bill Title: Catalytic Converter Theft

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

Revenue	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
State Patrol Highway Account	081	-	24,000	24,000	222,000	222,000
Account Totals		-	24,000	24,000	222,000	222,000

Estimated Expenditures:

		FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
FTE Staff Years		-	0.6	0.4	2.1	2.1
Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Motor Vehicle	108	-	105,000	105,000	604,000	604,000
Account Totals		-	105,000	105,000	604,000	604,000

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: Gaius Horton	Phone: (360) 819-3112	Date: 2/27/2024
Agency Preparation: Ellie Gochenouer	Phone: (360) 634-5082	Date: 2/28/2024
Agency Approval: Collin Ashley	Phone: (360) 634-5384	Date: 2/28/2024

Request #	1
Bill #	2153 ESHB

Part 2 – Explanation

CHANGES FROM ESHB 2153 to ESHB 2153-S.E AMS Tran S5484.1:

Section 9 expands the violations subject to penalty to all violations of the scrap metal statute.

The engrossed substitute makes no substantive changes to the bill which impact Department of Licensing (DOL).

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

Allows purchasers the option of having dealers to mark catalytic converters with partial VIN number. Further defines what licensed businesses are allowed to purchase or sell. The bill no longer defines “private metal property”, as catalytic converters. Delays payment for transactions and implements record keeping requirements for buyers. Adds provisions to WA criminal code.

Section 12 requires dealers to offer to clearly and permanently mark the last eight digits of the originating vehicle's VIN on the vehicle's catalytic converter, DOL will need to investigate any complaints from customers.

2.B - Cash receipts Impact

This bill would increase revenue collected by the Department of Licensing. Section 20 adds a \$500 catalytic converter inspection fee to wrecker license fees collected by DOL. Section 16 of this bill would add a \$500 catalytic converter fee to scrap processor licenses collected by DOL. This bill would increase DOL revenue collections by \$24,000 in FY 25 and \$110,500 in FY 26 the first full year of collections.

Revenue	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
State Patrol Highway Account	081	-	24,000	24,000	222,000	222,000
Account Totals		-	24,000	24,000	222,000	222,000

2.C – Expenditures

This bill may capture the interest of vehicle owners who may question the action of the dealer and:

- Seek verification of the dealer clearly marked the catalytic converter,
- File a complaint they were not given the option to have the dealer mark the catalytic converter,
- File a complaint if their vehicle was stolen and records were not adequate.

DOL estimates 619,976 vehicle sales in 2023. Of the total vehicle sales, DOL estimates complaints of .1%, 620. Of the total complaints, DOL assumes 70% investigations required, 434. Of the total investigations, DOL assumes 10% of investigations are moved to compliance, 43.

Starting April 1, 2025 the following FTE will be needed ongoing:

(0.3) FTE Professional Licensing Representative 2 to process intake complaints, evaluate for relevancy, provide consumer guidance and direction to the Attorney General’s Office (AGO) consumer complaints division.

(1.0) FTE Investigator 3 to conduct investigations associated with complaints filed tied to consumer complaints and/or business entities.

(0.8) FTE Professional Licensing Representative 2 to regulate compliance, facilitate due process, monitoring of sanctions and direction to the AGO consumer complaints division.

Information Services:

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

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

Cost Category	Description	Rate	2024	2025	2026	2027	2028	2029	Total Cost
TESTER	Test to verify individual components meet requirements; ensure that other business transactions have not been impacted.	\$ 27,144	-	2,700	-	-	-	-	2,700
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	-	2,000	-	-	-	-	2,000
PROJECT MANAGER	Manage schedule and contracts	\$ 34,452	-	3,400	-	-	-	-	3,400
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	-	2,000	-	-	-	-	2,000
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	-	3,700	-	-	-	-	3,700
Trainer	Trains business partners and employees in new system processes and capabilities.	\$ 27,144	-	2,700	-	-	-	-	2,700
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ 29,824	-	1,700	-	-	-	-	1,700
Totals			-	18,200	-	-	-	-	18,200

1. Add six total new violations to the Compliance Case Violations Table for Scrap Metal, Hulk Haulers, Wreckers, and Dealers licenses.

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

Expenditure account differs from the revenue account because the revenue can only be used by Washington State Patrol (WSP) under current RCW.

3.A – Operating Budget Expenditures

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Motor Vehicle	108	-	105,000	105,000	604,000	604,000
Account Totals		-	105,000	105,000	604,000	604,000

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	0.6	0.4	2.1	2.1
Salaries and Wages	-	46,000	46,000	318,000	318,000
Employee Benefits	-	16,000	16,000	112,000	112,000
Goods and Services	-	43,000	43,000	174,000	174,000
Total By Object Type	-	105,000	105,000	604,000	604,000

3.C – FTE Detail

Staffing	Salary	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
PROFESSIONAL LICENSING REPRESENTATIVE 2	67,380	0.0	0.3	0.2	1.1	1.1
Investigator 3	80,112	0.0	0.3	0.2	1.0	1.0
Total FTE		0.0	0.6	0.4	2.1	2.1

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

None.

Individual State Agency Fiscal Note

Bill Number: 2153 E S HB AM; TRAN S5484.1	Title: Catalytic converter theft	Agency: 307-Department of Children, Youth, and Families
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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:	Phone:	Date: 02/27/2024
Agency Preparation: Katherine Anderson	Phone: (360) 790-9033	Date: 03/04/2024
Agency Approval: Crystal Lester	Phone: 360-628-3960	Date: 03/04/2024
OFM Review: Danya Clevenger	Phone: (360) 688-6413	Date: 03/04/2024

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.

2153 ES HB AMS TRAN S5484.1 Compared to SHB 2153

Section 9(1) removes criminal penalties under RCW 9A.56.410 Metal Property Deception, to a civil penalty with a fine of not more than \$1,000.

SHB 2153

Added a new section to 46.70 requiring dealers to offer a purchaser to option to have the dealer mark the last eight digits of a vehicle identification number on the catalytic converter. It also specifies ease of access to the mark and that the dealer may charge a fee. If the purchaser does not choose this option, the dealers must obtain the purchasers signature stating they knowingly purchases the vehicle without marking the catalytic converter. The Washington State patrol may grant an exception to dealers if it is determined that meeting the requirement would impose an unreasonable financial hardship.

The substitute adds a new section in 9A.82 RCW that excepts as provided in (b) of this subsection it is a gross misdemeanor for any person to intentionally remove, alter, or obliterate from a detached catalyst converter the last eight digits of the originating vehicle identification number. This section also adjusts the number of catalytic converters that may be sold or that do not comply with marking requirements.

The substitute adds a new section in 9.94A RCW directs the counts shall make a finding of fact of the special allegations related to catalytic converter theft.

The substitute changes the requirement for guilty of trafficking in catalytic converters in the second degree if the person knowingly traffics 6 or fewer.

Amends RCW 9.94A.533 to add an additional 12 months to the standard sentence range for an offense that is also a violation of section 25 of the act.

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.

Fiscal impact Indeterminate

Due to the expansion and creation of new offenses, Juvenile Rehabilitation (JR) may see an increase in JR commitments and associated staffing. DCYF does not have data regarding how many individuals will be impacted, therefore, the caseload forecast and per capita adjustments are unknown at this time. DCYF assumes the impact will result when the ADP caseload changes in the JR residential facilities forecast. The impact would be reflected in the forecasted maintenance level budget step. DCYF will true up our fiscal impact in subsequent budget submittals if the legislation is enacted into law.

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

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: 2153 E S HB AM; TRAN S5484.1	Title: Catalytic converter theft	Agency: 310-Department of Corrections
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
Account					
General Fund-State 001-1	0	7,000	7,000	0	0
Total \$	0	7,000	7,000	0	0

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 02/27/2024
Agency Preparation: Ellen Hafer	Phone: (360) 725-8428	Date: 02/28/2024
Agency Approval: Michael Steenhout	Phone: (360) 789-0480	Date: 02/28/2024
OFM Review: Danya Clevenger	Phone: (360) 688-6413	Date: 02/28/2024

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 Engrossed Substitute House Bill (ESHB) 2153 AMS TRAN S5484.1 differs from previous versions of this bill by expanding the violations subject to a civil penalty, if not criminally charged, to include all violations of the scrap metal statute.

The updated bill language does not change the previous assumptions for the Department of Corrections (DOC).

The following impacts from the previous version of this bill remain unchanged:

- Section 18 amends RCW 46.80.080 to expand the gross misdemeanor offense of failing to comply with requirements of RCW 46.80.080 by including requirements associated with record keeping involving the purchase of catalytic converters.
- Section 23 adds a new section to RCW 9A.82. Section 23(3)(a) establishes a new gross misdemeanor for any person to intentionally remove, alter, or obliterate the last eight digits of the originating vehicle identification number from a detached catalytic converter.
- Section 23(3)(b) establishes a Class C felony if the person has previously been convicted under this subsection.
- Section 23(4) establishes a new gross misdemeanor for any person who is not a licensed scrap processor or licensed vehicle wrecker to knowingly possess, sell, or offer for sale six or fewer detached catalytic converters that do not comply with marking requirements required under subsection 1 of this section.
- Section 23(5) establishes a new Class C felony for any person who is not a licensed scrap processor or licensed vehicle wrecker to knowingly possess, sell, or offer for sale seven or more detached catalytic converters that do not comply with marking requirements required under subsection 1 of this section, ranked at Seriousness Level II on the Adult Felony Sentencing Grid in Section 29 of the bill.
- Section 24 adds a new section to RCW 9A.82, establishing a new Class C felony offense of Trafficking in Catalytic Converters in the First Degree, ranked at Seriousness Level IV on the Adult Felony Sentencing Grid in Section 29 of the bill.
- Section 25 adds a new section to RCW 9.94A that requires the court to make a finding of fact of the special allegation, or if a jury trial, the jury shall make a finding if the defendant has been convicted of Trafficking in Catalytic Converters in the First Degree and there has been a special allegation pleaded and proven that the defendant knowingly: trafficked seven or more catalytic converters that were illegally removed from a motor vehicle or purchased a catalytic converter that has been illegally removed.
- Section 26 adds a new section to RCW 9A.82, establishing a new Class C felony offense of Trafficking in Catalytic Converters in the Second Degree, ranked at Seriousness Level III on the Adult Felony Sentencing Grid in Section 29 of the bill.
- Section 27 amends RCW 9A.82.010 by adding the offenses of Trafficking in Catalytic Converters to the definition of “Criminal Profiteering.”
- Section 28 amends RCW 9.94A.533 by establishing a 12-month enhancement for any offense that is also a violation of Section 25.
- Section 29 amends RCW 9.94A.515 by ranking the felony offenses of Trafficking in Catalytic Converters in the First and Second Degree, and the felony offense of Possession, Sale, or Offering for Sale Seven or More Unmarked Catalytic Converters.
- Section 30 states that this act takes effect April 1, 2025.

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.

The updated bill language from ESHB 2153 AMS TRAN S5484.1 does not change the previous assumptions for DOC.

The fiscal impact of this bill to DOC is indeterminate, assumed to be less than \$50,000 per Fiscal Year (FY).

This bill:

- Expands the definition of an existing gross misdemeanor offense;
- Establishes a new finding;
- Establishes a new 12-month enhancement;
- Establishes a new misdemeanor offense; and
- Establishes and ranks three new Class C felony offenses.

Impact on Prison and Jail Beds:

This bill establishes and ranks the Class C felony offenses of Trafficking in Catalytic Converters in the First Degree and Second Degree and Possession, Sale, or Offering for Sale of Seven or More Unmarked Catalytic Converters. The Caseload Forecast Council (CFC) has no information concerning how many incidents of newly established felony offenses may occur or the sentences that might actually be imposed for the new offenses. As such, the CFC cannot reliably predict bed impacts resulting from the bill.

However, as a Class C felony ranked at Seriousness Level IV on the Adult Felony Sentencing Grid, Trafficking in Catalytic Converters in the First Degree would be punishable by a standard range term of confinement of between 3-9 months in jail and 60 months in prison (limited to 60 months by the statutory maximum sentence for Class C felony), depending on the individual's criminal history. The Class C felony offense of Trafficking in Catalytic Converters in the Second Degree ranked at Seriousness Level III on the Adult Felony Sentencing Grid would be punishable by a standard range term of confinement of between 1-3 months in jail and 51-60 months in prison (limited to 60 months by the statutory maximum sentence for Class C felony), depending on the individual's prior history. The Class C felony offense of Possession, Sale, or Offering for Sale Seven or More Unmarked Catalytic Converters ranked at Seriousness Level II on the Adult Felony Sentencing Grid would be punishable by a standard range term of confinement of between 0-90 days in jail and 43-57 months in prison, depending on the individual's prior history. As such, any impact should manifest itself as an increased need for jail beds and prison beds.

The establishment of the 12-month enhancement would result in an additional need of prison beds.

The bill additionally establishes a new gross misdemeanor offense and expands the definition of an existing gross misdemeanor offense. The CFC has no information concerning how many incidents of the newly established or expanded gross misdemeanor offenses may occur, nor any information concerning how such offenses would be sentenced. As such, the CFC cannot reliably estimate bed impacts resulting from these provisions of the bill. However, as gross misdemeanor offenses, the offenses would be punishable by a term of confinement of 0-364 days in jail for individuals sentenced as adults. Therefore, any impact would be on jail beds only.

Information Technology Impacts:

Customization of the Offender Management Network Information (OMNI) system is needed to meet the requirements of this legislation. Due to the complexity of completing the development, testing, and implementation of the statutory changes, contracted services are necessary in FY 2025.

To implement this legislation, OMNI data tables need to be updated per RCW 9A.82 for technical corrections.

Cost Calculation Estimate:

IT Application Developer | \$185 per hour x 20 hours = \$3,700
 IT Quality Assurance | \$185 per hour x 8 hours = \$1,480
 IT Business Analyst | \$185 per hour x 8 hours = \$1,480
 Total One-Time Costs in FY 2024: \$7,000 (rounded to the nearest thousand)

Assumptions:

1) The estimated ADP impact to DOC prison facilities/institutions and/or community supervision/violator caseloads is based on projections from CFC.

2) We assume a Direct Variable Cost (DVC) of \$7,630 per incarcerated individual per FY to facilitate cost discussions during legislative session for bills. This cost estimate includes prison and health services' direct variable costs. It does not include staffing or dollars necessary for staffing needed at the facility outside of the living/housing units. The DVC is calculated by DOC and reviewed and approved with the Office of Financial Management, Senate, and House staff each legislative session.

3) For illustration purposes only, the average annual Community Supervision caseload model is \$6,101 per ADP (not including startup costs), regardless of the supervised risk level based on the workload model. If ADP impacts are applicable to this fiscal note, the calculated rate per community supervision ADP includes direct supervision and ancillary units, such as Hearings, Records, and Training, that are directly affected by supervision population changes. The estimate will vary based on the risk level of the supervised individuals, which requires different staffing levels. The population trend data used is based on the Risk Level Classification tool and provides a risk level of 42.8% high violent, 27.3% high non-violent, 21% moderate, 7.9% low, and 1.0% unclassified. (June – November 2017)

4) The DOC assumes that any increase in community supervision caseload will result in an increased need for violator beds. For illustration, the FY2023 average percentage of supervised individuals who served jail time and were billed by the local jurisdictions for violating their conditions of supervision was a rate of 2.0%. The current average daily cost for jail beds is \$114.43 per day, inclusive of all risk levels and healthcare costs. The rate is an average, and actual rates vary by local correctional facilities.

5) We assume additional impacts will result when ADP caseload changes in either prison or community and resources will be necessary. The DOC will “true up” our fiscal impact in subsequent budget submittals should the legislation be enacted into session law.

6) We assume a phase-in will be necessary to successfully achieve the reductions/additions needed based on this legislation.

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	7,000	7,000	0	0
Total \$			0	7,000	7,000	0	0

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts		7,000	7,000		
E-Goods and Other Services					
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	0	7,000	7,000	0	0

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

NONE

III. D - Expenditures By Program (optional)

Program	FY 2024	FY 2025	2023-25	2025-27	2027-29
Administration & Support Services (100)		7,000	7,000		
Total \$		7,000	7,000		

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

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: 2153 E S HB AM; TRAN S5484.1	Title: Catalytic converter theft	Agency: 365-Washington State University
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

NONE

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 02/27/2024
Agency Preparation: Emily Green	Phone: 5093359681	Date: 03/01/2024
Agency Approval: Chris Jones	Phone: 509-335-9682	Date: 03/01/2024
OFM Review: Ramona Nabors	Phone: (360) 742-8948	Date: 03/04/2024

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.

ES HB 2153-S.E AMS TRAN S5484.1 relates to deterring catalytic converter theft and creating a mechanism to enforce penalties.

This bill would not fiscally impact Washington State University. No unit at WSU accepts scrap metal or conducts transactions involving nonferrous metal property.

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.

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 2153 E S HB AM; TRAN S5484.1	Title: Catalytic converter theft
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Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

- Cities:** Approximately \$393,281 for law enforcement training on new, modified criminal offenses, inspection procedures; indeterminate increased law enforcement costs as a result of processing incidents of new class C felony offenses, new and expanded gross misdemeanor offenses; indeterminate expenditure increase as a result of increased demand for jail beds
- Counties:** Approximately \$134,940 to provide training to law enforcement officers on new, modified criminal offenses, inspection procedures; indeterminate expenditure impact on law enforcement, prosecutors, and public defenders as a result of processing incidents of new class C felony offenses, new, modified gross misdemeanor offenses; indeterminate expenditure increase as a result of increased demand for jail, juvenile detention beds
- Special Districts:**
- Specific jurisdictions only:**
- Variance occurs due to:**

Part II: Estimates

- No fiscal impacts.
- Expenditures represent one-time costs:** Approximately \$528,221 to provide training to local law enforcement officers on new, modified criminal offenses, inspection procedures
- Legislation provides local option:**
- Key variables cannot be estimated with certainty at this time:** Number of incidents of new class C felony offenses, new, modified gross misdemeanor offenses that may occur

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

Jurisdiction	FY 2024	FY 2025	2023-25	2025-27	2027-29
City		393,281	393,281		
County		134,940	134,940		
TOTAL \$		528,221	528,221		
GRAND TOTAL \$					528,221

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

Part III: Preparation and Approval

Fiscal Note Analyst: James Vogl	Phone: 360-480-9429	Date: 02/29/2024
Leg. Committee Contact:	Phone:	Date: 02/27/2024
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 02/29/2024
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/29/2024

Part IV: Analysis

A. SUMMARY OF BILL

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

This fiscal note analyzes the local government fiscal impact of ESHB 2153 AMS TRAN S5484.1, comparing it to the impact of ESHB 2153.

CHANGES BETWEEN THIS VERSION AND PREVIOUS BILL VERSION:

The amended bill version would make a change in section 9, specifying that each violation of the requirements of chapter 19.290 RCW that are not subject to criminal penalties shall be a civil penalty. Under the provisions of the previous bill version, only violations of the requirements of chapter 19.290 RCW that were not subject to the criminal penalties under RCW 19.290.070 would have been a civil penalty.

These changes do not affect the local government expenditure or revenue impacts below.

SUMMARY OF CURRENT BILL:

Section 18 of the proposed legislation would amend RCW 46.80.080, requiring that in addition to existing requirements, the vehicle wrecker records of transactions involving catalytic converters must include certain additional information about the buyer, seller, transaction and catalytic converters exchanged. Violations of this section would be a gross misdemeanor.

Section 21 would add a new section to chapter 43.43 RCW, requiring the Washington State Patrol to develop a standardized inspection form and train local law enforcement agencies, civilian employees, and limited authority law enforcement personnel on inspection procedures of licensed purchasers of catalytic converters, among other inspection-related duties.

Section 23 would add a new section to chapter 9A.82 RCW, requiring any person removing a catalytic converter from a vehicle for a purpose other than maintenance, repair, or demolition, or who knowingly possesses an unmarked catalytic converter, to mark that catalytic converter with the last eight digits of the vehicle identification number corresponding to the vehicle the catalytic converter originated from. It would be a gross misdemeanor for someone to remove, alter or obliterate the last eight digits of the originating vehicle identification number from a detached catalytic converter, unless a person had a previous conviction for this offense, in which case it would be a class C felony.

This section would also specify that it is a gross misdemeanor for any person who is not a scrap processor licensed under chapter 46.79 RCW or vehicle wrecker licensed under chapter 46.80 RCW to knowingly possess, sell, or offer for sale six or fewer detached catalytic converters that do not comply with the marking requirements above. This section would specify it would be a class C felony for such a person to knowingly possess, sell, or offer for sale seven or more such detached and unmarked catalytic converters.

Section 24 would add a new section to chapter 9A.82 RCW, creating the new class C felony offense of trafficking in catalytic converters in the first degree. A person would be guilty of this offense if they knowingly traffic seven or more detached catalytic converters without fulfilling the requirements under chapter 46.79 or 46.80 RCW for lawful transfer, or knowingly purchase a detached catalytic converter without possessing a valid scrap processor license under chapter 46.79 RCW or vehicle wrecker license under chapter 46.80 RCW.

Section 25 would add a new section to chapter 9.94A RCW, creating a new special allegation where a defendant has been convicted of trafficking in catalytic converters in the first degree and certain other conditions have been proven beyond a reasonable doubt.

Section 26 would add a new section to chapter 9A.82 RCW, creating the new class C felony offense of trafficking in catalytic converters in the second degree. A person would be guilty of this offense if they knowingly traffic six or fewer catalytic converters that have been removed from a motor vehicle, without fulfilling the requirements under chapter 46.79 or 46.80 RCW for lawful transfer.

Section 28 would amend RCW 9.94A.533, adding a 12-month sentencing enhancement for a violation where the new special allegation in section 25 has been found. Imposing this enhancement would be at the discretion of the court.

Section 29 would amend RCW 9.94A.515, ranking trafficking in catalytic converters in the first degree at seriousness level four on the adult felony sentencing grid, and ranking trafficking catalytic converters in the second degree at seriousness level three. The amendments in this section would also rank possession, sale, or offering for sale of seven or more unmarked catalytic converters at seriousness level two on the adult felony sentencing grid.

Section 30 specifies that the proposed legislation would take effect on April 1, 2025.

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 proposed legislation would require approximately \$528,221 in one-time costs for local law enforcement training, in addition to other indeterminate impacts.

According to WASPC, all local law enforcement officers would need to go through training regarding the new criminal offenses this bill would create and the Washington State Patrol inspection procedures for licensed purchasers of catalytic converters. WASPC estimates that approximately 50 minutes of training would be required per law enforcement officer. This training would require a one-time cost of \$393,281 for cities and \$134,940 for counties, for a total one-time cost to local governments of \$528,221.

The 2022 Crime in Washington Report conducted by WASPC states that there are 6,647 commissioned officers in police departments and 2,249 commissioned officers in sheriff's departments, for a total of 8,896 commissioned law enforcement employees that would require training. The 2024 Local Government Fiscal Note Program Criminal Justice Cost Model estimates the average hourly salary (including benefits and overhead) for an officer employed by a city to be \$71, and the same figure for an officer employed by a county to be \$72. If every officer in Washington had to complete approximately 45 minutes of training, the cost to local governments would be:

Cities:

6,647 officers X (5/6) hours X \$71 average hourly salary plus benefits and overhead = \$393,281

Counties:

2,249 officers X (5/6) hours X \$72 average hourly salary plus benefits and overhead = \$134,940

Total:

\$393,281 + \$134,940 = \$528,221

Training materials and time required may differ among different departments, however.

According to the Washington State Caseload Forecast Council's (CFC) fiscal note on this bill, creating three new C felony offenses and two new gross misdemeanor offenses, and expanding an existing gross misdemeanor offense could impact demand for jail beds. As a class C felony ranked at seriousness level four, trafficking in catalytic converters in the first degree would be punishable by a confinement term of between three to nine months in jail and 60 months in prison, depending on a person's prior criminal history. As a class C felony ranked at seriousness level three, trafficking in catalytic converters in the second degree would be punishable by a confinement term of between one to three months in jail and 51 to 60 months in prison, depending on a person's prior criminal history. As a Class C felony ranked at seriousness level two, possession, sale, or offering for sale of seven or more unmarked catalytic converters would be punishable by a confinement term of between zero to 90 days in jail and 43 to 57 months in prison. Gross misdemeanor offenses are punishable by a confinement term of zero to 364 days in jail.

However, since it is unknown how many incidents of the new class C felony offenses, new gross misdemeanor offenses, or expanded gross misdemeanor offense may occur, CFC cannot predict the jail bed impacts resulting from this bill, so the associated expenditure impact on local governments is indeterminate. The 2024 Local Government Fiscal Note Program Criminal Justice Cost Model estimates that the average daily cost of occupying a jail bed is \$145.

According to the CFC fiscal note for this bill, the creation of three new class C felony offenses, two new gross misdemeanor offenses, and an expanded gross misdemeanor offense could also increase demand for county juvenile detention beds. As class C felony offenses ranked at category C on the juvenile sentencing grid, trafficking in catalytic converters in the first and second degree, and possession, sale, or offering for sale of seven or more unmarked catalytic converters would be punishable by a standard range term of between zero to 30 days in local juvenile detention and 15 to 36 weeks in juvenile rehabilitation. Ranked at category D on the juvenile sentencing grid, gross misdemeanors are punishable by a standard range term of zero to 30 days in local juvenile detention.

However, it is unknown how many juvenile incidents of the new class C felony offenses, the new gross misdemeanor offenses, or the expanded gross misdemeanor offense may occur as a result of this bill's provisions, so the magnitude of any resulting increase in county juvenile detention expenditures is indeterminate. The Local Government Fiscal Note Program does not have detailed information on the costs of juvenile detention, however the average daily rate for juvenile detention beds is generally higher than the same figure for a jail bed.

In addition to bed impacts, the creation of three new class C felony offenses, two new gross misdemeanor offenses, and an expanded gross misdemeanor offense could increase law enforcement, prosecution and public defense expenditures as a result of processing incidents of the new and expanded offenses. According to the 2024 Local Government Fiscal Note Program Criminal Justice Cost Model, the combined law enforcement, prosecution and public defense costs to process an incident of a class C felony, or gross misdemeanor stolen property offense are approximately \$5,647.

However, given that it is unknown how many incidents of the new offenses may occur, the magnitude of the expenditure impacts on local governments from processing incidents of these offenses is indeterminate.

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.

The proposed legislation would have no impact on local government revenues.

SOURCES:

Crime in Washington Report, 2022

Local Government Fiscal Note Program Criminal Justice Cost Model, 2024

Washington Association of Sheriffs and Police Chiefs

Washington State Caseload Forecast Council



Multiple Agency Ten-Year Analysis Summary

Bill Number	Title
2153 E S HB AMS TRAN S5484.1	Catalytic converter theft

This ten-year analysis is limited to the estimated cash receipts associated with the proposed tax or fee increases.

Estimated Cash Receipts

	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	Fiscal Year 2031	Fiscal Year 2032	Fiscal Year 2033	2024-33 TOTAL
Administrative Office of the Courts	0	0	0	0	0	0	0	0	0	0	0
Office of Attorney General	0	0	0	0	0	0	0	0	0	0	0
Caseload Forecast Council	0	0	0	0	0	0	0	0	0	0	0
Department of Revenue	0	0	0	0	0	0	0	0	0	0	0
Office of Insurance Commissioner	0	0	0	0	0	0	0	0	0	0	0
Washington State Patrol	0	0	0	0	0	0	0	0	0	0	0
Criminal Justice Training Commission	0	0	0	0	0	0	0	0	0	0	0
Department of Licensing	0	24,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	912,000
Department of Children, Youth, and Families	0	0	0	0	0	0	0	0	0	0	0
Department of Corrections	0	0	0	0	0	0	0	0	0	0	0
Washington State University	0	0	0	0	0	0	0	0	0	0	0
Total	0	24,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	912,000



Ten-Year Analysis

Bill Number 2153 E S HB AMS TRAN S5484.1	Title Catalytic converter theft	Agency 055 Administrative Office of the Courts
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts

 Partially Indeterminate Cash Receipts

 Indeterminate Cash Receipts

Name of Tax or Fee	Acct Code												
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Agency Preparation: Angie Wirkkala	Phone: 360-704-5528	Date: 3/5/2024 8:02:54 am
Agency Approval: Chris Stanley	Phone: 360-357-2406	Date: 3/5/2024 8:02:54 am
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 E S HB AMS TRAN S5484.1	Title Catalytic converter theft	Agency 100 Office of Attorney General
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

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

Name of Tax or Fee	Acct Code											

Agency Preparation: Dave Merchant	Phone: 360-753-1620	Date: 3/1/2024 3:52:23 pm
Agency Approval: Dianna Wilks	Phone: 360-709-6463	Date: 3/1/2024 3:52:23 pm
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 E S HB AMS TRAN S5484.1	Title Catalytic converter theft	Agency 101 Caseload Forecast Council
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

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

Name of Tax or Fee	Acct Code												
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Agency Preparation: Clela Steelhammer	Phone: 360-664-9381	Date: 2/29/2024 9:04:33 am
Agency Approval: Clela Steelhammer	Phone: 360-664-9381	Date: 2/29/2024 9:04:33 am
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 E S HB AMS TRAN S5484.1	Title Catalytic converter theft	Agency 140 Department of Revenue
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

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

Name of Tax or Fee	Acct Code												
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Agency Preparation: Erika Ferrara	Phone: 360-534-1517	Date: 2/29/2024 2:22:30 pm
Agency Approval: Valerie Torres	Phone: 360-534-1521	Date: 2/29/2024 2:22:30 pm
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 E S HB AMS TRAN S5484.1	Title Catalytic converter theft	Agency 160 Office of Insurance Commissioner
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

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

Name of Tax or Fee	Acct Code												
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Agency Preparation: Andrew Davis	Phone: 360-725-7170	Date: 2/27/2024 11:56:03 an
Agency Approval: Joyce Brake	Phone: 360-725-7041	Date: 2/27/2024 11:56:03 an
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 E S HB AMS TRAN S5484.1	Title Catalytic converter theft	Agency 225 Washington State Patrol
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

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

Name of Tax or Fee	Acct Code												
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Agency Preparation: Julia Moser	Phone: 360-596-4044	Date: 3/1/2024 11:24:40 am
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 3/1/2024 11:24:40 am
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 E S HB AMS TRAN S5484.1	Title Catalytic converter theft	Agency 227 Criminal Justice Training Commission
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

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

Name of Tax or Fee	Acct Code												
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Agency Preparation: Brian Elliott	Phone: 206-835-7337	Date: 2/27/2024 9:15:28 am
Agency Approval: Brian Elliott	Phone: 206-835-7337	Date: 2/27/2024 9:15:28 am
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 E S HB AMS TRAN S5484.1	Title Catalytic converter theft	Agency 240 Department of Licensing
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts

 Partially Indeterminate Cash Receipts

 Indeterminate Cash Receipts

Estimated Cash Receipts

Name of Tax or Fee	Acct Code	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	Fiscal Year 2031	Fiscal Year 2032	Fiscal Year 2033	2024-33 TOTAL
	081		24,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	912,000
Total			24,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	912,000
Biennial Totals		24,000		222,000		222,000		222,000		222,000		912,000

Narrative Explanation (Required for Indeterminate Cash Receipts)

This bill would increase revenue collected by the Department of Licensing. Section 20 adds a \$500 catalytic converter inspection fee to wrecker license fees collected by DOL. Section 16 of this bill would add a \$500 catalytic converter fee to scrap processor licenses collected by DOL. This bill would increase DOL revenue collections by \$24,000 in FY 25 and \$110,500 in FY 26 the first full year of collections.

Agency Preparation: Ellie Gochenouer	Phone: 360-901-0114	Date: 2/29/2024 4:53:31 pm
Agency Approval: Collin Ashley	Phone: (564) 669-9190	Date: 2/29/2024 4:53:31 pm
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 E S HB AMS TRAN S5484.1	Title Catalytic converter theft	Agency 307 Department of Children, Youth, and Families
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts

 Partially Indeterminate Cash Receipts

 Indeterminate Cash Receipts

Name of Tax or Fee	Acct Code											

Agency Preparation: Katherine Anderson	Phone: (360) 790-9033	Date: 3/4/2024 2:25:50 pm
Agency Approval: Crystal Lester	Phone: 360-628-3960	Date: 3/4/2024 2:25:50 pm
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 E S HB AMS TRAN S5484.1	Title Catalytic converter theft	Agency 310 Department of Corrections
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

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

Name of Tax or Fee	Acct Code												
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Agency Preparation: Ellen Hafer	Phone: (360) 725-8428	Date: 2/28/2024 11:23:37 an
Agency Approval: Michael Steenhout	Phone: (360) 789-0480	Date: 2/28/2024 11:23:37 an
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 E S HB AMS TRAN S5484.1	Title Catalytic converter theft	Agency 365 Washington State University
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

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

Name of Tax or Fee	Acct Code												
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Agency Preparation: Emily Green	Phone: 5093359681	Date: 3/1/2024 5:11:01 pm
Agency Approval: Chris Jones	Phone: 509-335-9682	Date: 3/1/2024 5:11:01 pm
OFM Review:	Phone:	Date: